

Latitude 38

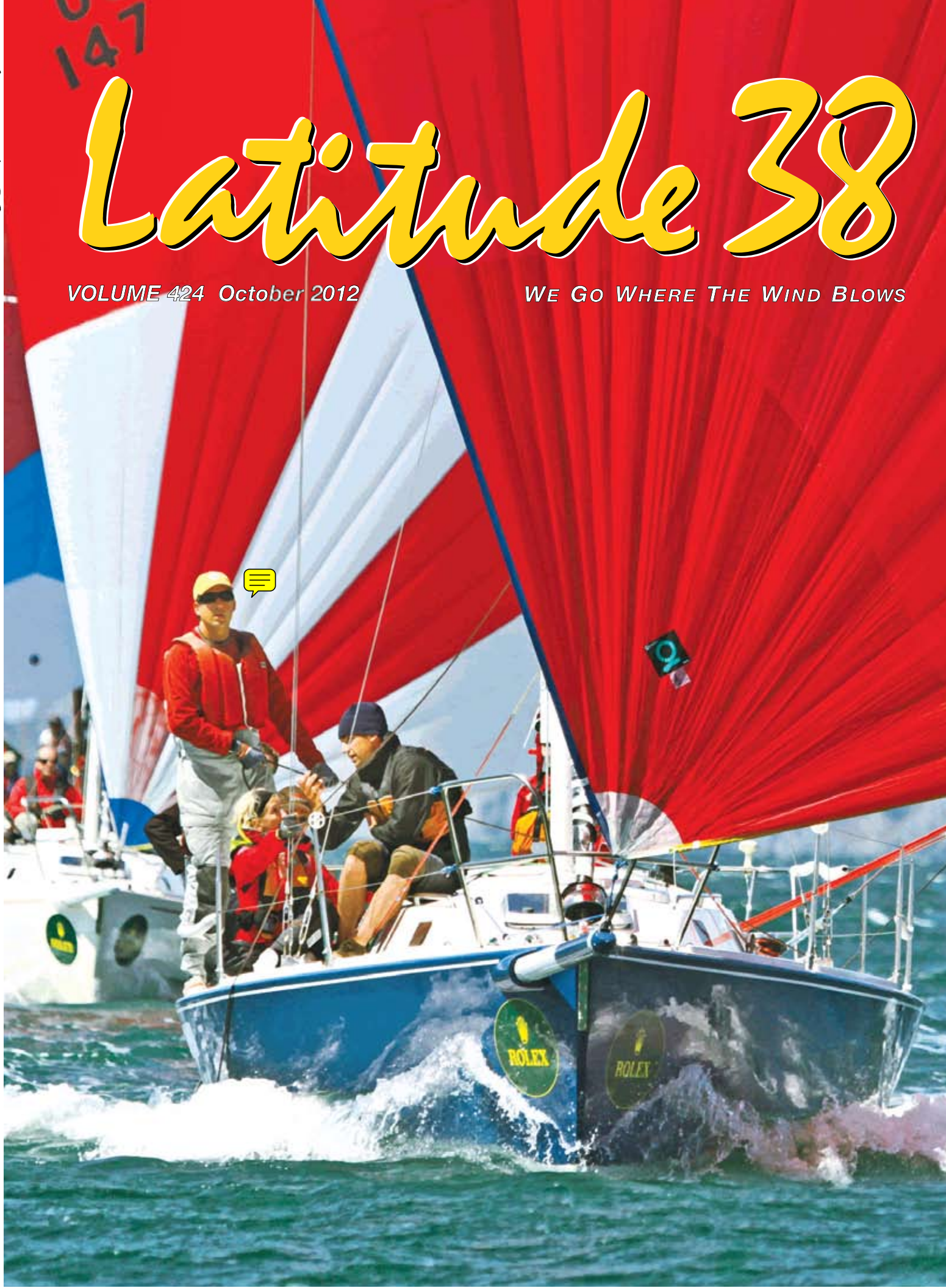
Latitude 38

VOLUME 424 October 2012

WE GO WHERE THE WIND BLOWS

OCTOBER 2012

VOLUME 424



2012 ROLEX BIG BOAT SERIES —

Forget global warming. The earth shifted slightly on its axis this year. It's one thing to race multihulls in the America's Cup. . . but in the Rolex Big Boat Series?

The St. Francis Yacht Club's premier annual regatta has been held for 48

along with six perpetual trophies and six Rolex Oyster Perpetual Submariner watches awaited the winners.

Ultimately victorious: IRC A — TP52 *Vesper*, Jim Swartz (Park City, Utah); IRC

B — King 40 *Soozal*, Dan Woolery (Alamo); IRC C — J/125 *Double Trouble*, Peter Krueger (Reno); IRC D — IMX 38 *Hawkeye*, Frank Morrow (San Francisco); Express 37 — *Blade Runner*, Michael Shlens (Palos Verdes); J/105 — *Donkey Jack*, Shannon Ryan, Rolf Kaiser and Steve Kleha (San Francisco); J/120 — *Desdemona*, John Wimer (Half Moon Bay); Multihulls — ProSail 40

"thrilled spectators with their blazing speed and daring moves, especially at mark roundings where they sometimes mixed with monohulls holding a slower, steadier pace."

The level of talent was exciting, too.

What got hearts thumping was the near-miss at Shadow's finish.

Stoneberg brought together a star-studded crew aboard his silvery 25-year-old ProSail 40 catamaran *Shadow*, including Olympic medalists Randy Smyth, Keith Notary, and Chris Steinfeld; internationally ranked sailors Genny Tulloch and Katie Pettibone; and Mike Tosse of Svendsen's Marine.

The image of 'now': Urs Rothacher drives 'BridgeRunner' from a hiking tramp, while his GoPro captures the action.

years (save for its 2001 cancellation after the 9/11 attacks). Fleets come and go, but like all classics, there's a timelessness to this regatta. Big boats, big breeze, big names.

That tradition continued on September 6, but the average boatspeed ticked up considerably. The 2012 edition of the Rolex Big Boat Series kicked off with its first-ever multihull division of six boats blasting along in chilly 16-20 knot winds among a 66-strong total field of entries across eight divisions.

For four days the winds stayed mostly in the high teens, the sun shone, the cur-

Smokin'! Tom Siebel's Sig 45 'Vamonos' blasts across the Bay. Early indications are that multis will compete again at next year's RBBS.

Shadow, Peter Stoneberg (Tiburon).

Multihull Madness

Going into Sunday there may have been no question about the winner in the performance multihull division, but there was drama through to the finish, and talent galore.

St. Francis YC Commodore Peter Stoneberg gets credit for driving the inclusion of multihulls. But before the race committee could even agree to the division, and long before the start gun, was the challenge of defining the division. What class constraints? What courses? Just catamarans, or trimarans too?

Bay Area Multihull Association Staff Commodore and YRA Secretary Bob Naber was all in to help guide the process. After all, BAMA has no small experience in the matter.

Leave it to a TP52 racer, though, to express the handicapping challenge. Hogan Beatie on the TP52 *Rio* commented, "It's like trying to rate a maxi, a Reichel/Pugh cruiser, a Farr 40 one design, and a TP52." Sausage-making, clearly.

In the end, the race committee created a performance multihull category focused on boats with a particular size and speed potential — no ponderous

cruising cats and no Hobies. They were given PHRF ratings, scored using time-on-time, and tris were allowed.

The regatta press office was certainly pumped, writing about how the multis



rent flooded, and temps in the low 60s had that special San Francisco chill.

It came down to the last day — Sunday's traditional "Bay tour" — for most of the divisions. A championship title,

UNIQUELY DIVERSE

Tom Siebel, founder of the Emeryville software company formerly known as Siebel Systems, worked with America's Cup and grand prix multihull racer Cam Lewis to assemble a reunion of Tom Blackaller's 1988 ProSail crew, along with racing multihull design guru Gino Morrelli, aboard the Sig 45 *Vamonos*.

But *Shadow* was on a roll: four first-place and three second-place finishes over the regatta's seven races.

That also put Stoneberg six points ahead of the bright orange hulls of Urs Rothacher's SL33 *BridgeRunner*, and twelve points ahead of two boats tied for third, Siebel's *Vamonos* and Philippe Kahn's blue-hulled *Pegasus-MotionX*, a Lightspeed 32. Siebel's first place in race two was the tiebreaker to edge out Kahn for third.

Shadow's sizable point lead going into the final race meant that Stoneberg only had to make it around the course to win. So it wasn't a big deal that *BridgeRunner*

Biggest of the big: The green and gray '*Vesper*' leads the charge to the starting line in IRC A. Left: Skipper Jim Swartz with Gavin Brady.



Above: SfFYC Commodore and '*Shadow*' owner Peter Stoneberg (on right) salutes RBBS elder statesman Sy Kleinman of '*Swiftsure II*'. **Right:** '*Shadow*' shows her winning form.



came in first for that last race.

No, what got hearts thumping was the near-miss at *Shadow*'s finish. Stoneberg was setting up for a Hollywood finish, sailing a little high so he could come in really hot and fast, seriously flying a hull. That's when Stoneberg spied a stand-up paddle boarder furiously stroking directly across their course.

"We had three choices," said Stoneberg. "Head up — *flip* — and kill the paddle boarder; run over the paddle boarder; or go below the guy and miss the finish."

After accepting option three, Stoneberg and crew coolly recovered from the wild detour and safely finished in 20 knots of breeze, eliciting admiration and applause from spectators on the race deck at St.



2012 ROLEX BIG BOAT SERIES —



Trimmed for success: Peter Kreuger and his crew worked hard to put 'Double Trouble' at the top of the IRC C rankings.

Francis YC.

But that's not the punch line. When Stoneberg looked over at the paddle boarder and got ready to read him the riot act as they flashed past, whom do you think Stoneberg recognized? Irony of ironies, none other than Jimmy Spithill.

Speaking of mixing it up at the marks, Jonny Goldsberry, who was crew on *BridgeRunner*, said wryly after they hooked the windward mark on Friday, "I see why they don't do 360s in the America's Cup."

For Siebel, the whole series couldn't have been better. "Get out there in 20-

Grip with the toes! Making rigging adjustments mid-race out on 'Vesper's bowsprit is a delicate operation.



plus knots, and these boats really light up," he said. "Elbows were flying at the start line. Everybody I saw was excited to have the multihulls."

He also said the handicapping worked well for the catamarans, although *BridgeRunner* had a clear advantage in lower wind. "These guys were ferocious. Well-equipped and well-staffed."

It never got old to see the multitis fly by the monos. At one point *Shadow* was screaming past a big TP52 with an army of more than two dozen crew hiking out. Stoneberg couldn't help shaking his head and getting a big laugh out of his six crew. "So many crew sandwiches, so little speed."

Cam Lewis summed up the feelings of the multihullers about racing in RBBS. "It's about time! We did this back in the Blackaller day!"

Yep, a quarter century ago.

Biggest of them all — IRC A

In the biggest of the big boats — the six-boat IRC A division — Jim Swartz and his TP52 *Vesper* dominated from the start with an impossible-to-beat 1-1-2-1-1-1-1. *Vesper* took first in IRC A, snagged the title of IRC North American Champion for 2012, and won the St. Francis Perpetual Trophy for the second year running.

Swartz said afterwards, "This is one of the great challenges in the sailing world — the winds, currents, and beating them. It's all about teamwork, and we just have a fantastic team," he said, mentioning crew members Jamie Gale, Ken Keefe and Gavin Brady as among the greatest sailors in the world. "It really helps the program immensely when you have a group of people who know how to take care of each other."

Keefe added that the team also won the IRC East Coast Championship earlier this year. "After having a successful summer on the East Coast, and then to come here and do so well is just an incredible feat, and shows how strong our team is."

In what has become an annual tradition, the crowd warmly applauded Sy Kleinman when he took the stage to accept his third-place award for his Schumacher 54 *Swiftsure II*, helmed by Steve Taft. At 91 years old, Kleinman is believed to be the longest-running RBBS skipper. This was his 31st Big Boat Se-

ries. We hope we can keep at it as long and as successfully as you have, Sy!

The Soozal Division — IRC B

We've nearly stopped tracking the copious wins of Daniel Woolery aboard his King 40 *Soozal*. But in RBBS, he had to

"These guys were ferocious. Well-equipped and well-staffed."

beat defending champion and archrival Brad Copper of Alamo and his Tripp 43 TNT.

Woolery and tactician Pete McCormick of North Sails kept up *Soozal's* winning form to best the five-boat IRC B fleet, finishing first to TNT's third in Sunday's race and taking the City of San Francisco Trophy with a 1-1-2-2-1-1-1. Woolery felt "elation today when we fin-



With the help of Pete McCormick (left), Daniel Woolery's King 40 'Soozal' (spread shot) earned five bullets.





As if there were any doubt, it's clear by the wrestling mask worn by 'Swiftsure's' bowman, that they came to do battle.

ished first. *TNT* got faster and made us work hard."

This was the third Rolex Big Boat Series for Woolery, who has recently come back from an obviously successful knee replacement surgery. "Since the very beginning, we've always managed to have a good record with more wins than losses. Others said that *Soozal* was the boat to

beat for this regatta, and it turns out it was the case, but we had to work hard to get there."

The Fast 40s Experiment — IRC C

Peter Kreuger's J/125 *Double Trouble* won IRC C last year with Kreuger's boat partner Andy Costello skippering, and they were ready to defend the title here and take the Richard Rheem Perpetual Trophy. "We worked harder, started earlier, practiced a lot, and got new sails," said crew member Gilles Combrisson (Pt. Richmond). "When we get down to the leeward mark and the tactician (Jeff Madrigali) says 'Left turn / Mexican,' it's like ballet."

Double Trouble added a fifth victory in Race 7 and finished a full five points ahead of its closest competition, *Resolute*, another J/125 skippered by Tim Fuller of Murietta, CA.

"It was a great race" on Sunday, said Madrigali (now of Whidbey Island, WA),



With Brad Copper at the helm, the Tripp 43 'TNT' kept 'Soozal' under pressure throughout the regatta.

a 1996 Olympic medalist who grew up sailing here. "We had a light-air start, but the wind built really fast and the fleets were all intermingled, and boats were flying. It was fun. The week has been great, with really good weather, great race management and a wonderful group of people to sail against."

Dick Ferris brought his J/125 *August Ice* and ten crew from Lake Tahoe for his third RBBS. It was the J/125 contest that thrilled him. "It was great fun to race against the other two J/125s," said Ferris. "On Saturday we got the tuning down right, took a bullet in Race 5, and we were bound for a bullet in Race 6 when a foul-up at the leeward mark pushed us back down" to finish third.

The IRC C class, reserved for light-

"We worked harder, started earlier, practiced a lot, and got new sails."

displacement boats in the 40-ft range, is commonly referred to as "fast forties" and was dual-scored using IRC as well as the new High Performance Rule. The idea of HPR is to better handicap the new generation of high-performance offshore-capable yachts, such as the Farr 400, between 36 feet and 44 feet in length.

HPR certainly helped Bernard Girod's Santa Barbara-based Farr 400 *Rock & Roll*, taking it to a second-place corrected finish, versus fourth under IRC scoring. HPR also helped Steve Stroub's Santa Cruz 37 *Tiburón* splash over Alex Farrell's



2012 ROLEX BIG BOAT SERIES —



ALL PHOTOS ROLEX / DANIEL FORSTER EXCEPT AS NOTED

Tupelo is faster upwind, so the *Hawkeye* team knew they needed to hold back *Tupelo* and bank some time. Crew member Karen Clarkson took up the narrative. "During the first spinnaker run we pulled a quick jibe (called by tactician Sean Svendsen) and stood on *Tupelo*. I think they were surprised. For the long upwind leg we had to pull out all the tactical stops, and then prayed the whole way upwind watching *Tupelo* creep closer and closer."

Hawkeye held the lead, winning Race 7 and finishing one point ahead of *Tupelo Honey*, which claimed second overall.

Express Redress — Express 37

Racing was extremely tight and fraught with protests in the Express 37 fleet battle for the Atlantic Perpetual Trophy.

In fact, eight of 13 protests heard

by the protest committee involved this fleet.

In the end, it was an upset: Michael Shlens' *Blade Runner* knocked out long-time rival and defending champion *Golden Moon*, co-owned and helmed by Kame Richards of Alameda.

Golden Moon had topped the scoreboard early in the regatta and stayed there, except for a brief stint when both teams were penalized for failing to observe a limiting mark in race two. (Redress was later granted on the argument that the mark was not in its proper place, and both teams returned to their former positions despite protests from *Bullet* and *Expeditious* to overturn the redress.)

Going into the final race, the top five boats in the division were within five points of one another. Each had taken at least one bullet and each had grabbed

Big fleet = big fun. Above and right: The hotly contested J/105 fleet put on a great show.

1D35 Alpha Puppy.

Double Trouble was the winner in both systems. *Resolute* took third in HPR.

HPR promoters pointed out that the overall corrected time differences proved to be much closer in this new system. "This helps prove the new rule as being more favorable towards the latest-generation high-performance designs," said HPR rule developer Bill Lee.

A Hawk After Honey – IRC D

Six boats were in combat in the IRC D division to take the Keefe-Kilborn Perpetual Trophy. And for the trophy, it was all on the line in the final race between Frank Morrow's *Hawkeye* and *Tupelo Honey*, sailed by Gerard Sheridan of San Francisco.

The two boats were just one point apart heading into Sunday, and eight points ahead of third place contender *Encore*, a Sydney 36 CR owned by Wayne Koide. And that meant... a little match race.

Morrow pinned Sheridan for two-and-a-half minutes at the start. "It was cat and mouse," related Morrow afterwards. "We were hard at it."



ELLEN HOKE / WWW.ELLENHOKE.COM



UNIQUELY DIVERSE

a fourth, fifth, or sixth. But Shlens had poured it on with bullets in races four and six, so Richards needed to finish first on Sunday to defend his record. It's precisely that tight competition that

"We think of the J/105 as a dinghy, and try to sail it that way — not as a big boat."

turns Richards on.

"Kame, you psyched at the chance for another Rolex watch?" we asked. Going into race seven he replied, "Buying a watch is less expensive than a new carbon jib. The reason to race here is to watch and learn and study and pay attention and learn to sail better than

before."

It was not to be. *Blade Runner*, *Bullet*, and *Expeditious* all made it by the *Moon* on Sunday, pushing Richards to 19 points overall against Shlens' 17 points.

As Shlens said later, "The Express 37 fleet is really exciting and the boats are all very equal. Even after 20 miles of sailing today, we all managed to stay overlapped at the finish. One minor error can be the difference of three or four boats. Several of the spinnaker reaches were very close and the final reach is where many positions changed within just a few miles. *Golden Moon* is very well sailed and Kame Richards is just an outstanding sailor, so we were trying to stay in front of him from start to finish."

Largest Fleet — J/105

A total of 21 boats raced in the J/105 fleet, making it the largest in the regatta, vying for the Commodore's Cup. Big fleets mean opportunity for error and place changes, especially when the top three boats are three points apart heading into the final race.

Donkey Jack has been racing in the RBBS since 2005 and had won twice. The boat is held in a three-way partnership by skipper Rolf Kaiser and mainsail trimmer Steve Kleha, both of San Francisco, and Shannon Ryan of Oakland.

Ryan, who also sails a Vanguard 15, revealed their secret: "We think of the J/105 as a dinghy, and try to sail it that way — not as a big boat."

Going into the final day, Kaiser commented that there were still three or four boats that could actually win. *Godot*, was one of them, skippered by Philip Laby of Oakland. *Godot* took first and *Donkey Jack* fourth on Sunday, which landed them at



Mick Shlens' battle-tested Express 37 'Blade Runner' came north to the Bay from SoCal, and returned home victorious.

an identical 31 points. With two firsts in earlier races, *Donkey Jack* won on a tiebreaker.

The other boat in line to win was defending champion *Blackhawk*, skippered by Scooter Simmons of Belvedere. She was perfectly tied with *Donkey Jack* going into Sunday, but a tenth-place finish — *Blackhawk's* worst of the regatta — plunged her to third overall.

"The J/105 fleet is one of the most



competitive one design fleets on San Francisco Bay," said Kleha. "Our tactic going into today was to win the race. Right off the line we scooted off past *Blackhawk* to clinch that part of the battle. After that, our spinnaker trimmer told us to go underneath Alcatraz, which earned us two places ahead of *Mojo* and *JuJu*."

2012 ROLEX BIG BOAT SERIES

Down to the Tiebreaker – J/120

In perhaps the most dramatic conclusion of the Rolex Big Boat Series, John Wimer's *Desdemona* redeemed itself after losing its lead Saturday to defending champion *Chance*, skippered by Barry Lewis of Atherton. With only one point between the boats going into the Bay tour, *Desdemona* had to finish ahead of

Desdemona redeemed itself after losing its lead Saturday.

Chance, which it did by posting a second to *Chance*'s fourth and edging the team out by one point overall.

"We knew that *Chance* was who we had to beat, but we also couldn't afford to just let the rest of the fleet go, so we just needed to get a decent start and sail smart," said Wimer, who has competed in the event for 22 years. "Our expecta-



ROLEX / DANIEL FORSTER

Pretty as a water ballet: As the starting gun fires, the J/120 fleet demonstrates a textbook start off the Cityfront.

tions are always to do well and to have a challenge; this fleet has all really good sailors and it always comes down to the last race in the regatta. That is what it came down to today."

There was a similar battle for third place, with one point separating Dick Swanson's *Grace Dances* and Stephen Madeira's *Mr. Magoo* going into the final race. With help of tactician Rich Bennalack — and "aggressive main and spinnaker trim" according to crew member David Gimpelevich — Swanson took the bullet on Sunday and held on to third.

Next Year

The 2013 edition of the Rolex Big Boat Series will be pushed back to September 26-29, following the America's Cup finals. Asked if multihulls will be back for 2013, Stoneberg smiles and says, simply, "You bet!"

— paul oliva

You'll find complete results and more great photos at www.rolexbigboatseries.com.



SANDIS

serving the maritime community

CIVIL ENGINEERS
SURVEYORS
PLANNERS

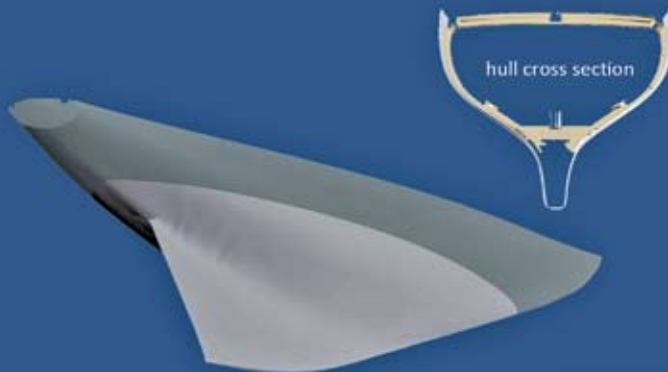
HULL + RIG + INTERIORS

LASER SCAN BOAT MEASUREMENT SYSTEM

3D Laser Scanning

SANDIS' 3D Laser Scanning System allows us to take up to a million measurements a second, creating a 'point cloud' of data that can be used to create computer models of a boat or rig. From this 'point cloud' measurements are taken of a boat to determine keel and rig squareness, symmetry between port & starboard sides of a boat and to create an entire 3D model of a boat for reconstruction, modification or rating verification. The applications are endless.

For more information please contact:
Ken Olcott 408.636.0900; kolcott@sandis.net



the schooner 'Viveka'
undergoing restoration at Rutherford's Boatshop

Ken Olcott former owner of Recidivist WWW.SANDIS.NET

BOAT RESTORATION, RENOVATION, RETROFIT

CALL FOR WINTER
RE-RIG SPECIALS!

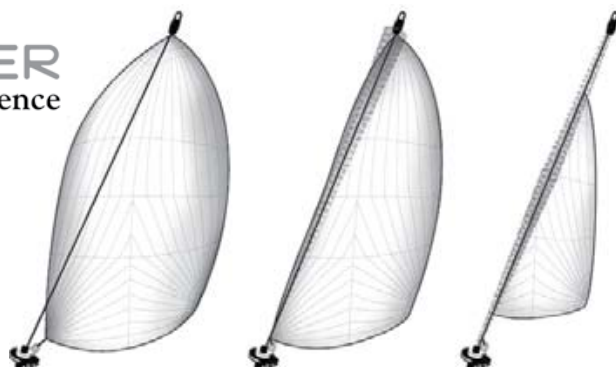
A SPINNAKER GIVES PERFORMANCE A TOP-DOWN FURLER MAKES IT EASY

Congratulations!



Congratulations to 2012 Rolex
Big Boat Series class winners
Soozal, Shadow, and all other
Easom-rigged winners!

 **KARVER**
sailing experience



AND EASOM DOES IT BETTER

Whether you're cruising or racing, Easom can give you
better downwind performance with a Karver top-down furler!



Easom Racing and Rigging

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

Call for estimate
(510) 232-SAIL (7245)

www.easomrigging.com

**WE WANT
YOUR
BOAT LOAN**



**NORTHERN CALIFORNIA
REPRESENTATIVE**

Bill Kinstler
866-486-2628

WEST COAST REPRESENTATIVE

Max Salvater
888-898-2476



Visit us at...

www.boatbanker.com



OFFICIAL PARTNER OF
**ORACLE™
TEAM
USA**

36th America's Cup Defender


Alameda Eyes
OPTOMETRY

Proud Supplier of TAG Heuer™ Eyewear

- Advanced coatings repel sunscreen and water
- Lens color increases contrast helping you find the wind
- Polarization cuts glare

Our high-tech prescription helps you see the mark!

Sailing Spoken Here

1432 Park Street Alameda, CA 510-769-2020
www.alamedaeyes.com



TA-TA ONE —

The way we see it, there are two ways to measure the success of a sailing event. The first is how good the sailing conditions were. The second is how engaged and connected the participants

became. Based on those criteria, we think last month's first ever SoCal Ta-Ta — aka Reggae Pon Da Ocean — was a smashing success. Given the number of participants who told us they were ready to sign up for a Ta-Ta Two, we're not the only ones.

The week-long event saw the 33-boat fleet rally from Santa Barbara to Two Harbors, Catalina, with stops at Santa Cruz Island, Paradise Cove and Redondo Beach. None of the legs was more than 37 miles, so there was no overnight sailing.

The fleet was composed of 34 boats — six others didn't show up — ranging in size from Brandon and Devani Priest's Santa Barbara-based Coronado 25 *Sea Monkey* — which got special dispensation for being under the normal minimum length of 27 feet — up to Pat McCormick's Alamitos Bay-based Beneteau 440 *St. Somewhere*. There were six multihulls and one powerboat.

Most of the boats were production built 'racer-cruisers', such as the four Beneteaus, three Hunters, three Catalinas, and three Islanders. A number of boats were at least 30 years old, which says something good about the durability of early fiberglass boats. A few of them have been under the same ownership for decades, such as Keith Albrecht's beautifully restored Alamitos Bay-based Columbia 36 *Ojo Rojo*, which

We're not sure how long the Albrechts have been together, but Keith and their Columbia 36 'Oso Rojo' have been an item for 27 years.



he has owned for 27 years. Mike Pyzel has owned his Santa Barbara-based Cal 28+ *Caballo Blanco* since before he sailed her in the '78 Singlehanded TransPac.

While most of the fleet came from the Santa Barbara-to-Dana Point stretch of Southern California coast, at least three boats — Stephen Yingst and Christina Barasch's Sausalito-based Beneteau 31 *Green Flash*; Andy Smith's Coyote Pt.-based Union Polaris 36 *Tilligo*; and Al Fricke's Treasure Island-based Catalina 36 *Jubilee* — had to sail 275 miles to get to the Ta-Ta starting line at Santa Barbara, and had to travel at least 350 miles from Catalina to get back home. Kevin Belcastro's San Francisco-based Tanton 43 cat ketch *Toucan* also came down from San Francisco for the rally, but like a half dozen other Ta-Ta entries, is planning on doing the Baja Ha-Ha.

Chuck and Elaine VanderBoom of Lake Havasu City came the farthest, having trailed their F-31 *Boomerang* all the way from Arizona. Curiously, none of the three San Diego boats that had signed made the 150-mile trip to the Santa Barbara start.

As is to be expected of an event taking place during the work week, many of the 105 participants were retired. Nonetheless, it was a lively group of adventurers not interested in spending their golden years snoring on a couch to a blaring boob tube.

Two was the most common number of crew per boat, followed by three. But Jean Mondeau somehow managed to stuff six into his Madera-based Cal 2-27 *Carmela*, which he'd bought for \$500 and completely restored. Billy Lilly's Newport Beach-based Lagoon 470 catamaran *Moontide* had five crew, four of them women, and *Profligate* had six crew, four of them women. The estrogen on the cats was so thick that it was hard to see from one side of the salons to the other, and the intense discussions about personal relationships never ended.

Two entrants who really tickled our fancy were John and Janice Barker of the Long Beach-based DownEast 38 *Dulcinea*. They'd not only done the first Baja Ha-Ha 19 years before with the same boat, but they wore their new-looking '94 Ha-Ha T-shirts to the Ta-Ta skipper's meeting — and so did Randy and CJ Juengst. They'd done the inaugural Ha-Ha aboard their Norseman 40 *Royal Venture*, and



were doing the Ta-Ta aboard Al Fricke's *Jubilee*. Randy and CJ first met Al in Mexico in '94, shortly after the inaugural Ha-Ha, and they've remained friends since.

Southern California has a reputation for light-air sailing conditions, with frequent periods of too little wind for decent sailing. So it was something of a surprise that a majority of boats were able to sail the entirety of all four legs, which totalled 110 miles. While there were some periods of six to 10 knots of wind, nobody slatted, and overall the sailing conditions were excellent.

We'd done the 26-mile first leg from Santa Barbara to the west end of Santa Cruz Island about 15 times before, but never in such fine conditions. It was sunny from daybreak, and there was a steady 12-knot breeze for the 11 a.m. start. The Poobah cautioned the fleet that the wind would come aft once they got out into the channel, so it would actually

REGGAE PON DA OCEAN



Clockwise from spread of 'Orange' passing Pt. Dume. (Yes, the photo is flopped.) Northern Californians Kevin Belcastro of 'Toucan' and Robert Walker of 'Grace'. Question: Tell no lies, where do you want to reggae most? Answer: The ocean. Dreddy mates. Lani Cordero and Mike Pyzel of 'Caballo Blanco'. Jim Anderson's Beneteau 49 'Thalassa' just after the start. Jim and his crew, Derek Leistra, who plans to go cruising in his own boat.

benefit them to stay low of the rhumb line. The suggestion that members of a reggae-themed fleet "not get too high" was, as you might expect, universally ignored.

After sending the fleet on its way, we futzed getting *Profligate's* main up, then set our biggest asymmetrical. Thanks to more northwest in the wind than normal, we were easily able to curve up to the east end of Santa Cruz, passing San Pedro Point in less than three hours, a few minutes after *Boomerang*. Having ignored our advice, some boats arrived at the island so high they had to gybe back out to get downwind. But even those arrived a short time later.

Smuggler's Cove is one of the few places in the Channel Islands that can accommodate a fleet of more than 30 boats, so that was the Ta-Ta destination.

There was plenty of room for everyone, it wasn't very roly, and there wasn't much of a south swell running — which made beach landings possible if not easy. With continued bright sunshine, lots of people sunbathed, paddled their kayaks, swam in the 68° water, and otherwise enjoyed themselves.

Thanks to the relatively small size of the fleet, *Profligate* was able to host one-third of the skippers and first mates at sundowner parties each night. This was a great way for folks to really get to know each other.

The second day was an overcast lay day. The Poobah proposed a hike from Scorpion Bay back to Smugglers, and offered to take everyone

over to Scorpion aboard *Profligate*. The catch was that all hikers had to be willing to swim out through the surf — it was relatively small — once they got back to Smuggler's. The hike was longer and more hilly than expected, but it was more quiet and serene than anywhere else in

Charles and LeeAnne Clark hit the start of the first leg with 'Spray'. Their goal is to get a larger boat and take off cruising.



TA-TA ONE —



Clockwise from above. The bubble machine and 'Dulcinea' at Smuggler's. Caren and Danna doing yoga at 10 knots. Heidi Gross, the young owner/skipper of 'Sea Esta'. The VanderBooms of 'Boomerang'. The dock and hikers at Scorpion. Hot and not-so-hot gybing angles off the east end of Anacapa Island. The fleet anchored and rafted up behind the Redondo Breakwater. Michelle Hansen of 'Kailani' gives her husband Cary a tongue lashing.

Southern California. The only sign of civilization was an old farm house with rusty farm machinery strewn about.

Hovering in the inflatable off Smuggler's Beach, the Poobah was concerned that the weary hikers might balk at having to wade through the chilly surf in order to be picked up and taken back to their boats. He need not have worried, for these were hardy pioneer rally stock, and not a discouraging word was

Judy, one of the estrogen crew aboard 'Moon-tide', enjoyed kayaking after the Santa Barbara to Santa Cruz Island leg.



heard — even after some hikers had to be manhandled into the dinghy.

Day three dawned with drippy fog. About half the fleet set chutes in less than 10 knots of wind on the way to Paradise Cove, just past Pt. Dume. The wind was forecast for 10 to 15 knots, but stayed light until early in the afternoon, at which time it started blowing above the forecast. With winds gusting to the mid-20s from Zuma Beach on, many skippers reported hitting their all-time top boat speeds, including the VanderBooms, who racked up an 18.3. Although the wind was strong enough to finish off *Moon-tide's* tattered 16-year-old main, there was no other significant damage to the fleet.

Paradise Cove usually provides excellent protection from the wind, but it continued to gust to the mid-20s in the anchorage well past cocktail hour. The real heroes were the Ta-Ta volunteers

who got drenched shuttling skippers and first mates to the *Profligate* sundowner party. But no boats dragged, and as is the norm for Santa Monica Bay, the wind died promptly after sundown.

Day four dawned foggy and calm, so the Poobah led the fleet on a near-shore tour of Malibu homes. It really wasn't necessary, but celebrity after celebrity — Cher, Goldie, Dustin, Ali, Sting — all came out on their terraces to wave. The Poobah thought his arm was going to fall off from waving back. You'd think they'd never seen a sailboat before.

We mingled with the surfers at Malibu for a few minutes — two-to-three foot waves, kinda sloppy, crowded — before setting the chute. The wind never got over 10 knots crossing Santa Monica Bay, but it was a spinnaker reach, so it might as well have been blowing 16. It was a mellow sail under clearing skies.

REGGAE PON DA OCEAN



Clockwise from above. The busy anchorage at Smuggler's. The crowded 'Carmela'. Patsy Verhoeven, another woman skipper, on the throne of her Gulfstar 50 'Talion'. Leslie and Seth of 'Talion' at the King Harbor YC. Diane and Christine Eggleston of the Lagoon 400 'Scout'. He's the NorCal dealer. Katrina Liana, Commodore of the Punta Mita Yacht & Surf Club, takes the leap. A recovered Doña de Mallorca leads the Ta-Ta conga line.

The trickiest part of the Ta-Ta was going to be the raft-up at anchor behind the huge Redondo breakwater. But it came off without a hitch. The fleet was graciously welcomed by the folks at the King Harbor YC, who set up a dinghy dock and allowed everyone to take showers, dump their garbage, and feast at a delicious spaghetti dinner. This despite the fact it was their last beer can race of the year — a big night at the club.

Then, in the middle of dinner, near-disaster struck. Dona de Mallorca, who had felt great all along, suddenly grabbed the table and announced that she was feeling extremely dizzy. The former ICU nurse was soon stretched out on the dining room floor in great distress.

Paramedics arrived quickly. De Mallorca passed one heart test and then a second more sophisticated heart test. But since her vertigo was severe, she had to be rushed to the hospital. A CAT scan ruled out a stroke and brain tumor, but since de Mallorca continued to barf

violently and have diarrhea into the wee hours, she was, for insurance reasons, transferred to another hospital for an MRI before getting the 'all clear' signal.

By the next morning her symptoms were gone. Because the vertigo hadn't been accompanied by tinnitus, doctors advised that it is unlikely to occur again. Subsequently, she's learned that vertigo is not an uncommon malady.

The Poobah and de Mallorca spent the day in a motel catching up on sleep, while Assistant Poobah Andy Turpin and others took over for the fourth and final leg of the Ta-Ta. From what we were told, it was yet another fabulous day of sailing, with 15 knots on the beam under bright sunshine. Even the first potluck turned out great — except for the Poobah's choice of movies. *The Harder They Come* is not as cheery a movie as he'd remembered. *Captain Ron* would have been a better choice.

The Poobah and de Mallorca

arrived at Two Harbors late the next afternoon, just before the final potluck and awards ceremony. De Mallorca got a rousing welcome from the crowd, almost all of whom had gotten to know her from the sundowner parties on *Profligate*.

In order to get everyone in the reggae spirit, the Poobah announced that when de Mallorca was on what she believed to be her deathbed, she had one last wish, which was that she could lead the entire Ta-Ta fleet in a conga line at the potluck. The Poobah might have made

With no wind for the start of the third leg, the Ta-Ta fleet motored down to Malibu and hung with the surfers before setting chutes.



TA-TA ONE

this up, but in what he viewed as the biggest vote of support for the Ta-Ta, every person — minus one with gimpy knees — got up and conga'd in circles behind de Mallorca. And then they did it again about a half hour later. Perhaps you had to be there, but the group spirit brought a huge smile to the Poobah's face.

After giving a special award to every boat entered — they were all winners! — Ta-Ta One reggaed into the sailing history books. Our heartfelt thanks to everyone who participated, as you were fabulous. And thanks to all the many people who helped make it happen.



Will there be a Ta-Ta Two? We're going to take a few months to decide if, in addition to doing the magazine and running the Ha-Ha, it's too much. We suspect there will be a Two, but in some ways nothing is ever quite like the first time, is it?

— **latitude** / richard

2012 SoCal Ta-Ta Participants

AHA	Fountaine-Pajot Tobago 35..	Bruce & Marlene Beal.....	Dana Point
Big Sweetie	Hunter 450 Passage.....	Carolyn & Charles Moyer.....	Channel Islands
Boomerang	Corsair UC31.....	Chuck & Elaine VanderBoom.....	Lake Havasu City, AZ
Caballo Blanco	Cal 28+.....	Mike Pyzel.....	Santa Barbara
Carmela	Cal 2-27.....	Jean Mondeau.....	Madera
Dariana Ruth	Custom 46.....	Michael Alfred.....	Channel Is. Harbor
Dulcinea	Downeast Cutter 38.....	John & Janice Barker.....	Long Beach
Escapade	Ericson 38.....	Darrell Sausser.....	Los Alamitos
Grace	Traveller 32.....	Alameda.....	Robert Walker
Green Flash	Beneteau 323.....	Stephen Yingst & Christina Barasch.....	Sausalito
Indulgence	Beneteau First 435.....	Andrew Beath & Joseph Blackburn.....	Santa Barbara
Jubilee	Catalina 36 MkII.....	Al Fricke.....	Treasure Island
Kailani	Catalina 400 MkII.....	Cary & Michele Hansen.....	Nawiliwili, HI
Mean Kitty	Catalina 42.....	Bill Walters.....	Ventura
Maira	Beneteau 351.....	Scott Stephens.....	Ventura
Moontide	Lagoon 470.....	Bill Lilly.....	Newport Beach
Ojo Rojo	Columbia 36.....	Keith & Terry Albrecht.....	Alamitos Bay
Orange	Contour 34.....	Paul Martson.....	Ventura
Oso Loco	Kettenburg 32.....	Bear Turpin.....	Santa Barbara
Quiddity	Hunter 33.....	Steve & Bobby Young.....	Santa Barbara
St. Somewhere	Beneteau 440.....	Pat McCormick.....	Alamitos Bay
Scout	Lagoon 400.....	David & Christine Eggleston.....	Jackson, WY
Sea Esta	Pearson Vanguard 32.....	Heidy Gross.....	Marina del Rey
Sea Monkey	Coronado 27.....	Brandon & Devani Priest.....	Santa Barbara
Shadow 2	Islander 36.....	Greg & Kathy Kircher.....	Ventura
Someday	Hunter 34.....	Don McNeil.....	Channel Islands
Spray	Islander Freeport 36.....	Charles & LeeAnne Clark.....	Channel Islands
Talion	Gulfstar 50.....	Patsy Verhoeven.....	La Paz, BCS
Tempest	Jeanneau 46.5.....	Steve Moffett.....	Alamitos Bay
Thalassa	Beneteau 49.....	Jim Anderson.....	Redondo Beach
Tilligo	Union Polaris 36.....	Andy Smith.....	Coyote Point
Toucan	Tanton 43.....	Kevin Belcastro.....	San Francisco
Triagan	Corsair F-31.....	Hans Millenaar.....	Leucadia
Wayward Wind	Catalina 42.....	William & Kathryn Gaffaney.....	Marina del Rey

Direct benefits

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

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

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

NORTH SAILS direct

northsailsdirect.com or call **888-424-7328**

Boat size restrictions may apply.

BOAT LOANS

New / Used / Refinance

Unbeatable rates.

Call us today for a free quote.

(800) 233-6542

San Diego, Newport Beach, Alameda & Seattle



www.seacoastmarine.net

A division of Seacoast National Bank.

Courage Faith and Culture

87 Days Adrift in the Central Pacific Ocean

by Captain Michael McCredy Baker
Master of F/V American Victory - Rescue Vessel



NEW BOOK RELEASE

A true tale of survival at sea

Website Offers:

- Interactive world chart of 2,097 mile drift
- Slide Show of Rescue Operation
- Chapter Summary
- Prologue
- Secure PayPal purchase option

Order now at www.couragefaithandculture.com

San Diego/San Francisco Boat Movers Storage

MOVE-IN SPECIAL

Keep Your Boat High and Dry!

Cut slip fees and store your boat at
San Diego Boat Movers facility
in San Diego or San Francisco

NOW OFFERING A MOVE-IN SPECIAL

With a one-year storage contract, we will amortize
the cost of haul-out and transport over the
course of one year.

SDBM Storage is a do-it-yourself working boat yard.
If your vessel needs repairs or you are just looking for
secure storage, we can help.

For more information please call

800-660-8132



6996-A Mission George Rd.
San Diego, CA 92120
205 Cutting Blvd.
Richmond, CA 94804

SAN DIEGO'S RIGGING CENTER

since 1983



Proudly serving for over 25 years

Safe, cost effective,
professional rigging solutions.

*We'll get you ready for your next
sailing adventure!*

Design consulting • Commissioning
Refits • Custom line and hardware

WE SHIP
RIGGING
WORLDWIDE

619.226.1252

www.pacificoffshorerigging.com

IDIOT'S GUIDE

Editor's note: You may recall having seen this article before in the pages of our magazine. You are not hallucinating. We find this piece by Gordon West one of the most useful we've ever published, so we've decided to run it again. In fact, you'll probably spot it again next year and the year after that and the year after that. It's that good, and it deserves a place at every cruiser's nav station. Enjoy!

Despite several advances in offshore voice communications such as satphones, marine single sideband (SSB) isn't going away anytime soon. That's

For cruising in California and Mexico, you'll almost exclusively use just five of them: 4A, 4B, 4C, 8A and 8B.

because SSB, unlike satphones, allows an unlimited number of people to listen to a transmission at the same time.

As such, SSB is the only way to go for the various regional cruising nets, such as the Baja, Sonrisa, Chubasco and Southbound. It means that when Tom Barnum, AA6TP, for example, transmits his latest weather forecast, anyone who wants to do so can listen at the same time. When someone has a question about the forecast, everyone can hear the question and Tom's response.

Marine SSB is also perfect for cruising events such as the Baja Ha-Ha, the Caribbean 1500 and the Atlantic Rally for Cruisers. "While the Ha-Ha doesn't require SSB radios," advises the Grand Poobah, "most boats do have them. They're good for safety — but fun, too. The folks with SSBs are able to participate actively in all the roll calls, weather and fishing reports, and other fleet news. Over a period of nearly two weeks, personalities develop over the radio, and an even greater sense of community is established."

In racing events such as the TransPac, Pacific Cup, and Singlehanded TransPac, SSB offers more than just straight communication. "Thanks to marine SSB, our 1700 hour reports and discussions maintain the racing camaraderie and fun," notes Jack McGuire, KG6CJN, communications chairman of the '08 Pacific Cup race.

Although not the subject of this article, the other significant benefit of SSBs is that, when used with a Pactor modem

and SailMail, they allow for the transmission and reception of brief emails while offshore.

Licensing

You don't need to pass a Ham radio operator's test to use a marine SSB. All that's required is a valid Ship Station license and a lifetime Restricted Radiotelephone Operator's permit. No testing required! The Ship Station license is good for 10 years and is non-transferable. If you're good at dealing with online government forms, you can apply for a license at <http://wireless.fcc.gov>. If you're not so good at it, or don't want to take the time, my lovely wife Suzie will be happy to help for a fee: (714) 549-5000.

How does Ham (amateur radio) differ from SSB? If you're new to long distance marine radio, I suggest not even worrying about it. Although I run the Radio School and some of the income comes from teaching students how to use Ham radio and pass the test, I generally discourage new SSB operators from taking that step right away. Get the no-test license for SSB radio, become familiar with the procedures and protocols, and use it for a few months. If you find that you're one of the very few cruisers who talks on the radio so much that SSB

frequency, start transmitting, and really piss off the 'radio police', fear not. SSB radios that are capable of working Ham frequencies come 'locked' from the factory. Some can only be unlocked using software, while others can be unlocked by simply pressing three keys at the same time. In cases of genuine emergencies, Ham frequencies can be used by people who don't have a license.

How Far On What Bands?

A marine SSB system operates on marine radio spectrum called shortwave, medium frequency and high frequency — 2 MHz-26 MHz. This radio spectrum is shared with hundreds of other radio users including shortwave broadcasts, Ham radio, FEMA, the American Red Cross and long-range aircraft.

Radio signals within the SSB shortwave spectrum refract off the ionosphere and come back to earth hundreds or thousands of miles away without the need for communication satellites and/or ground stations. Each marine SSB radio frequency band has a very predictable skywave bounce bull's-eye. If you choose a band that's too high, your signal will skip over the other station. If you choose a frequency that's too low, your



In the realm of cruising, an SSB radio is a lifeline, an email gateway, and a hub of friendly conversation, like an old-fashioned party line.

frequencies aren't adequate, then look into Ham radio. Or if you're going to the South Pacific, where there's lots more traffic on ship-to-ship channels, you might consider eventually moving up to Ham status. But generally speaking, it's really only for serious radio buffs.

By the way, there is nothing to prevent folks with SSB radios from listening on Ham frequencies, and indeed, there are some helpful Ham-only weather broadcasts. If you're worried that you might accidentally stumble onto a Ham-only

signal won't go far enough to reach.

The following is a good guide for choosing the band of frequencies that will target your first skywave bounce:

2 MHz	.....	200-400 miles
4 MHz	.....	400-600 miles
6 MHz	.....	600-1,200 miles
8 MHz	.....	800-1,600 miles
12 MHz	.....	1,200-2,400 miles
16 MHz	.....	1,600-3,200 miles
22 MHz	.....	2,200-4,000 miles-plus
26 MHz	.....	unpredictable during our solar cycle minimum

Pop Quiz #1: You are in San Francisco

and you want to talk with your buddy who's on his boat 1,200 miles away in Cabo San Lucas. Which band on marine SSB might you choose?

Answer: Because 4, 6, and 8 MHz would likely fall short on the first radio signal bounce, 12 MHz and 16 MHz would likely be your best choices.

The thing that usually drives new SSB operators nuts — and I know that it still irritates the Ha-Ha's Grand Poobah — is that SSB radio frequency/channels are so different from VHF, FM, television, and almost every other kind of channel. On VHF, for example, channel 72 is channel 72. On television, channel 7 is channel 7. What could be more simple?

Certainly not SSB radio. Get this: while 4146 is always 4146 on SSB, it's also known as 4A, and sometimes the designator 4-1. In addition, depending on the individual radio, it's often channel 35 or channel 77, and could also be some other channel. That's right, depending on what radio you bought and when, and who might have customized the user channels, channel 35 and channel 77 may or may not be 4146 and vice versa. And, of course, it might also be channel 63 or 147 — or a bunch of other channels.

The best way to get to 4146 is to just tune to 4146. The problem is that you may have to do a lot of knob turning, which can be annoying. In order to eliminate unnecessary wrist injuries from knob turning, some manufacturers 'channelized' the more popular frequencies. That is, they assigned specific channels to specific frequencies. For example, the Icom SSB radios of several years ago assigned channel 35 to frequency 4146 (aka 4A and 4-1). Unfortunately, in later radios, they decided to assign channel 77 to 4146 (aka 4A and 4-1). In addition, some retailers created custom 'user channel' packages, which gave yet another channel designation to 4146.

How did it all come to this? SSB operators used to have to spin the frequency knob like crazy to find anyone because there are more than 1,000 SSB frequencies — only a very few of which will ultimately be of interest to you. (More on that later.) As a result, most modern marine SSB transceivers — a fancy name for a combined transmitter and receiver in one black box — have nearly 700 pre-stored duplex channels (specific frequencies designated as channels for easier access). After all, what's easier: dialing through 1,000+ frequencies or

700 channels?

Nonetheless, you could spin your SSB dial all day long and you'd probably still hear nothing — except for WLO, the excellent radiotelephone station located in Mobile, Alabama. If you want to pick up something, look for on-the-hour weather and traffic reports on the following International Telecommunications Union (ITU) three- and four-digit designators: 405, 417, 805, 824, 830, 1209, 1212, 1226, 1607, 1624, 1641, 1807, 2237 and 2503. If you punch in 1607 on the hour, you'll get traffic lists and weather broadcasts from powerful WLO. The U.S. Coast Guard also broadcasts voice weather reports on ITU channels 424, 601, 816, 1205, and 1625.

Because SSB radios are more complicated than VHF radios, you might initially have a little trouble punching in the three- and four-digit ITU channels and/or the actual frequencies. Icom America, Furuno, and SEA are

the last remaining SSB manufacturers, and of the three, Icom is the undisputed leader when it comes to equipping recreational vessels with marine SSB gear. To help North American sailors more easily call up relevant ship-to-ship, Coast Guard, weather facsimile, Ham and marine telephone stations, Icom has pre-programmed 160 "favorite channels" — channels 1 through 160 — into a memory circuit titled 'User Channels'.

If you have an Icom 802 and tune to channel 77, you'll find that you'll be on frequency 4146 (aka 4A). And if you tune to channel 135 on an 802, you'll find yourself on frequency 3968, which is home to the Sonrisa Net at 6:30 a.m. Pacific Time in the winter. It will even show 'Sonrisa Net' on your screen, even though the Sonrisa Net only uses that frequency a few hours each day.

Your radio will no doubt also have a toggle for 'channel/frequency'. As you move it, the display will switch back and forth from, say frequency 4146 to channel 77 — assuming, of course, that 77 has been assigned to 4146 on your particular radio.

Latitude's Easy Guide to Mexico Nets Baja California & Mainland Mexico

Daylight Saving Time Schedule (Summer)

Time				Latest ICOM Channel	Freq kHz Pri / Sec	Upper/ Lower Sideband	Net Name
UTC (GMT)	PDT W. Coast US	MDT Cabo, LAP	CDT PVR, ACA				
*** Marine SSB Nets ***							
00:55	17:55	18:55	19:55	105	8122	USB	Southbound Net
02:00	19:00	20:00	21:00	95	6516	USB	Bluewater Net
14:00	7:00	8:00	9:00	105	8122/8116	USB	Amigo Net
*** Listen-Only Ham Nets ***							
03:00	20:00	21:00	22:00	151	14300	USB	Pacific Seafarer Net
13:30	6:30	7:30	8:30	135	3968	LSB	Sonrisa Net
14:30	7:30	8:30	9:30	149	7192/7294	LSB	Chubasco Net*
15:00	8:00	9:00	10:00	141	7233.5	LSB	Baja Net
19:00	12:00	13:00	14:00	156	14340	USB	Mañana Net*

* NOTE: Net warm-up and coordination sessions frequently begin prior to the published net opening time.

Standard Time Schedule (Winter)

Time				Latest ICOM Channel	Freq kHz Pri / Sec	Upper/ Lower Sideband	Net Name
UTC (GMT)	PST W. Coast US	MST Cabo, LAP	CST PVR, ACA				
*** Marine SSB Nets ***							
00:55	16:55	17:55	18:55	105	8122	USB	Southbound Net
02:00	18:00	19:00	20:00	95	6516	USB	Bluewater Net
14:00	6:00	7:00	8:00	105	8122/8116	USB	Amigo Net
*** Listen-Only Ham Nets ***							
03:00	19:00	20:00	21:00	151	14300	USB	Pacific Seafarer Net
14:30	6:30	7:30	8:30	135	3968	LSB	Sonrisa Net
15:30	7:30	8:30	9:30	149	7192/7294	LSB	Chubasco Net*
16:00	8:00	9:00	10:00	141	7233.5	LSB	Baja Net
19:00	11:00	12:00	13:00	156	14340	USB	Mañana Net*

* NOTE: Net warm-up and coordination sessions frequently begin prior to the published net opening time.

Time adapted from Dockside Radio: www.docksideradio.com

IDIOT'S GUIDE

Most Icom marine SSBs may be tuned from a memorized channel, to hear a weather report on a frequency that has recently moved. Press the 'CL' button — the channel knob now goes into frequency changing — and turn the knob in tiny steps. You may need to do a lot of knob twirling to get to some of the new weather nets. Be sure to push 'CL' again to get out of this mode.

Take this opportunity to run all the

Calling For Help Over The SSB

There are six Coast Guard Global Maritime Distress and Safety System (GMDSS) channels/frequencies: 2182, the distress channel; 4125 (4S); 6215 (6S); 8291 (8S), 12,290 (12S); 16,420 (16S). The Coast Guard and other international rescue agencies monitor them 24 hours a day. U.S. Coast Guard monitors out of Hawaii, Guam, Alaska,

radio cycles back to receive. Still see the word 'TUNE'? This is good. However, if the word 'THRU' comes up, or 'HI SWR', you've got problems. It's probably time to bring in a NMEA-qualified marine SSB specialist to find out what's wrong between your radio and your tuner.

Assuming you do get 'TUNE', it's time to pick up the mic and try a short transmission. After doublechecking that the frequency is clear, key the mic, and speak directly into it saying "FOOOUUUUUR." The mic should be touching your lips when you do this. If the following things happen, it suggests that your transmission is good and powerful:

- 1) The LCD bar graph goes full scale.
- 2) Your cabin lights dim slightly.
- 3) The instrument indicator lamps glow.
- 4) The bilge alarm squeaks.
- 5) The house battery drops about half a volt.

It's perfectly normal for instrument panel lights to glow and bilge alarms to squeak when a powerful 100 watts are coming out of your SSB. But be sure to doublecheck that the LCD transmit indicator shoots across the screen when you say a very loud "FOOOUUUUUR."

A potentially more dangerous way to test the transmit power output is with a small fluorescent tube at night. Ask your first mate to hold the glass tube against the insulated backstay antenna or the big white whip. *Caution! Be sure they don't touch the backstay with their fingers or other parts of their body, as this could result in a nasty burn or worse.* Say the magic word ("FOOOUUUUUR") once

again, and the tube should instantly light up. The glass must actually be touching the radiating antenna or antenna lead-in single wire for this to happen.

If the cabin lights dim, the head flushes, numerous bilge alarms go off, and the fluorescent tube lights up, chances are excel-

lent that you're putting out 100 watts. But are they clear watts? Only a radio test with another SSB user can determine that, so ask someone else in the marina to dial in a common ship-to-ship channel, such as 6224, and run your radio check. This will be a good test for

Radio signals within the SSB shortwave spectrum refract off the ionosphere and come back to earth hundreds to thousands of miles away without the need for communication satellites and/or ground stations.

user channels on your radio, and make a list of what frequencies/stations they refer to. As mentioned, if you have a newer Icom 802, it's very likely, but not certain, that you have the same channel/frequency combinations as owners of other new Icom 802s. But if you have an older Icom model, or perhaps had a custom user channel package installed into your 802, I'd recommend that you have an authorized Icom dealer come down and give you the most recent user channel package. He'll just plug his computer into the front of your radio and download the new stuff. It shouldn't take more than 15 minutes, and will sync you with the majority of other SSB radios.

If you look at the sidebar, you'll see *Latitude 38's* favorite SSB channels that will help you better understand that each channel has a specific purpose. You'll notice there aren't 700 of them. That's because you can use only 33 primary channels. And for cruising in California and Mexico, you'll almost certainly use just five of them: 4A, 4B, 4C, 8A and 8B. That's not many, but you'll rarely have trouble finding an open channel. (There are an additional 49 secondary channel/frequencies on the 4 MHz and 8 MHz bands that you can use if they aren't being used at the time, but if you're just starting out, you don't need that additional confusion.)

The main thing to do is play with your user channels/frequency combinations so you become familiar with them. It won't take long. If you find that your channels are out of sync with most other folks' SSBs, you might want to change yours to match theirs. Depending on how technically proficient you are, you may or may not need assistance.

San Francisco, New Orleans, Miami and Norfolk.

Warning! Remember, different bands have different ranges. If you make an emergency call on 2182 when you're halfway between Mexico and the Marquesas, it's very unlikely anyone will hear you. If you check the earlier chart, you'll see that you'd actually want to transmit on 12,290 (12S) where the range would be 1,200 to 2,400 miles.

Checking Your SSB Reception And Transmission

As a new user, even if you get some meaningful reception as you dial around the channels, you'll probably still wonder if your SSB is working as it should. One way to find out is by trying to pick up the time signals at 10 and 15 MHz and WWV, which provide a continuous signal for a ready reference. If you're still at the dock and plugged in, you may find that turning off the shorepower battery charger will make a huge difference in your reception. Ditto for refrigeration, fluorescent lights and inverters.

If you're not sure that you're transmitting, you can tell a lot by looking at the LCD display on the face of your radio. First, push the 'TUNE' button, at which point the radio should briefly transmit a low power signal to tune the automatic antenna coupler. Do this on any 6 MHz channel as long as there is no traffic on it. The word 'TUNE' should flash a couple times on the LCD screen, and then stay up on the screen when the

Latitude 38's Favorite SSB Channels

When cruising Mexico, these are the only channels you'll really need for calling ship-to-ship or ship-to-California.

Channel Designator	Latest ICOM Downloadable Channel	Frequency kHz
4A.....	77.....	4146 kHz USB
4B.....	78.....	4149 kHz USB
8A.....	97.....	8294 kHz USB
8B.....	98.....	8297 kHz USB

a nice, clean signal.

If your test partner reports that your sound was garbled, and you've just added a new email modem to your rig, temporarily disconnect the wire going from the back of your SSB to the computer. If your voice is now clear, these additional wires are the problem. Your local marine electronics specialist carries snap-on filter chokes, which may resolve the garbled voice problem.

A good test for the range of your radio is with me! I'm happy to offer *Latitude* readers free, on-the-air radio checks on an appropriate SSB frequency that will agree with the approximate range between your station and mine here in the Newport Beach area. If your boat is in the Bay Area, we will likely use 8 MHz. If you are local, we'll go with 4 MHz, and if you're down in Cabo, we'll probably choose 12 MHz. Call me at (714) 549-5000 on weekdays and we'll find a nice quiet channel for our radio check.

If you have problems while in San Diego you might want to call in a marine electronics tech familiar with marine

SSB in an Emergency

Marine SSB has been allocated hundreds of international channels, some of which are closely guarded by the U.S. Coast Guard and worldwide rescue agencies. They are prepared to act immediately on any received *mayday* or call for medical assistance. The Coast Guard maintains 24/7 distress radio guards on the following frequency bands:

2.182 MHz.....	0-400 miles
4.125 MHz.....	400-800 miles
6.215 MHz.....	600-1200 miles
8.291 MHz.....	800-1600 miles
12.290 MHz.....	1200-2400 miles
16.420 MHz.....	1600-3200 miles

SSB equipment. Try Shea Weston of Offshore Outfitters at (619) 225-5690 or (619) 980-6217 (cell).

I've got two final tips.

First, if you sent your Icom 802 to the factory to get the 'clipping' problem fixed, you'll note that there are two places to plug in the antenna. One is for the DSC antenna, the other for your SSB

antenna. Unfortunately, they are not clearly labeled, and a number of people have plugged their SSB antenna into the wrong port. As a result, transmit and receive ranges are minimal. You'll see an antenna tuner error if plugged into the wrong jack. Set it up temporarily and test it with time signals.

Second, to avoid violating FCC rules, Icom is very conservative regarding output power and how wide the signals are. I think they're too conservative. If you get that voice compression software unlocked, your radio transmissions will boom out with a commanding signal like Voice of America. The software upload is available only from authorized Icom dealers. They can come aboard and plug it into your radio, as well as the most recent 'user channel' update. It usually takes just 15 minutes.

— *gordon west*

Baja Ha-Ha SSB seminars with Gordon West & Shea Weston

- Oct 18, Using SSB for Email, all day with Shea Weston and team, San Diego. Call (866) 289-0242 for time and location.
- Oct 19, Using Marine SSB, Downwind Marine, 1 - 6 p.m. w/ Gordo. Call to reserve: (866) 289-0242.

Electronics Services



RELIABLE
MARINE ELECTRONICS

(510) 864-7141

1925 Lafayette St., Alameda, CA
www.reliablemarine.com

FURUNO®

Raymarine®

SeaTel®

See us at

Northern California

Boat Fest



Marina Village Yacht Harbor
Alameda, California

Oct 11-14 2012

Thu & Fri: 12-5 • Sat & Sun: 11-5

- Power & Sail
- New & Used
- 100+ Yachts For Sale
- Seminars
- Marine Exhibits
- Music & Food

Factory trained and
certified technicians

TVRO and VSAT SERVICE

Furuno and Raymarine
Warranty Service Dealer

SALES • SERVICE • INSTALLATION • FCC LICENSED AND RADAR ENDORSED

SANTA CRUZ BEER CANS —

RICK LINKMEYER



RICK LINKMEYER



Santa Cruz is a pretty tight-knit community, and the Wednesday night racing scene has the feeling of a family reunion. As with casual midweek 'beer can' races all over the planet, you can find top-tier professional racers mingling

with newbies carrying their telltale payment for a potential ride: a six-pack of cold ones. The heart of the Santa Cruz Wednesday nighters is the hoist, where about 100 people filter through and enjoy momentary conversation on their way

A TIME-HONORED TRADITION



JEREMY LEONARD / SURFCITYRACING.ORG



For most who participate in Santa Cruz Beer Can races, the goal is simply getting out in nature and having a few laughs rather than smokin' the fleet.

— spread photo Jeremy Leonard

SANTA CRUZ BEER CANS —

to ready a boat for racing. It's a time to catch up with old friends, meet new ones, and celebrate this incredible oceanic sanctuary where we all live.

Dennis Basano has been a fixture at the hoist, and in the Santa Cruz boat scene, for decades and can spin miles of yarns about the Santa Cruz ULDB evolution of the late '60s and '70s. Dennis recalls, "My dad was there with Bill

Lee, George Olson and all of the gang when they were starting all of this in the late '60s. Our boat was Santa Cruz 27 number three, *California Zephyr*." Dennis brings a BBQ down to the harbor every Wednesday and grills all sorts of

tasty treats for the crowd of sailors. On a Wednesday evening late last month I was greeted with an excited shout from Dennis, "Tonight it's deer for dinner!" He was smiling widely as he piled a grill full of venison sausages on the Q. It's a

The pictures tell the story: Light air sailing outside Santa Cruz Yacht Harbor, where racers are signaled to start not by a gun firing or a horn blasting, but by a designated 'rabbit' boat charging across the line on port tack. Then everybody chases the rabbit. It's all great fun!



RICK LINKMEYER



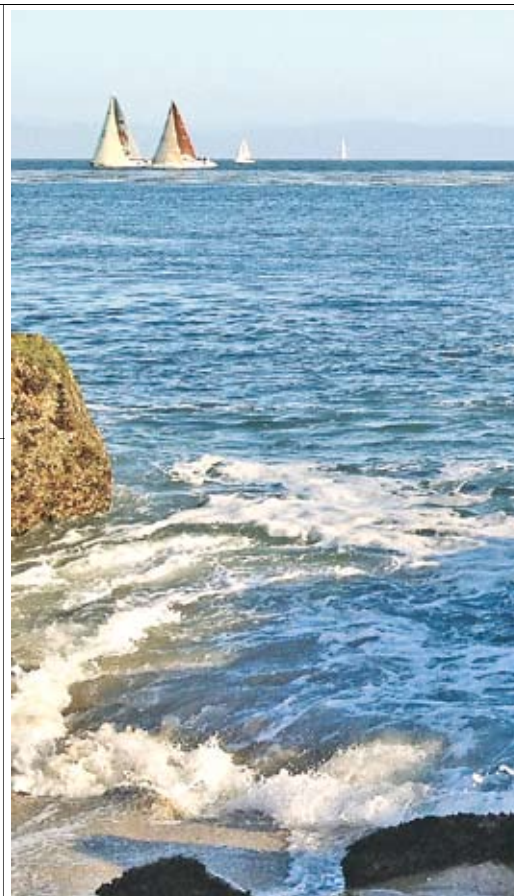
RICK LINKMEYER



RICK LINKMEYER



JEREMY LEONARD / SURFCITYRACING.ORG



A TIME-HONORED TRADITION

random and always delicious potluck tailor-made for our quirky and lovable Santa Cruz sailing family.

Grilling at the Santa Cruz hoist is a longstanding tradition, Dennis explains, "Hap Laurilla, who had a hand in building most of the ultralights around here, started it, and it got bigger and bigger. When he passed away, I decided to take

over for him to keep the tradition alive. His real name was Dave, but everyone called him Hap, short for happy. His specialty was laminating small parts, and gel repair, and organizing the shop at Pacific Boats with Allen Wirtenen and George Olson. He worked at the Moore brothers, and up at Bill Lee's."

Dennis has done well in keeping the

tradition alive, which is greatly appreciated by countless sailors who rush straight to the harbor from work every Wednesday during summer to hop on a boat and go sailing. Dennis adds, "I bring down one package of sausage, and the rest of this food is brought down by everyone else. There's a ton of food here, more than I can cook sometimes." Fresh-grilled bell peppers and sausages



JEREMY LEONARD / SURFCITYRACING.ORG



RICK LINKMEYER



JEREMY LEONARD / SURFCITYRACING.ORG

SANTA CRUZ BEER CANS

beat sucking down a cardboard-flavored energy bar every time!

The dock space around the hoist is dominated by Santa Cruz-built boats, with the Moore 24s leading the pack, followed closely by the Santa Cruz 27s. One relic from the ULDB heyday regularly makes a go around the cans. George Olson's *Pacific High*, which was drawn up on the chart table of the famous *Merlin* while Olson was part of the delivery crew coming back from the 1977 Transpac, can often be seen plying the waters of Monterey Bay on Wednesday nights. *Pacific High* is the precursor to the Olson 30, and she's still going strong! Don Snyder, who was also on that delivery crew with George and offered up some input into the design of *Pacific High*, takes her out as often as he can.

As you might imagine, the general vibe of the Santa Cruz Wednesday night races embodies the mellow beach-town attitude. Dennis sums it up: "It's pretty relaxed and pretty casual. Nobody talks about winning. Not saying that there's not people out there who want to beat each other, but no one talks about it."

JEREMY LEONARD / SURFCITYRACING.ORG



Santa Cruz sunsets are often stunning, but they're even more special when you're out on the water with friends.

The more serious race boats use Wednesday nights to tune up their boats and crew, and to potentially find new crew if needed, but the Santa Cruz Wednesday night races are a little different from

those in most other places. Here there is no race committee, there's no organizing authority, and there's no protest committee. There's just a community of sailors that take Wednesday nights as an opportunity to share their common love — sailing!

— jeremy leonard

Special for New 26-ft and Under Berthers
Buy 1 Get 1 FREE!
Pay every other month for one year.

Our docks are ideal for:

Santana 22 • Cal 25 • Pearson Ensign
Ranger 23 • Cal 20 • Ericson 25
Folkboat • Dana 24 • Pearson 26
Ranger 26 • Catalina 22 • Hunter 23
Catalina 25 • MacGregor 26



Enjoy the convenience of a
slip at half price for a full year!
Call for details today.
Offer ends Oct. 31, 2012.



PETER LYONS / WWW.PETERLYONSPHOTO.COM

(510) 522-9080
www.fortman.com

CLEAN is COOL



Dumping raw sewage into our waterways is just plain lame.

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

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

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



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

BAJA HA-HA PROFILES, PT II —

As noted last month in our first installment of Baja Ha-Ha fleet profiles, the theme of this year's San Diego-to-Cabo San Lucas rally — Don't Stop Believin' — recognizes the years, and in some cases *decades*, of preparation that some rally entrants have undergone in order to finally realize their cruising dreams.

Yeah, it might have been easier to buy a plane ticket and book a couple of weeks in a comfy beachfront hotel. But as any veteran cruiser can tell you, that would completely miss the point.

You see, the cruising dream is as much about facing new personal challenges and striving to attain self-sufficiency as it is about discovering isolated, palm-fringed beaches and gliding over phosphorescent wavetops beneath a canopy of a zillion twinkling stars. It's about freedom from the constraints of mainstream society, and freedom to pursue the sorts of adventures that they'd previously only dreamed about. It's about bonding with Mother Nature as well as with your shipmates. And it's a chance to re-invent yourself into the person you've always wanted to be.

Sounds pretty good, eh? No wonder 140 boatloads of soon-to-be cruisers have signed up for this year's event (October 28 - November 10).

With that, we'll introduce you to another batch of Baja Ha-Ha Class of 2012 entrants, listed in the order in which they signed up. (*Look for a final installment next month.*)

Haulback — Spencer 35

Jim & Janet Kellam, Vancouver, BC
Occupations: log barge crane operator; accountant (both retired)

Quote: "What could possibly go wrong?"



The 'Haulback' crew is completely optimistic!

Noteworthy: This skipper has done some serious offshore sailing, such as: Capetown to Panama, Panama to Hawaii and Bali to Durban.

Cruise Plans: Open.

Valhalla — Ericson 34

Don & Kathie Wight, San Francisco
Occupations: water ops manager; domestic engineer (both ret)
Crew: Hugh & Nicki Talman



The 'Valhalla' crew are tired of waiting.

Quote: "The time has come to realize our dream and being a part of the 2012 Ha-Ha is going to be a fantastic beginning!"

Cruise Plans: At least several months in Mexico.

Distraction — Olson 911s

Don Laverty, San Diego
Occupation: aerospace engineer
Crew: Patrick Shuss

Noteworthy: *Distraction* only has an 11-gallon fuel tank and a 15-gallon water tank, so it will be "jerry can city" in the cockpit, lazarette and on deck.

Cruise Plans: A season of commuter cruising before trucking her home.

Rancho Relaxo — Islander 30

Paul Ingram, Chula Vista
Occupation: jazz band leader (ret)
Crew: Josh Davidson

Quote: "Going south again for more drummin' & strummin'."

Cruise Plans: Bash back eventually.

Aventura — Morgan 382

Greg Smith, Seattle, WA
Occupation: CEO of "Me, Inc." (ret)
Crew: Anne Whittington & Dale Geiger

Quote: "None of us know what the f_ k we're doing — but we've got great electronics."

Cruise Plans: Mexico will be the boat's new home.

Desert Vision — Hunter 44 DS

Mike & Iris Boone, Portland, OR
Occupations: jail maintenance super; sales rep (both ret)
Crew: Harry & Linda Plaganis



Noteworthy: Mike reconfigured the layout from three cabins to two, with an aft master cabin and an office.

Cruise Plans: Continuing to the Sea of Cortez and possibly beyond.

R & B III — Catalina 36

Brad Older & Richard Weed
Santa Cruz

Occupation: manager (Brad)

Crew: Brad's wife Sandy, son 'Lion' and Jay Jones

Quote: "Just because you can't control the bull, doesn't mean you can't ride him."

Cruise Plans: Bash home.

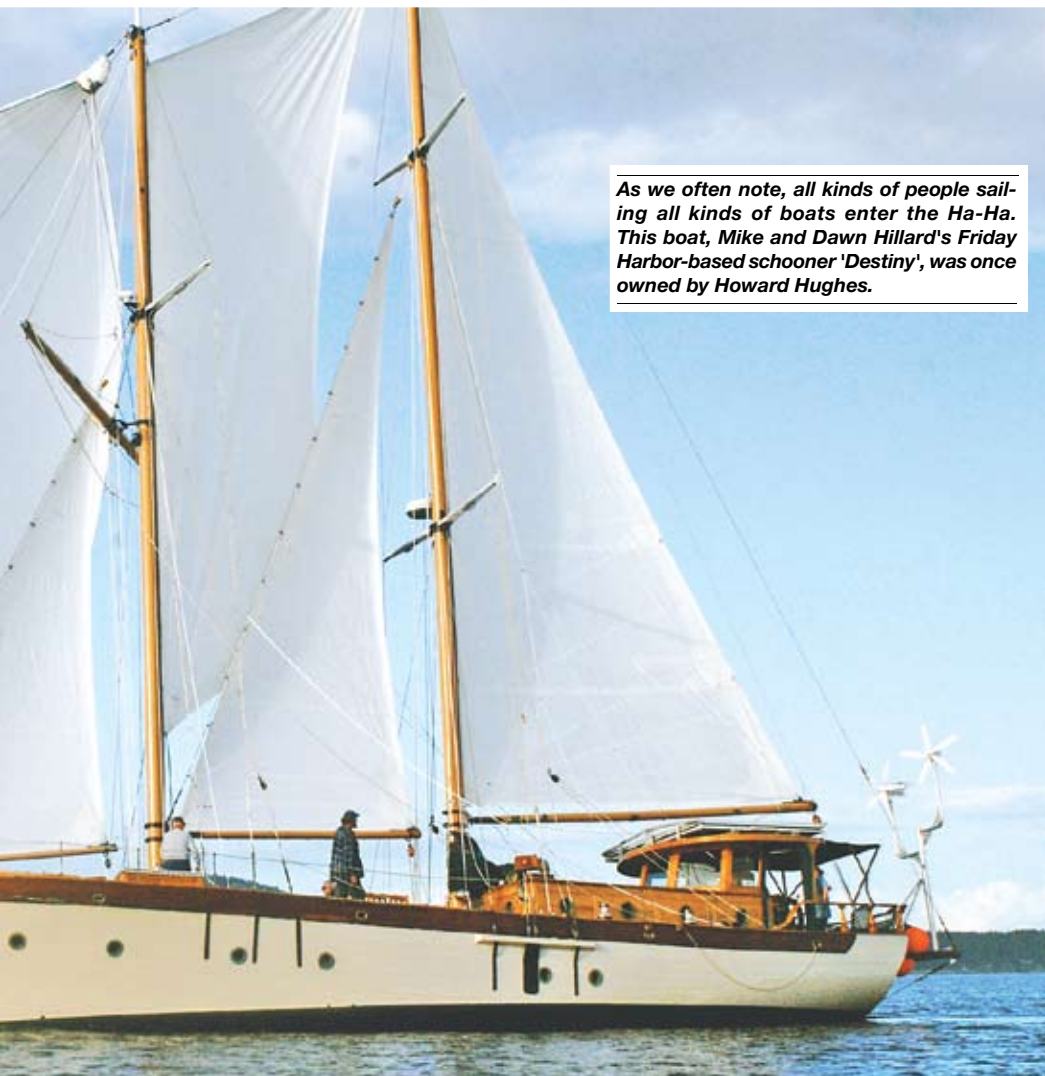
Coyote — Hylas 42

Jack Salyer, San Francisco
Occupation: construction exec. (ret)
Crew: Jim Jorgensen, Gary Souza, Doug Mountjoy

Quote: "We are gonna ha ha ha all the way down, enjoy the Mexican hospitality, and make some new sailing friends."

Cruise Plans: Circumnavigation, ending in Kemah, Texas.

DON'T STOP BELIEVIN'



As we often note, all kinds of people sailing all kinds of boats enter the Ha-Ha. This boat, Mike and Dawn Hillard's Friday Harbor-based schooner 'Destiny', was once owned by Howard Hughes.

Sea Gazer — Islander 36

Tom Fernandez, San Diego

Occupation: U.S. Army (ret)

Crew: Pattie Bakhshi

Quote: "I'm an infantry soldier turned sailor, and now that I'm retired I want to get out and really use the boat."

Cruise Plans: Possibly to Hawaii or the South Pacific.

Valkyrie — Morgan 28

Patric Walton, San Francisco

Occupation: construction supervisor

Crew: Nancy Mathers

Noteworthy: Patric learned to sail from his dad in 1958, while at Guantanamo Bay, Cuba.

Cruise Plans: Through the Canal to the Caribbean.

Wizard — Choate 40

John & Susan Campbell
San Francisco

Occupations: welder (ret); Realtor

Quote: "We're eager for an adventure, before it's too late."

Cruise Plans: South to Costa Rica, then?

Fluenta — Stevens 47

Max Shaw & Elizabeth Brown-Shaw
Halifax, NS

Occupations: both RCAF officers (ret)

Crew: daughter Victoria, 9, and Johnathan, 7

Noteworthy: Max started sailing 12 years ago, but Elizabeth started as a child.

Cruise Plans: "What are plans?"

Sea Note — Endeavour 43

Ray & Chicgaila Wood
Fort Mohave, AZ

Occupation: electrician; RN (ret)

Crew: brother Cliff

Quote: "This boat was sailed in the Baja Ha-Ha in 1996, and she wants to go again."

Cruise Plans: "Don't know where we are going, but we haven't got there yet."

Story Seeker — Beneteau M445

Patt Patterson & Marianna deCroes
Sausalito

Occupations: USCG LCDR/health care project mgr (ret); professional storyteller

Noteworthy: "Our 'mission' on what will be a five-year voyage, is to gather stories of people that live near, and make their living on, the sea — personal stories, legends and fables."

Cruise Plans: Sea of Cortez, south to Panama, Carib, Med. . .



Marianna and Patt want to hear your story.

Bangorang — Fountaine Pajot 42

Colin & Wendy Gegg, Ventura

Occupations: biochemist; engineer (both ret)

Quote: They hope this event and the cruising life will keep them "forever young."

Cruise Plans: None.

Gundamain — Oyster 655

Mike & Adele Watts

Occupations: professional captain and crew

Crew: Terry Merkemeier & Lori Lerner

Noteworthy: Mike and Adele have each circumnavigated twice.

Cruise Plans: "None: home is where the boat is."

**Mike and Adele
have each
circumnavigated twice.**

Iataia — Beneteau First 45

Marcos & Sara Rodriguez, San Diego

Occupations: chemist; fashion designer

Crew: brother Alejandro & sister-in-law Patricia

Quote: "We're eager to have a great time and meet people with different approaches to life and sailing."

Cruise Plans: Sea of Cortez, then?

BAJA HA-HA PROFILES, PT II —

Reflections — Rafiki 37

Jeff Wass, Morro Bay

Occupation: attorney (ret)

Crew: son Jeffrey, fiancée Nelia Acuna

Quote: "If all goes well, we'll be newlyweds on the Ha-Ha. We're hoping to get married before we set sail."

Cruise Plans: Bash home, truck home, or leave the boat in Mexico.

Little Wing — Islander 34

Keith Somers & Mary Perkins
Point Richmond

Occupations: transport director; behavioral therapist (both ret)

Quote: "We're ready to meet some people, have some fun and maybe even learn a thing or two. Because as Mary says, 'Only dead fish go with the flow.'"

Noteworthy: They bought this boat as a fixer-upper for \$7,000.

Cruise Plans: Winter in Mexico, then bash home and perhaps north to B.C.

Autumn Wind — Catalina 34

Brian Plautz & Elizabeth Kline
Alameda

Occupations: project manager; QA manager

Quote: "We both quit good jobs, decided to get married after a 14-year courtship, and are taking a year off to have some adventures."

Cruise Plans: Sea of Cortez, then bash home.

*As Mary says,
"Only dead fish
go with the flow."*

Unwinder — Catalina 36

Robert Watson, San Diego

Occupation: real estate broker (ret)

Crew: Jon Blake, Richard Moffat, Harry Shinn

Quote: "I'm excited about putting the same energy into sailing that I enjoyed with 30+ years in real estate. It has taken a long time to un-tie."

Cruise Plans: Bash back.

Compadre — Columbia 45

Doug & Ginny Ward, Long Beach

Occupations: pool service tech; graphic designer (ret)

Crew: Haf Jonssen

Quote: "We're four years late (on our cruising plans), so get out of our way"

Cruise Plans: Sea of Cortez and possibly beyond.

Rhapsody — Herreshoff Nereia 36

Alan & Laura Dwan, Los Angeles

Occupations: AV consultant; librarian

Noteworthy: the Herreshoff Nereia was designed and published in *Rudder Magazine* as a backyard project in the late 1940s. *Rhapsody* was built in 1981 with a fiberglass hull by a company in Miami.

Cruise Plans: South Pacific, then home.

Granuaile — Tayana 52

Greg Richter & River Gaynor
Marina del Rey

Occupations: child psychologist (ret);

Sail with Confidence!

Satellite Communication Solutions for Baja and Beyond

10% OFF

Baja Ha-Ha Rentals
Code: Rally12

Local Pickup Available
2720 Shelter Island Drive
San Diego, CA 92106

Satellite Phones • EPIRBs • Mobile Broadband

From \$39.95 /wk

From \$49.95 /wk

From \$39.95 /wk

From \$279.95 /wk

Rentals & Sales

1.877.WHENEVER (943.6383)

SatellitePhoneStore.com

Welcome to La Paz!

MARINA DE LA PAZ

FULL SERVICE MARINA

IN DOWNTOWN LA PAZ

Official Sponsor

2012 BAJA HA-HA

Join us for the

BAJA HA-HA BEACH PARTY

Tuesday, November 20
4-7 pm

All new hardwood docks
Dinghy landing with potable water
New protective piling & sheetpile breakwaters
Wireless Internet • and more!

Friendly, helpful, fully bilingual staff

TEL: 011 52 612 122 1646
email: marinalapaz@prodigy.net.mx
www.marinelapaz.com

Apdo. Postal 290, La Paz, 23000, Baja California Sur, Mexico

DON'T STOP BELIEVIN'

nurse practitioner

Noteworthy: "Our hailing port of Cruz Bay, USVI is not where we are from, but where we are going. Greg owes River a trip to Skinny Legs Bar in Cruz Bay — but he doesn't want the details as to why in print."

Cruise Plans: Open-ended.

Pied-a-Mer III — Seawind 1160 cat
Eric & Pam Sellix, Clatskanie, OR
Occupations: restaurant owners
Crew: Scott & Barbara Hutchinson

Quote: "What a way to begin retirement!"

Cruise Plans: Continue cruising.

Lion Heart — Catalina 42
George Lyons, Redondo Beach
Occupation: attorney
Crew: son Doug Lyons, Bob & Steve Page

Noteworthy: This crew is composed of "two old guys and their sons."

Cruise Plans: Leave the boat in Mexico for the winter and commuter cruise.



'The Beguine' crew has done Alaska. Now they're ready for some Mexican sunshine.

The Beguine — Valiant 40
Paul & Celeste Carpenter
Marysville, KS

Occupations: firefighter; tech writer (both ret)

Quote: "While sailing north to Alaska, we passed a lot of sailors heading the other way who scratched their baggy-wrinkles and advised that land should always be left to port when cruising the West Coast. Upon discovering that all

those shoreside potlucks described in the Alaskan, BC, and PNW cruising guides don't happen in February, we decided to heed their suggestions this time and see what all the hubbub is about."

Cruise Plans: Circumnavigation.

Indiscretion — Hunter 35.5
Albert Klettke, Victoria, BC
Occupation: aviation machinist supervisor

Crew: Dave Berke, Kelly Dorius
Noteworthy: "My boat shares

its name with Howard Stern's yacht. I wanted to name her *Dos Equis* after my favorite beer and my two ex-wives, but Heineken wouldn't let me use the name."

Cruise Plans: Base in La Paz and cruise the Sea of Cortez.

Pacific Hwy — Davidson 44
Bruce & Laura Masterson
St. John, USVI
Occupations: boat captain; charter boat cook

Quote: "Most of our sailing has been






Welcome to La Paz

BAJA HA-HA

Beach Party at La Costa Restaurante

Tuesday, November 20th

mexican folk dancing
live music, food & drinks
from 4-7 pm
door prizes and much more
free for first fifty
2012 baja ha-ha participants
everyone welcome!

www.golapaz.com

BAJA HA-HA PROFILES, PT II —

in the Caribbean. After a chilly summer on the hook in California, we are hoping to thaw out during the Baja Ha-Ha. And become Left Coast cruisers."

Cruise Plans: Cruise Mexico, then do the Pacific Puddle Jump in March.



The name 'Pacific Hwy' hints at their plans.

Jumble — Mariner 31 ketch
Andrew Martin & Anna Tang
St. John, USVI

Occupations: engineer; software engineer

Quote: "We are doing this live!"

Cruise Plans: Baja bash home.

Tillie — Hans Christian 38
Baz Foster & Kathy Crabtree
Portland, OR

Occupations: fishing guide; dental assistant (ret)

Quote: "We're ready to join the fun."

Cruise Plans: Bash home.

Eternal Bliss — Vagabond 47
Art & Jen Artis
Channel Islands Harbor

Occupations: real estate; health care

Crew: daughter Vonne, 29, and son Shea, 24

Noteworthy: "Eternal Bliss has a smiley face transom and she's made our family blissful for 19 years."

Cruise Plans: On to Banderas Bay, then a Pacific circuit.

Destiny — 85-ft schooner
Mike & Dawn Hillard
Friday Harbor, WA

Occupations: construction; scuba instructor (both ret)

Noteworthy: *Destiny* was launched in 1934, and was once owned by Howard

Hughes. She has undergone a three-year restoration.

Cruise Plans: Continue south, then a five- to seven-year Pacific circuit.

Calyptseaux VII — Beneteau 303
Simon Macks & Brooke Jones
Lake Macquarie, AUS

Occupations: soldier (ret); soldier and journalist

Crew: Stephen Manhood

Noteworthy: This crew is composed of "A couple of old Aussie fellas and one young girlie to keep us in check."

Cruise Plans: Leisurly cruise across the Pacific to Australia.

Magic Carpet — Catalina 36
Dan & Linda O'Dell, San Diego

Occupations: CPA; attorney

Crew: Corinne Knutson

Noteworthy: When each of their three children graduated from high school they shared the wisdom of Mark Twain's famous quote: "Twenty years from now you will be more disappointed by the things that you didn't do than by the ones you



INSURING YACHTS FOR OVER 50 YEARS

Providing Cruisers and Racers All Over the World
with Prompt, Reliable Service since 1959

Contact Us for a Quote



Exclusive
MARINERS Odyssey® Program

Mexico
South America
South Pacific
Caribbean
Mediterranean

Racing Sailboat Program

TransPac
Pacific Cup
PV / Cabo Races
Caribbean Regattas

Seattle
800-823-2798

N. California
boomeins@aol.com
800-853-6504

L.A./Orange Co.
800-992-4443

San Diego
800-639-0002

Puerto Vallarta
52-322-297-6440

East Coast
Bradenton, FL
800-914-9928



QUALITY COVERAGE AVAILABLE IN MEXICO

Mariners Insurance Mexico offers insurance programs for health, homes, autos, motorcycles and yachts in Mexico.

www.marinersmexico.com

Corporate Office: 206 Riverside Ave., Suite A, Newport Beach, CA 92663 / Ins. Lic. #0D36887

DON'T STOP BELIEVIN'



Meet 'Magic Carpet's canine crew.

did do. So throw off the bowlines. . . " Now that their youngest has graduated, they say, "It is time to take our own advice!"

Cruise Plans: Winter in La Paz.

Alcyone — Ericson 36.5

John & Cynthia McDaniel, Ventura

Occupations: contractor (ret); RN

Crew: Dave Haake

Noteworthy: They got inspired to cruise by a couple whose voyaging days were cut short due to the husband's terminal illness. "Her advice to us that day: 'There is never enough time, go now, don't wait.'"

Cruise Plans: Commuter cruise.

Flying Carpet — Polaris 43

Rich Pomeroy, Astoria, OR

Occupation: Piping superintendent

Crew: Dave Watson

Quote: "All men dream, but not equally. Those who dream by night in the dusty recesses of their minds wake in the day to find it was vanity: but the dreamers of the day are dangerous men, for they may act their dreams with open eyes to make it possible." — T.E. Lawrence (Lawrence of Arabia)

Cruise Plans: Galapagos, then across the Pacific.

Oceania — True North 34

Derek Shaw, Tofino, BC

Occupation: philosopher

Crew: Joel Gray

Quote: "We are open to anything, especially music, surf, conviviality, and adventure!"

Cruise Plans: Cruise the Sea of Cortez and Mexican mainland.

Resilience — Contest 44

Jim Taggart & Beth Mathews
Juneau, AK

Occupations: marine ecologist, marine biologist (both ret)

Crew: son Glen, 14

Noteworthy: Jim and Beth lived on their sailboat in Alaska for seven years before Glen was born. "We sold our home in Alaska to take time with our son, and to explore a bit of the world together."

Cruise Plans: Temporarily base in the Sea of Cortez.

Callisti — Sceptre 43

Roland & Rebecca Thiel
Vancouver, BC

Occupations: electrician; office assistant (both ret)

Quote: "We prefer solitude in our cruising, but look forward to the camaraderie we anticipate in this major step into our cruising future."

Cruise Plans: At least a season in Mexico.

Oceana — Westsail 32

Thom King, Emeryville, CA

*Call About Our
Special
Cruiser Rates!*

San Diego's Cruiser Destination

**Harbor Island
West Marina**

620 Single Slips

Outstanding Central Location

Complimentary Wifi

Fuel Dock

Pool/Spa/Laundry

Deli & Restaurant

Package/Mail/Fax/Notary

619.291.6440

www.harborislandwest.com

2040 Harbor Island Drive San Diego, California 92101

BAJA HA-HA PROFILES, PT II

Occupation: construction superintendent

Crew: Lee Self

Quote: "Love people, love sailing, gonna love the Baja Ha-Ha."

Cruise Plans: Base boat in San Carlos or Mazatlan.

Second Sun — Young Sun 43

Andy & Kate Bereson
Seattle, WA

Occupations: engineer; mom

Crew: son Nathan, 1!

Quote: "Our one-year-old thinks the door at the top of the companionway steps is the most interesting part of the boat. He likes banging it into the cockpit coaming."

Cruise Plans: "Visit Costa Rica and Panama, and transit the Canal. We'll figure out what's next from there."

Swagman — Amazon 44

John Cometti, Durango, CO

Occupation: audio consultant (ret)

Crew: Connie Barney

Quote: "It's time to go down south!"



'Cygnus Montanus II' may not be a typical Ha-Ha boat, but we're thrilled to have her.

Cruise Plans: Continue cruising.

Dream Catcher — Island Packet 37

George & Goldie Gray, Olympia, WA

Occupations: GM of vehicle dealership; finance director (both ret)

Quote: "This is the window to our new way of life."

Cruise Plans: "No plans, except to sail as long and as far as we can."

Cygnus Montanus II — Swan 77
Richard Jakaus & Paul Warneke
Sigtuna, SWE

Occupations: both marine riggers

Quote: "We're looking forward to warm, downwind sailing."

Cruise Plans: South to Panama and transit to the Atlantic.

At Last — Sabre 38

Delayne Brink & Vicki Brighton
Bellingham, WA

Occupations: both teachers (he's retired)

Crew: sister Devonna Hawn

Noteworthy: This will be the first time Vicki has not worked since grade school.

Cruise Plans: Continue cruising.

Wow! Well we certainly hope Vicki makes up for lost time while on the Ha-Ha — and the same goes for the rest of the fleet. (Look for Part III of these fleet profiles next month.)

— **latitude/andy**



America's Cup Harbor

San Diego's Newest Marina

On Shelter Island close to all amenities, from boat supplies to restaurants and markets.



Liveaboards ✦ Deep Water Docks
Slips for 30'-220' Yachts ✦ 480v/3 Phase Available
Free Wireless ✦ Cox TV/Internet

www.IntrepidLanding.com

2700 Dickens St. | San Diego CA 92106 | P: 619-269-7300

COVER CRAFT

Tired of being

COLD AND WET?

Get some protection from wind and spray!

SAIL in COMFORT

with a dodger from Cover Craft



All sewing in Tenara thread.

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

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

(510) 234-4400

Quality
Yacht
Canvas

BAJA HA-HA XIX



**BROUGHT TO YOU
BY THESE
OFFICIAL SPONSORS**

WWW.BAJA-HAHA.COM

The Rally Committee encourages you to patronize the advertisers who make this event possible – and take advantage of their Baja Ha-Ha Specials! (Turn the page for more.)


Your Yacht Club
South of the Border



Home of the
Banderas Bay
Regatta

Vallarta Yacht Club
<http://vallartayachtclub.org>
<http://banderasbayregatta.com>
Everything you need from a full service yacht club.

**Nautical Books, Software, Charts
and more!**



WAYPOINT
621 - 4th St., Oakland, CA
www.waypoints.com • (510) 769-1547

**RIGGING
ONLY**

Standing and running rigging, lifelines, furlers, winches, headsail poles, main slider systems, windlasses, travelers, wire terminals, blocks and more...
Expert advice for selection and installation.

Since 1984
www.riggingandhardware.com
(508) 992-0434 • sail@riggingonly.com



ICOM®
Award-winning Marine Communications Equipment
Handhelds • Mounted VHF • SSB • AIS
Visit one of our many West Coast dealers
www.icomamerica.com/marine

**ARE YOU
READY
TO HA-HA?**

One look at the Ha-Ha XIX entry roster at www.baja-haha.com tells you that boat types in this year's fleet are as varied as ever, and the crews who sail them will be as colorful as in years past.

In addition to many first-timers, there will undoubtedly be plenty of 'repeat offenders' who want to replay some of the fun and great sailing that they had the last time around. Some full-time Mexico cruisers even sail all the way back to San Diego each fall just to re-do the rally.

If you're new to the event, let us explain that the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

You'll find frequent updates on this year's event on 'Lectronic Latitude' at www.latitude38.com.

Summer is safe at Paradise



Enjoy your stay with us!

Paradise Village™
BEACH RESORT & SPA

011-52-322-226-6728 • www.paradisevillage.com
marina@paradisevillagegroup.com

SELF-STEERING AND EMERGENCY RUDDERS

auto-helm **MONITOR** **SOS** Emergency Rudder

SCANMAR
INTERNATIONAL

432 South 1st Street • Pt. Richmond, CA 94804
Toll Free: (888) 946-3826 • Tel: (510) 215-2010
email: scanmar@selfsteer.com • www.selfsteer.com

West Marine®

Call
1•800•BOATING
(1•800•262-8464)
for a catalog or the store nearest you.



Almar Marinas
Est. 1973
Everywhere you'd like to be
almar.com

BAJA HA-HA XIX



www.downwindmarine.com
2804 Cañon St., San Diego
(619) 224-2733 • (800) 269-0241
www.sandiegomarine.com
2636 Shelter Island Dr., San Diego
(619) 223-7159 • (800) 336-7369
Mexico 001-500-336-7369
www.sailingsupply.com
2822 Cañon Street, San Diego
(619) 225-9411 • (800) 532-3831



**Let Marina El Cid
Welcome You to Mexico**

A Cruiser's Paradise!

www.elcid.com

marinaelcidmazatlan@elcid.com.mx
011-52 (669) 916-3468

*Serving Boaters
Since 1959*



**New Mexican
Liability Program**
• Lower Rates • Tender Included*
• Short Term Policies Available*
(800) 992-4443
www.marinersins.com
See Our Half-Page Ad In This Issue
Newport Beach, CA • San Diego, CA
Burlingame, CA • Seattle, WA
Sarasota, FL • *Puerto Vallarta, MX
*Affiliate company of the Mariners Insurance Mexico

Best Marina in Banderas Bay



www.marinarivieranayarit.com
011-52-329-295-5526



The best cruising
information for the *Sea
of Cortez and Pacific
Mainland Mexico*

WWW.BLUELATITUDEPRESS.COM



**New Sails
and Sail Repair**

(619) 226-1133

www.UllmanSailsSD.com

MEET THE FLEET

In this edition you'll find our second installment of fleet mini-profiles, and the final set next month. (And remember that every edition is available in our downloadable eBook archive at www.latitude38.com.)

As you'll read, the roster of entrants are a highly diverse group, some sailing million-dollar yachts, others on modest 'plastic classics'. If you'd like to ride along as crew — which we feel is the best preparation for doing the event on your own boat someday — there may still be time. Our free online Crew List at www.latitude38.com is constantly updated.

THE PACIFIC PUDDLE JUMP

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 about it at www.pacificpuddlejumps.com.



Sign up here.

Get QR Reader
FREE at your
App Store.

- Ultra Anchors • Ultra Swivels
- Quickline Flat Rope & Reel • Ultra Trip Hooks
- Ultra Chain Grabs, Ultra Snubbers & Ultra Bridles



www.Quickline.us
www.UltraAnchors.us
sales@Quickline.us
714-843-6964

The World's Highest Quality Marine Products



Not just a marina — a cruiser's community
Your best destination across the Sea...

www.marina-mazatlan.com

011-52 (669) 669-2936 & 2937
jaimeruiz@marinamazatlan.com



Survive Your Dream

ECHO Tec Watermakers

604-925-2660

www.hydrovane.com



Toll Free from US/Canada
866-578-2636

Mexican Land Line

011-52-322-297-2249

Cell

011-52-1-322-182-0006

www.vallartayachts.net

INTERNATIONAL HEALTH AND EVACUATION INSURANCE



*Best in cruisers medical insurance
for the Baja Ha-Ha and beyond*

WWW.HEALTHISINTERNATIONAL.COM



**SAFETY
TETHERS!**

wichard
Legendary stainless steel forging

www.wichard-usa.com

(866) 621-1062

info@wichard-usa.com

BROUGHT TO YOU BY THESE OFFICIAL SPONSORS



La Paz Hotel Association
Welcomes you to La Paz,
Enjoy our Baja Ha-Ha
Beach Fiesta
November the 20th
011-52 (612) 122-4624
www.golapaz.com




OPEQUIMAR
MARINE CENTER • CENTRO MARINO
A Full Service Boat Yard in Puerto Vallarta
88 ton Travelift • Parts • Service • Repairs
011-52 (322) 221-1800 www.opequimar.com
info@opequimar.com



OCENS
Weather, Email and
Voice Solutions.
Satellite Phone Sales
and Rentals.
www.ocens.com
sales@ocens.com • (800) 746-1462

SAN DIEGO BAY'S



HARBOR ISLAND WEST MARINA
Serving Southbound Cruisers in San Diego
Bay for over 40 years
www.harborislandwestmarina.com
619.291.6440
CALL ABOUT OUR BAJA HA-HA CRUISER SPECIAL!

CHANNEL ISLANDS MARINA & VINTAGE MARINA



For info on our
exciting slip
incentives call
805.984.3366.
VINTAGE MARINA
PARTNERS



**Mexico Boating
Guide** Capt. Pat Rains
Covers every mile - no fluff!
Pacific Baja
Upper Sea of Cortez
Lower Sea of Cortez
Gold Coast
Costa del Sur **New 3rd Edition 2012**
www.MexicoBoating.com

IMPORTANT DATES

- Oct. 1** — Extended deadline for all entries. (But even later may be okay.)
- 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 and 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.

See the Ha-Ha website for a list of additional seminars and special events held by our event sponsors.

Baja Ha-Ha, LLC
c/o 15 Locust Ave., Mill Valley, CA 94941
WWW.BAJA-HAHA.COM

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



MARINA DE LA PAZ
FULL SERVICE MARINA
Conveniently located downtown
Tel: 011-52 (612) 122-1646
Fax: 011-52 (612) 125-5900
email: marinalapaz@prodigy.net.mx
www.marinelapaz.com



BLUE PELICAN MARINE
Nautical Consignments
Located at Grand Marina
www.bluepelicanmarine.com
(510) 769-4858
*A Sailor's
Consignment
Chandlery*
Dealer for Lavac Marine Toilets

SAN DIEGO'S RIGGING CENTER
Proudly serving for over 25 years



We'll get you ready for your next sailing adventure!
Design consulting • Commissioning • Refits
Custom line and hardware
(619)
WE SHIP RIGGING WORLDWIDE
www.pacificoffshorerigging.com **226-1252**



Cruise Rowater
and power
Go Cruising, Not Camping, with High Output Water Makers, Alternators, and Power Products.
www.cruiseRowater.com



Charlie's Charts
Cruising Guides & More!
Now, the most accurate Navigation Charts of Baja and the Sea of Cortez by Gerry Cunningham have joined the most well known and beloved Cruising Guides of Mexico, the U.S. West Coast and beyond... **Take our combined 70 years of Mexico cruising experience along on your adventure!**
GERRY SINCE 1972
BAJA & SEA OF CORTAZ NAVIGATION CHARTS
www.charliescharts.com

FISHERMAN'S LANDING - SAN DIEGO



Your source for the most extensive line of saltwater fishing tackle, lures, rods and reels available!
(800) 566-0273
www.saltwatertackle.com

MAX EBB

I'm about the last person in the world who would spend upward of \$500 for a ticket to watch a sporting event. Especially a sailing event. No matter how much they hype it up, it's still a sailboat race and, for a spectator sport, the action is still pretty slow — like watching grass grow or paint dry. Sailing is something we do, not something we watch.

But one of our company's biggest clients had something to do with a major America's Cup sponsor, and my boss ended up with a handful of VIP tickets. Thanks to conflicting schedules and a lot of luck, one of the tickets eventually landed on my desk. For free!

This was not just a prime seat in the viewing stands, or a window table in the St. Francis YC dining room. This was a ride on a mark boat, an actual mark of the course. Grass would grow and paint would dry unobserved that day.

The boat itself was worthy of some interest: a 46-ft cat designed to give 12 passengers a 360° view. Even though it was a course mark, it didn't anchor — it didn't need to. Instead, it relies on computer-controlled, 360° rotatable thrusters to hold station, so all the crew has to do is key in the GPS coordinates, and that's where the boat stays, exactly. I lusted for one of these rigs for my club's race committee in a bad way.

The hospitality began with the valet parking and went up from there. The first course of lunch was an artisan cheese platter with names almost as pretentious as those of Napa Valley wines: Pt Reyes Homestead Blue, Bellwether Farms Carmody, Cypress Grove Bermuda Triangle and Fiscalini San Joaquin Gold.

And of course there was a complimentary wine bar. The champagne flowed freely, served up by a young woman who apparently was selected more for her physical specifications than her bartending skills. Was I ever wrong on that one.

"Welcome aboard, Max!"

She was no ordinary eye-candy-for-hire; it was Lee Helm working the bar. A naval architecture student at the University, she usually finds consulting work in computational fluid dynamics between semesters.

"Champagne?" she asked as she handed me a glass. "Moët et Chandon Dom Pérignon Rosé, 2000."

"Lee!" I stammered, still having trouble reconciling the image of the hottie before me with the grad student and sailor I normally only see in foulies or a wetsuit.



The new 46-ft VIP mark boats are a race committee's dream come true.

She'd been poured into a black party dress and touched up with makeup. I had no idea she even owned makeup. Even her height threw me off track, enhanced as it was by totally unseaworthy high heels. "Uh, Lee, did your college loans run out?" I managed to ask. "Since when do you moonlight as a bartender?"

"A gig's a gig, Max. I get to see the race close-up. And a totally awesome free lunch," she whispered.

"I would have thought you'd be helping debug the tracking software," I said, still grappling with the facts on the ground, "or at least working with the judges to call right-of-way fouls."

"Nah, they don't get to see the race like

She was no ordinary eye-candy-for-hire . . .

we do from the mark boat. The umps are all down in a dungeon with the telemetry — they don't see a thing."

I declined the Champagne but accepted a glass of America's Cup label Napa Valley Chablis, then introduced myself to some other guests who came over to the bar.

One was a software developer who I later determined was CEO of a successful start-up. There was an older couple, both surgeons. Also a stockbroker or commodities trader of some sort.

We made small talk as Lee served another tray of snacks, this course featuring Cuban yellowfin tuna ceviche, strawberry fufu in sesame cones, and Thai basil caprese with balsamic reduction.

More guests came aboard, including a couple of young men in football jerseys who appeared to be professional sports fans but didn't know much about sailing, as far as I could tell. All their conversations were about pro sports in one form or another. We chatted about how best to cover a sailboat race for a TV and internet audience, and I complained that the camera never seems to stay on one scene long enough to follow the tactics of a play, putting it in terms they could understand.

"It's like watching a football play with the camera always switching to a close-up of some player's face every two seconds," I complained. "Extra screens are cheap these days, and there's enough internet bandwidth to have one screen dedicated to an uninterrupted helicopter view, or even an animation, while the

— CHILLIN' WITH THE 1%



watched the pre-race coverage as the last guests boarded and the boat pulled away from the dock.

Our skipper announced that we were to be the port side of the leeward gate. Not a bad position to draw, because the fleet would round us twice in each race. But we didn't have that great a view of the start, so our eyes bounced between the wings darting around the starting area and the much better view on the screen.

The wind was up, the ebb current chop was starting to build, and a couple of the more lubberly guests were already having trouble with their equilibrium when they tried to watch the TV screen and deal with the boat's motions, even though I thought the boat was riding extremely well in the Bay chop.

The start was exciting, but the first

mark rounding was more impressive than I ever could have imagined. The lead boat took the starboard side of the gate opposite us, but the next two rounded on our side, so close that we were wet from the spray shooting off the tips of the

retracted daggerboards, grazing the water underneath their airborne windward hulls. Then another boat took the starboard side of the gate, and the next boat was aimed to round on our side just as a puff and a wave seemed to push them much faster than the boats that had rounded ahead of them. Or maybe it was just more aggressive trim of the wing — hard to tell when you can't see anything luff. They nosed down, the bows submerged and the rudders on both hulls came clear out of the water. The boat practically came to a stop, pitching down precariously, and through it all I was close enough to make eye contact with the skipper as he helplessly worked a tiller that only moved rudder blades through air. Miraculously they did not go all the way over. The bows popped back up, the wing was trimmed in again, and they accelerated around our mark boat into the next upwind leg.

"That's what we call a handlebar stand," announced the mark boat captain.

"We almost saw them capsize!" shouted the stockbroker.

"Dynamic forces on the wing and the foils go up with V-squared," observed Lee, "but the boat, like, still relies on hydrostatics for pitch stability."

No one expected anything technical out of a bartender in a black party dress, so it was as if her comment had never been made.

"Wait till next year," said the surgeon, "The 72-footers will be going a lot faster and they won't recover from an incipient pitchpole nearly as easily. And their wings are significantly taller, even compared to the length of the boat."

"Boats get inherently more stable as they scale up," Lee reminded us. "Heeling moment goes up by the third power of scale factor — area times rig height — but, like, righting moment goes up by the fourth power because it's displacement times metacentric height."

"The big difference is that the 72s will be up on hydrofoils," suggested the skipper of our mark boat, still not realizing that Lee could probably out-geek everyone on board. "It will give them a lot more control."

"Not really," countered the software entrepreneur, who had apparently done some of his homework. "The AC72 class rules allow only one centerboard and one rudder for each hull. The centerboard can be a curved or angled wing that lifts the boat, but the rudder has to be a regular rudder that can only have one degree of freedom. So I don't see how they're going to control these things when they're foil-borne."

"Damn right," said Lee, reverting to the agree-with-everything sympathetic bartender style as she poured another round of Champagne for everyone except the football fans, who opted for private label beer.

"It's a stupid rule," continued the software guy. "If they would only let the designers use as many controllable foils as they want, then we'd see some real development of the technology and the boats would be faster and safer and more interesting. But how are they going to get control of pitch and roll with only one lifting foil and nothing but conventional rudders back aft?"

"They do have little foils on the rudder blade tips," added our skipper. "But, as you know, they can't be actively controlled, they just sit there at a fixed pre-set angle. I race a Moth, a little foiler dinghy. Even my Moth has a surface feeler and a linkage that adjusts the angle of attack for pitch and altitude control when the boat is up on foils."



America's Cup viewing doesn't get much better than when you're on a mark boat.

other screens in the room do the close-ups and the onboard camera views. That way we'd have a reason to jump up and yell at the TV if the boat we're rooting for was doing it wrong."

"I scream at my TV all the time when I watch football," one of the sports fans confessed. "You're not a real fan if you don't. Especially when the refs make a bad call."

"Can't say I've ever done that," I said. "In fact I've never really cared much about any spectator sports. You know, the last baseball game I attended was to see the Brooklyn Dodgers in Ebbets Field."

They both shook their heads with a mixture of disbelief and pity.

Of course this mark boat was outfitted with a large TV screen, so we

MAX EBB

The rest of the assemblage, not knowing any other arguments to make on the subject, expressed agreement: The foil limitations should go.

"Oh come on, guys," Lee broke in. "You've got two rudders total and you want to control two degrees of freedom: yaw and pitch. I mean, like, what's the problem? Were you all asleep in physics class when they did dimensional dynamics?"

"You can't control pitch with rudders that only steer," I argued. "You need something like an airplane elevator back there." But Lee was acting like Lee again, not playing the role of some bimbo bartender, and I had a feeling this would end badly for my line of reasoning.

"Two degrees of freedom, two movable control surfaces," Lee repeated.

We still didn't get it.

"Anyone remember the V-tail Bonanza?"

"Why, that's my airplane!" exclaimed the surgeon, and before anyone could

say anything else he had his wallet out, spewing a dozen fold-out pictures of his private plane and one or two of grandchildren.

Prompted by the pictures, I remem-

had two fins at 45 degree angles.

"You get pitch and yaw out of two control surfaces," Lee explained. "And you can do the same on a big catamaran. Just angle both rudder blades in at 45°.

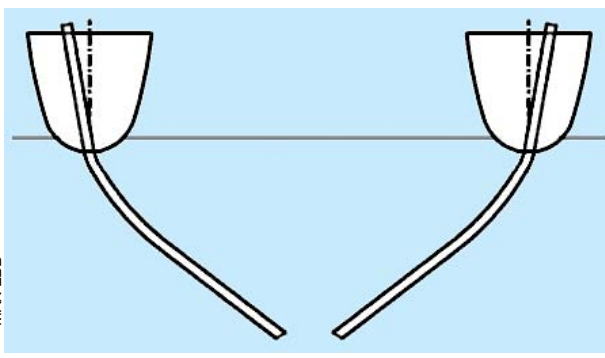
When they turn together, they steer. When they toe-in or toe-out, they lift up or pull down. Simple."

"Works fine on my airplane," observed the surgeon.

"But you lose efficiency because of the angle," noted the software guy. "Only 71% of the turning force for the same drag."

"That's if you want lift only or steering only," said Lee. "In practice there will be a combination of vertical and horizontal force required, and it's just as likely that the V configuration will be more efficient than separate vertical and horizontal yaw and pitch control foils. Just like the V-tail airplane, which needs a combination of up-elevator and positive rudder during a turn."

"Don't the two rudders have to be locked together?" asked the boat driver.



The V-tail Bonanza's rudder configuration. By actively controlling the tie bar length, two rudders can control both pitch and yaw with almost the same efficiency as separate rudders and elevators.

bered those airplanes with that tail configuration. Instead of a conventional vertical stabilizer and elevator, this plane

COME VISIT COYOTE POINT MARINA

The Peninsula's Complete Recreational Destination!



BERTHING

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



FUEL DOCK & PUMP OUT

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



**Fuel Dock
currently closed
for repairs.**

COYOTE POINT MARINA ~ 1900 Coyote Point Drive • San Mateo

650.573.2594

— CHILLIN' WITH THE 1%

"It doesn't say that in the rules," Lee asserted.

"Let me check," said the software entrepreneur as he pulled a tablet computer out of his briefcase and zeroed in on an online copy of the AC72 class rules.

"She's right," he said after some searching. "I don't see anything about the rudders always working together. You could have a control on the tie bar length that would work as a pitch tiller. Or just have two people control the two rudders separately, if they were good at it. But wait, there's a problem . . ."

He read a short item from the rules: "Rudders shall rotate only, and that rotation shall be about a single axis which is within 10° of vertical."

Lee's face fell.

"So much for your V-tail theory," I said.

"No, it still works!" She said a few seconds later as her face brightened up



COURTESY BEECHCRAFT

The original Beechcraft Bonanza V-tail.

again. "The axis of rotation has to be within 10° of vertical, but the blades can still be at any angle. The near-vertical axis totally increases the forces needed on the blades to make them turn, but the tie bar will mostly neutralize that."

"It also requires that no part of the rudder ever swings aft of one meter or forward of three meters from the plane of the transom," the software guy an-

nounced as he read more of the applicable rules. "So you only have two meters of longitudinal space to contain the rudder through its entire range."

Lee did a quick calculation in her head.

"No prob. We only need, like, small angles of attack. Okay, that range of motion limit might compromise the boat's ability to make sharp turns just a little, but these

things go too fast to turn sharp anyway."

"So how would this work in practice?" I asked. "How do you think the controls will be set up?"

"The rudder stocks would angle inward at the allowable 10° as they go down. Then the rudder blade might be at, for example, 45° angled inward, tips closer than the roots. Steer with tillers connected by a tie bar, same as the normal arrangement. All you need is a mechanism for quickly adjusting the

Innovative marine products



Mastlift & Accessories

Safest way to the top of a mast, you are in total control of your ascent and descent, work with both hands free, use as hoist for the dinghy motor, safely transfer mobility-challenged persons aboard, use in MOB rescues.



Anchor Buoy

Self adjusting

Do you know where your anchor is? You would with the self-adjusting Anchor Buoy from SWI-TEC! Precisely marks the anchor's set position and keeps other boaters at a distance. Can be used to a maximum depth of 65 ft.

Contact SWI-TEC America for
• WASI Power Ball • PropProtector
• WinchRite • Räber Meteograph

SWI-TEC America

INNOVATIVE MARINE PRODUCTS

www.swi-tec.us

weatherguy.com

Worldwide Marine Forecasts Cruising, Racing & Commercial

Packages Starting at \$65.00 USD

(866) 882-WXGY (9949) toll free
(808) 291-WXGY (Mobile)
(808) 254-2525 (Office)
(808) 443-0889 (Fax)



970 N Kalaheo Ave
Suite C-104
Kailua, Hawaii 96734
info@weatherguy.com

www.weatherguy.com

WEDLOCK, RAMSAY & WHITING Marine Surveyors



Vessel surveys,
consulting, deliveries.

Serving the
Bay Area
since 1980



www.norcalmarinesurveyors.com

(415) 505-3494

"I thought I would
sail about a little
and see the watery
part of the world"

— Herman
Melville



STARBUCK CANVAS WORKS

415•332•2509

67 Liberty Ship Way, Sausalito, CA 94965

MAX EBB

length of the tie bar in-flight, and there are tons of ways to do this. Shorter tie bar"

Lee held her hands at right angles to each other and rotated her wrists to check.

"Shorten tie bar and the stern lifts up. Lengthen tie bar and the rudders pull the stern down. Voila, two degrees of freedom, two axes of control, yaw and pitch, just like the V-tail Bonanza."

"Wouldn't there be a change in heeling force every time you steered with a setup like that?" asked the stockbroker.

"For sure," confirmed Lee. "I mean, like, no one said this would be easy. We'll need a way to get hydrodynamic control of roll moment to resist heeling force and the yaw-roll coupling of the V-tail. Anyway I have to serve the main course, be back in a sec."

The main course was a choice of roast pork loin or seared swordfish with Portobello mushrooms stuffed with cau-

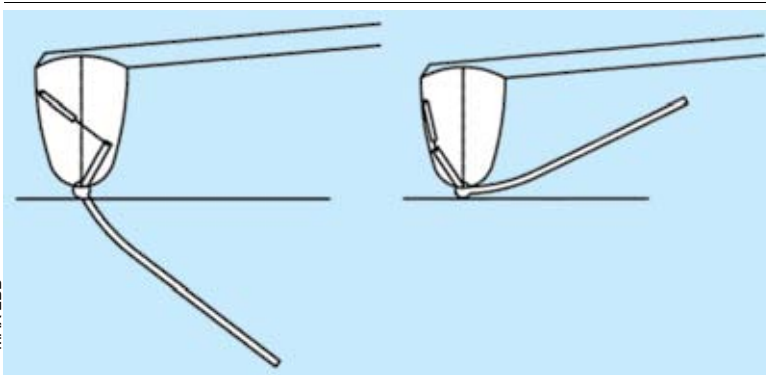
working on our meal. "The RC recently approved daggerboards that are hinged at the bottom of the hull instead of sliding up and down through a slot."

She paused for a reaction, but no one seemed to realize the significance.

"Okay, what happens if the hinge is not parallel to the longitudinal axis of the boat? Get it?"

"The swordfish is perfect," said the stockbroker.

Then Lee did the unthinkable: She took out a marking pen and drew a diagram of the new allowable daggerboard configuration on a fancy cloth napkin, a napkin that had the outline of the America's Cup em-



Hinged daggerboards at the hull bottom are now legal for the AC72 class. If the hinge axis isn't parallel to the boat's longitudinal axis, then adjusting the foil position also changes the foil's angle of attack. With both foils down, this allows the foils to generate righting moment far beyond what can be achieved with weight and buoyancy.

liflower, spinach and ricotta cheese.

"Here's how we get at the heeling forces," Lee proposed after we were all

broidered on one corner.

"Oh, I get it now," the software engineer finally responded. "Set the hinges cattywampus, and the angle of attack changes as the foils hinge up and



ALPENGLOW LIGHTS

406.889.3586


Hand Crafted, High-Efficiency Area Light
LED Reading & Berth Lights – **NEW** Dimmable Model

- Better light quality; superior color rendition
- Lower battery drain!
- Variety of wood selections to match your interior
- Night-vision and Splashproof options available
- Choose LED or CFL (compact fluorescent)



Alpenglow Lights, LLC, P. O. Box 415, Eureka, MT 59917
www.alpenglowlights.com

New and Used Sails.



Specializing in Sail Repair and Service.

Marchal Sailmakers

2021 ALASKA PACKER PLACE, ALAMEDA, CA 94501
Dominic Marchal • (510) 239-5050
www.marchalsailmakers.com

BAY MARINE DIESEL

Marine Inboard Diesel Repair
Surveys • Personalized Instruction

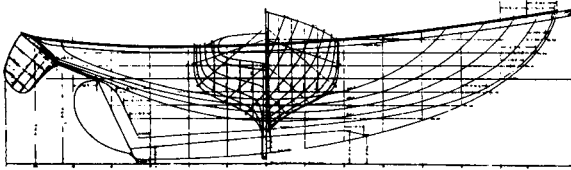
Cummins | Ford/Lehman | Hino | Perkins
Universal | Westerbeke | Yanmar







Marty Chin, Owner – (510) 435-8870
Email: Baymarinediesel@comcast.net



MAKELA BOATWORKS
Family owned since 1948

Wooden Boat Building • Repair and Restoration

19280 South Harbor Drive • Fort Bragg, CA 95437
(707) 964-3963
email: howard@makelaboatworks.com • www.Makelaboatworks.com

— CHILLIN' WITH THE 1%

down."

"Zactly!" Lee acknowledged. "We now have roll control. And, like, this will compensate for the roll-yaw coupling from the rudders, if the linkage is done right. But more importantly, we have hydrodynamic roll force to resist heeling. I mean, since they decided to use only the big wings in all wind speeds up to 30, with no small wing option, to get real speed we'll need more than just weight and buoyancy to keep these beasts powered up."

"Three-axis control," noted the surgeon. "You could fly it through the water with a stick and rudder."

"In theory, at least," said Lee. "It's a good example of how they thought they'd keep the boats simple by allowing just one daggerboard and one rudder per hull, but the result is going to be a very complicated work-around."

"I watched the YouTube of Oracle's 72 on its early trials," said the stockbroker. "What's that vestigial center hull for?"

"I figured it was a big instrument pod of some sort," said the skipper.

"It's where they keep the beer," suggested one of the football fans.

"Maybe it has something to do with stabilizing the boat when it's up on foils," added the software entrepreneur.

"It's, like, a flow fence," stated Lee. "The deck is permeable by air, so it's

For a second, it looked as if we were about to witness a terrible crash.

as if the wing ends a few feet above the water with no endplate. The ventral fin essentially extends the wing right down to within inches of the water surface, so no air spills around the bottom. Otherwise there would be strong root vortex that would suppress upwash into the wing and add induced drag."

The next race started right after lunch, and this time it was a very close one.

Again, we were thrilled by the close proximity to the action as the boats rounded our mark, as well as impressed by dessert: Watsonville strawberry shortcake, a marzipan candy fruit sampler, and North Berkeley crème brûlée with M&Ms.

Alternating between the view out the windows and the TV screen, we were on the edge of our seats watching the last beat, as the two leaders converged in a close port-starboard crossing situation. For a second, it looked as if we were about to witness a terrible crash, but the port-tack boat flew its hull high enough to go right over the leeward stern of the starboard tackler. The umpires still called a foul on the port-tacker, though.

"No!" I shouted at the TV screen. "What do you mean, port didn't keep clear? Starboard didn't alter course an inch, and port had complete control! Idiots!"

"Looks like we have a new sports fan," said the guys in the football jerseys.

— max ebb



HOME TO EMERYVILLE SPORTS FISHING

Emeryville Marina

ON THE BAY

NEW SLIPS!
Now taking reservations
for 40' to 60'

*When you call Emeryville Marina Home...
...call this your backyard!*

**Free Wi-Fi
and Video
Surveillance**

Slips from 20-65 ft
Full Amenities - including
Fuel Dock & Pumpout Station

MARINAS[™]
International

(510) 654-3716
www.emeryvillemarina.com

San Rafael
Richmond
Mill Valley
Berkeley
EMERYVILLE
Oakland
San Francisco
San Francisco Bay
Hayward
Daly City

THE RACING

The racing season on the Bay culminates with the Rolex Big Boat Series (see page 84), but there are other races during September . . . lots of them. We can only highlight a handful in these pages, such as the **NOOD, Open 5.70, Windjammers, Jazz Cup, Aussie 18s, Melges 24 NAs**, and two Singlehanded Sailing Society races, **Round the Rocks** and **Half Moon Bay**. But there's even more in **Race Notes**.

Sperry Top-Sider NOOD Regatta

Sailing World was back in town September 22-23 for its annual Sperry Top-Sider NOOD Regatta. Unfortunately, the event, which normally draws 100-150 boats, saw only 50 entries due to a major scheduling snafu that kept it from making any of the fleets' calendars. Nevertheless, racers enjoyed great weather and really nice breeze for the entire late-September weekend.

There were two venues for the event: Corinthian YC hosted the Corsair 24 trimarans, J/120s, J/105s and a small PHRF fleet at Berkeley Circle, and Sausalito YC hosted the Vipers, Melges 20s and Lasers/Laser Radials at Knox. With steady winds in the high teens and flat water, both venues were able to complete four races on Saturday. On Sunday, the Berkeley Circle fleets got in three more races, while the Melges 20s and Lasers got in four. The Vipers decided that three was enough on Sunday.

One might suspect that the terrific party at CYC on Saturday night — complete with plenty of free beer and rum punch — would slow people down on Sunday, but that didn't appear to be the case.

Notable performers were Ross Stein's Corsair 24 *Origami*, which sailed nothing but bullets, and Scooter Simmons' J/105 *Blackhawk*, which not only took

Ken Johnson, 28. (6 boats)

J/105 — 1) **Blackhawk**, Scooter Simmons, 18 points; 2) **Godot**, Phillip Laby, 20T; 3) **Mojo**, Jeff Littfin, 20T. (8 boats)

J/120 — 1) **Mr. Magoo**, Stephen Madeira, 14 points; 2) **Chance**, Barry Lewis, 15; 3) **Desdemona**, John Wimer, 20. (5 boats)

LASER — 1) **David Anthes**, 12 points; 2) **Emilio Castelli**, 20. (2 boats)

LASER RADIAL — 1) **Lola Bushnell**, 9 points; 2) **Lindsey Baab**, 15; 3) **Lawson Willard**, 40. (4 boats)

MELGES 20 — 1) **Atlas**, Brian Hill, 18 points; 2) **Funner**, Sid Gorham, 21; 3) **Flygfisk**, Tom Kassberg, 31. (8 boats)

VIPER — 1) **FNG**, James Sears, 10 points; 2) **Boatshed.com**, Antony Chapman, 15; 3) **Born In The USA**, Drew Harper, 17. (5 boats)

PHRF — 1) **Miramar**, Frers 41, Jeff Brucia, 7 points; 2) **Jazzy**, 1D35, Bob Turnbull, 16; 3) **Alpha Pappy**, 1D35, Alex Farell, 19. (5 boats)

Windjammers Race

"Even though we had to battle flood current out the Gate, there was plenty of breeze and things looked promising," said *Kokopelli*² tactician Scott Easom of the Windjammers Race to Santa Cruz August 31-September 1. "We really thought we'd have an easy time down to Santa Cruz." But as the fleet approached the Montara hole, the westerly flickered out and they were left to meander in the swell, fearful that this Windjammers could become yet another drifter.

"The only reason we do this race is to try to beat the record, so we are totally capable of doing it, but we need breeze all the way down. As soon as the wind died, we pretty much knew this wasn't going to be our year...again."

As the fleet bobbed north of Half Moon Bay, a mile seaward of the reef known as Mavericks, the brain trust aboard Doug Storkovich's Richmond-based Andrews 56 *Delicate Balance* decided to head into the beach. "Ron (Kell) was sure we'd find wind in there but we just ended up sitting for 45 minutes as the fleet sailed away," said crewman Evan Hacker. "Some years that tends to work."



As it was, Easom bet on a filling northwesterly and directed Lani Spund's Santa Cruz 52 *Kokopelli*² offshore. He was rewarded with first pressure, a leap on the rest of the fleet, and first place in division and overall.

Both Easom and Klitza confirmed that the sun broke through as they surfed past Davenport, the wind now at 27 true. And both reported classic Santa Cruz conditions: surfing big waves home in the afternoon breeze.

— dave wilhite

STFYC/SCYC WINDJAMMERS RACE (8/31-9/1)

PHR01 — 1) **Kokopelli**², SC 52, Lani Spund; 2) **Roller Coaster**, SC 50, Jack Gordon; 3) **Outsider**, Azzura 310, Greg Nelsen. (8 boats)

PHR02 — 1) **Symmetry**, J/109, Howard Turner; 2) **Spindrift V**, Express 37, Larry Wright; 3) **Racer X**, J/105, Richard Pipkin. (5 boats)

B Class — 1) **Made Easy**, Beneteau First 42, Jim Peterson; 2) **Javelin**, J/105, Charles Abraham; 3) **Pegasus**, J/35, Marc Sykes. (4 boats)

Full results at www.windjammersrace.org

Open 5.70 NAs

It's probably safe to say that every sailor who raced in the Open 5.70 North American Championships the weekend of September 21-23 had competed in dozens of regattas before. But this one

For more racing news, subscribe to 'Lectronic Latitude at www.latitude38.com. September's racing stories included: U.S. Qualifying Series • London Paralympics • Red Bra Regatta • Totally Dinghy • U.S. Women's Match Racing Championship • Artemis Racing Invitational • Formula 18 Worlds • Farr 40 Worlds • 12 Metre NAs • 505 NAs • Previews of the Vanguard 15 Championship, HMBYC Vice Commodore's Regatta, Van Isle 360 2013, and much more!

first in its division, but was also the first recipient of a new perpetual trophy. As if that weren't enough, Scooter and crew also qualified to be the Bay Area's entry at the NOOD Championship in BVIs next month. Not a bad bag of silver for *Blackhawk*.

The NOOD promises to be back next year with the event on the calendar so more fleets can come to play as usual.

— jeff zarwell

SPERRY TOP-SIDER NOOD REGATTA (9/22-23)

CORSAIR 24 — 1) **Origami**, Ross Stein, 7 points; 2) **Gaijin**, Peter Adams, 19; 3) **Sunbow3**,



JEFF ZARWELL / REGATTAPRO

San Francisco Bay offered up steady breeze and flat(ish) seas for the NOOD Regatta.

will most likely stand out in their memories for years to come: The 20-boat fleet was not only treated to two fly-bys from the retiring space shuttle *Endeavour*, but it also shared the Central Bay with AC45s in practice mode during the week-end.

"What an amazing and humbling feeling to see these boats flying next to the Open 5.70s," wrote Northern California Fleet Captain Marc Finot. "There were some very close calls on a few crossings, but it was clear that the AC45s were in full control of their speed when crossing our fleet on port tack."

At the end of three spirited days of racing, Tom Baffico's *The Maker* took top honors, with the help of longtime crew Synthia Petroka and Nick Burke — just one point ahead of Southern California-based *Mor Shenanigans*, sailed by Tracey Kenney, Barret Sprout and Terence Gallangher. Finot's *Frolic* placed third, with crew Stephen Woodward and Emma Yates. The three-day championship was hosted by Golden Gate YC, with assistance from St. Francis YC.

Conditions were challenging and changeable, especially for visiting com-

petitors unfamiliar with the Bay's peculiarities, but a pre-regatta seminar on Cityfront currents by super-sailor Scott Easom helped level the playing field. "Slack for low tide started at around noon on the first day and shifted by one hour every day afterward," said Finot. "With building wind as the day progressed, big wind holes and big shifts, this created very different conditions for every race and made it a great tactical challenge for the teams."

— latitude/andy

OPEN 5.70 NORTH AMERICANS (9/21-23)

OVERALL — 1) **The Maker**, Tom Baffico, 16 points; 2) **Mor Shenanigans**, Tracey Kenney, 17; 3) **Frolic**, Marc Finot, 25. (20 boats)

Full results at
www.open570usa.com

Two Races from the SSS

Due to the scheduling of the America's Cup World Series, the Golden Gate YC race deck wasn't available as usual for the start of the short-handed Half Moon Bay Race on August

25. Instead, the Singlehanded Sailing Society's creative commodore, Max Crittenden, put the race committee on the opposite shore at Sausalito's Cavallo Point. The SSS knows how to roll with the punches so the RC had no trouble making do with the barren clearing and an invisible startline pin (the SIs specified a GPS point as the pin end 400 yards off the point).

Ironically, the only sun along the course was in the distance — on normally-foggy Lindemar Beach in Pacifica. But the visibility was fine, unlike for August 4's Singlehanded Farallones Race, which was navigated by GPS. A 15- to 17-knot south-southwesterly stayed with the fleet almost to Pillar Point, where the wind clocked to the west and went light, providing the best passing opportunities of the race. By that time, the racers had only one more mile to go — it was almost not worth the effort of setting a spinnaker for such a short time.

A five-ft swell from the west predominated, with a southwesterly wind-driven chop messing up the water on top. The short, constant chop didn't agree with some mechanical helmsmen. "I only used my autopilot for about 15 minutes," said Pat Broderick, who was singlehanded his Wyliecat 30 *Nancy*. Having tacked only three times, he won his division.

Scott Cyphers won the singlehanded non-spinnaker division aboard his Cal 29 *Hatikuah* in his first solo ocean race, but he grew weary of sailing alone for 5.5 hours. "I'd just like to be able to tell someone else to go pull on that line," he said.

After crossing an imaginary line off *During their North American Championships late last month, the Open 5.70 fleet were treated not only to fly-bys from the space shuttle 'Endeavour', but also the practicing AC45s.*



ELLEN HOKE / WWW.ELLENHOKE.COM

THE RACING



ALL PHOTOS WWW.NORCALSAILING.COM

Double the fun — (clockwise from above) 'Moonshadow' popped the chute in the Round the Rocks Race (RRR); 'Solar Wind' disappearing behind The Brothers; Mark Deppe soloed 'Alchera' to win a first place hat in the Half Moon Bay Race (HMB); 'Sea Spirit' didn't have to ghost along in the RRR; the new HMB Race startline deck; 'Whirlwind', 'Verve' and 'Tiger Beetle' at the HMB start; smile, Pat; RRR competitors crossed paths with RBBS racers, like this tri; 'Racer X' was all business for RRR; Synthia Petroka plays the gusts on 'Eyrie' in RRR; 'Catch 22' in the first leg of the RRR; Annie Bliss of 'Sir Leansalot' leans into it on the way to HMB.

the G3 channel mark buoy south of Pillar Point and taking their own times, racers were required to turn in a finish sheet to Race Chair Jan Brewer at Half Moon Bay YC, where the sailors enjoyed the club's hospitality.

Just two weeks later, on September 8, SSS racers were back on the water with yet another innovation from their creative board. Instead of a Richmond to South Beach race this year, the SSS opted for a 'Round the Rocks' course starting and finishing off Berkeley. "We quit starting races in Potrero Reach off Richmond YC a couple of years ago," explained Crittenden. "We were getting so many entries that it was dangerous to have the whole fleet in there at once. SSS Race Information Officer Jackie Philpott worked her connections with

Berkeley YC, and Bob and Betty Gray volunteered to provide a committee boat on the Circle and put on a barbecue at the club afterward."

The new course proceeded from XOC on the Berkeley Circle around Alcatraz to Harding Rock, followed by a pleasant run to Red Rock and the Brothers, a beat back to Red Rock, and a close reach to the finish in building wind and chop off the Berkeley shoreline.

The afternoon ferocity of the Slot may have discouraged some sailors from enjoying BYC's hospitality. "We didn't get many racers to come into the club after the finish," said Crittenden, "so a little tweaking may be in order."

The SSS season wraps up with the Vallejo 1-2 on October 6-7.

— latitude/chris

SSS HALF MOON BAY RACE (8/25)

SINGLEHANDED NON-SPINNAKER — 1) **Hatikvah**, Cal 29, Scott Cyphers; 2) **Westerly**, Westsail 39, Steve Wilson; 3) **Dura Mater**, Cal 2-27, Jackie Philpott. (3 boats)

SINGLEHANDED PHRF ≥153 — 1) **Even Keel**, Catalina 320, Mike Meloy. (1 boat)

SINGLEHANDED PHRF 111-150 — 1) **Nancy**, Wyliecat 30, Pat Broderick; 2) **Moonshadow**, Custom Wylie 31, David Morris; 3) **Bandicoot**, Wyliecat 30, Al Germain. (5 boats)

SINGLEHANDED PHRF ≤108 — 1) **Alchera**, Mod. J/120, Mark Deppe. (1 boat)

SINGLEHANDED SPORTBOAT — 1) **Outsider**, Azzura 310 Greg Nelsen; 2) **Wetsu**, Express 27, Phil Krasner; 3) **Yellow Jack**, Santa Cruz 27, Mike Farrell. (4 boats)

DOUBLEHANDED PHRF ≥153 — 1) **Sirena**, Ericson 32-2, Greg Rohde/Michael Rohde; 2) **Sea Witch**, Yankee 30, Robert Boynton/Ansel Boynton.



(2 boats)

DOUBLEHANDED PHRF 111-150 — 1) **Uno**, Wyliecat 30, Steve Wonner/Brendan Meyer; 2) **Wind Speed**, J/30, Tony Castruccio/Maureen Castruccio; 3) **Arcadia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki. (9 boats)

DOUBLEHANDED PHRF ≤108 — 1) **Timber Wolf**, Farr 38, David Hodges/Scott Parker; 2) **Carmelita**, Catalina 42, Christian Lewis/Dan Lockwood. (7 boats)

DOUBLEHANDED SPORTBOAT — 1) **Max**, Ultimate 24, Bryan Wade/John Pytlak; 2) **Warpath**, Olson 30, Andrew Zimmerman/Alexia Marcous; 3) **Verve**, Express 27, Ron Snetsinger/Stanly Martin. (4 boats)

DOUBLEHANDED MULTIHULL — 1) **Roshambo**, Corsair 31R, Darren Doud/Chris Lewis; 2) **Ma's Rover**, Corsair F-31, Mark Eastham/Dave Leeck; 3) **Papillon**, F-27, Andrew Scott/Kur Wessels. (3 boats)

SH OVERALL — **Even Keel**, Catalina 320, Mike Meloy. (14 boats)

DH OVERALL — **Roshambo**, Corsair 31R Tri, Darren Doud/Chris Lewis. (25 boats)

SSS ROUND THE ROCKS RACE (9/8)

SINGLEHANDED NON-SPINNAKER — 1) **Meritime**, C&C 30 Mk I, Gary Proctor; 2) **Stormrider**, Aphrodite 101, Don McCrea; 3) **Hatikvah**, Cal 29, Scott Cyphers. (5 boats)

SINGLEHANDED SPINNAKER PHRF ≥153 — 1) **Emerald**, Yankee 30, Peter Jones; 2) **Eyrie**, Hawkfarm 28, Synthia Petroka; 3) **Catch 22**, Custom 20, Vincent Swerkes. (4 boats)

SINGLEHANDED SPINNAKER PHRF 111-150 — 1) **Uno**, Wyliecat 30, Steve Wonner; 2) **Bandicoot**, Wyliecat 30, Al Germain; 3) **Whirlwind**, Wyliecat 30, Dan Benjamin. (6 boats)

SINGLEHANDED SPORTBOAT — 1) **Outsider**, Azzura 310, Greg Nelsen; 2) **Starbuck**, Black Soo, Stephen Buckingham; 3) **Elise**, Express 27, Nathaniel Bossett. (5 boats)

DOUBLEHANDED SPINNAKER PHRF ≥153 — 1) **Faster Faster!**, Merit 25, David Ross/Javier Jerez; 2) **Sirena**, Ericson 32-2, Greg Rohde/Matt Stanton; 3) **Sea Witch**, Yankee 30, Robert Boynton/Ansel Boynton. (7 boats)

DOUBLEHANDED SPINNAKER PHRF 111-150 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki; 2) **Paradigm**, J/32, Luther Izmirian/Ken Brown; 3) **Nancy**, Wyliecat 30, Pat Broderick/Gail Caffereta. (9 boats)

DOUBLEHANDED SPINNAKER PHRF ≤108 — 1) **Carmelita**, Catalina 42, Christian Lewis/Dan Lockwood; 2) **Gig**, Humboldt 30, Gil Sloan/Dirk Schryver; 3) **Paco**, J/124, Rich Craig/Jeramy Moncada. (5 boats)

DOUBLEHANDED SPORTBOAT — 1) **Jet-Stream**, JS9000, Daniel Alvarez/Andrew Hura; 2) **Max**, Ultimate 24, Bryan Wade/John Liebenberg; 3) **For Pete's Sake**, Ultimate 24, Peter Cook/Norbert Keisel. (9 boats)

DOUBLEHANDED MULTIHULL — 1) **Roshambo**, Corsair 31R, Darren Doud/Phil Macfarlane; 2) **Origami**, Corsair 24, Ross Stein/Evan Freedman; 3) **Ma's Rover**, Corsair F-31, Mark Eastham/Richard Wodehouse. (5 boats)

SH OVERALL — **Uno**, Wyliecat 30, Steve Wonner. (20 boats)

DH OVERALL — **Roshambo**, Corsair 31R, Darren Doud & Phil Macfarlane. (42 boats)

Full results at www.sfbaysss.org

Jazz Cup

The best part of the Jazz Cup, an annual run from Treasure Island to Benicia YC, is the destination: a pretty little yacht club on the edge of a burrowed-out

THE RACING

harbor in what was once the capital of California. It's been a long time since the Gold Rush days and about the only "gold" that rushes through the Benicia area these days is more the color of Texas tea, but through all that progress Benicia has managed to maintain, if not improve, its charm.

Speaking of charmed, Urs Rothacher's Alameda-based *BridgeRunner* found the consistent eight-knot westerly in this year's edition of the race, held September 1, to their liking, and the bright orange SL33 catamaran simply trounced the other 73 boats in the fleet.

Rothacher took the best position on the favored pin end of the start line, gassed both Ian Klitza's Santa Cruz-based *Rocket 88* and Jerome Ternynck's Richmond-based Extreme 40 *Smart-Recruiters*, and was never again challenged.

Peter Stoneberg started his Prosail 40 *Shadow* cat on the monohull-favored committee boat side of the line, spent the leg close hauled, unable to fly a hull, and was fourth around the course.

"We wanted the better reaching angle

JUNETTE KUSHNER



A 'SmartRecruiter' crew shimmied up the mast to retrieve a skied halyard during the Jazz Cup.

to the first turning mark, and although *Shadow* laid the mark, they were never able to reach off for speed," said *Smart-Recruiters*' helmsman Jonny Goldsberry. "Urs nailed the start and we couldn't reel him in. And if the main halyard shackle hadn't opened up right before the Car-

quinez Bridge, we'd have finished second so we are a bit disappointed with fifth overall."

Although the big cats dominated this year's event, Ben Landon's Thompson 650 *Flight Risk* managed to sneak into the top four by beating out a strong contingent of sportboats.

It should be noted that although they finished almost three hours after *BridgeRunner* on this 26-mile course, Richard vonEhrenkrook and crew on the Cal 20 *Can O'Whoopass* corrected out to seventh overall.

— dave wilhite

SBYC/BENYC JAZZ CUP (9/1)

OVERALL — 1) *BridgeRunner*, SL33 cat, Urs Rothacher; 2) *Rocket 88*, Spruitt D-Class cat, Ian Klitza; 3) *Shadow*, Prosail 40 cat, Peter Stoneberg; 4) *Flight Risk*, T650, Ben Landon; 5) *Smart-Recruiters*, Extreme 40 cat, Jerome Ternynck; 6) *JetStream*, JS9000, Daniel Alvarez; 7) *Can O'Whoopass*, Cal 20, Richard vonEhrenkrook; 8) *8 Ball*, Farr 30, Scott Easom; 9) *Kuai*, Melges 20, Daniel Thielman; 10) *Yucca*, 8-Meter, Hank Easom. (74 boats)

Full results at www.beniciayachtclub.com

Family Fun • Exciting Racing • More time Sailing

Call Dave Berntsen 415 686 4583 for a demo or visit wetamarine.com



1 to 4
sailors

18 knots
top speed

Low
maintenance

weta
Fun. Fast. Easy.

Nespresso International 18 Regatta

The Kiwis dominated the Nespresso International 18 Skiff Regatta, hosted by St. Francis YC August 27-September 1. They trounced the rest of the fleet so handily over the course of the five-day event that they didn't even need to race the final two (of 10) races. But they did, and coming in second in that race to six-time winner Howie Hamlin and crew didn't worry them much. "It was the crew, really," skipper Alex Vallings said of his winning teammates, Josh McCormack and Chris 'Kitty' Kitchen.

The week started out on Monday with delightful conditions — sunny skies and breeze in the mid-teens — but devolved on Tuesday when the wind piped up. *C-Tech* was the only boat left standing after a day "when all of the other 17 delicate little skiffs were flipping and flopping like pancakes in 25 knots of wind sweeping them all into a meanly opposing ebb tide," noted Press Officer Rich Roberts.

Conditions calmed over the rest of the week (Thursday was a lay day), with the final day of racing offering lumpy Bay

conditions.

We hope this very entertaining event continues to grow and attract world-class sailors.

— *latitude/ladonna*

STFYC INT'L 18 SKIFF REGATTA (8/27-9/1; 10r, 2t)

OVERALL — 1) **C-Tech**, Alex Vallings/Chris Kitchen/Josh McCormack, NZL, 10 points; 2) **CST Composites**, Howie Hamlin/Matt Noble/Matt McKinlay, USA, 24; 3) **Yandoo**, John Winning/David Gibson/Andrew Hay, AUS, 28; 4) **Mounts Bay W.A.**, Grant Rollerson/Justin Healey/Marco Schurman, AUS, 29; 5) **Yamaha**, David McDiarmid/Andrew Archibald/Mark Overington, NZL, 44. (18 boats)

Full results at www.stfyc.com

Melges 24 North Americans

"I need an IV right about now," said *Rock N' Roll* crewman Charlie Smyth as he slowly de-rigged the Southern California-based rocket ship to ready it for the drive home after the Melges 24 North



RICH ROBERTS

The International 18s ripped up the Bay at the end of August, much to the delight of onlookers.

Americans on August 24-26, hosted by San Francisco YC.

The pain was felt across the entire top tier of professional teams that just didn't have anything for the appropriately named *Bandit* as Warwick Rooklyn's team won the regatta with one race to spare. "We came in here with a plan to win this regatta," said *Blu Moon*'s coach and former world champion Dave Ullman. "The team sailed really well last week and started out well in this event

THE MARINE GRADE MOLD & ODOR ELIMINATOR

"My Cabin Smells Great!"

"I have with a 43 footer with an odor that no amount of cleaning would eliminate. We placed Tea Tree Power Gel in the cabin and now the whole boat has a fresh scent. I'm a believer." - *Greg C. South Wharf Yacht Yard*

After only three days, my locker smells fresh and the mold that was present wipes clean very easily. Good stuff." - *Rob M. Basin Marine*

Marine Grade Odor Control

All Natural Made With 100% Australian Tea Tree Oil
Degrades & Attacks Mold, Mildew, And Bacteria
Neutralizes & Eliminates Odors Safely & Naturally
Long Lasting-Protection Maintains Healthy Cabin Air



FORESPAR®

Tel: 949 858-8820 • www.forespars.com/ttpower

THE RACING

but made several mistakes in the last three races and basically took themselves out of contention."

This fleet is unique in that they allow fully professional teams to compete alongside corinthian competitors, and although they all sail as one fleet, the amateur crews are also scored separately. Don Jesberg's *Viva* placed 8th overall but walked away with the top honor in the corinthian class.

The event was sailed on the Berkeley Circle using set marks in 14 to 18 knots of breeze that made for good conditions in which to compete. "It didn't nuke like many of us had hoped, but there was enough pressure to plane downwind, and the teams that could keep up on the step were the ones that fared the best," said North Sails rep Seadon Wijsen.

Indeed, this event is but a warm-up for next year's World Championship, which will be hosted by SFYC September 28-October 5, and the hope is that not only will the breeze deliver, but that it will attract more than the 20 teams that attended this year's late-August NAs.

— dave wilhite

FIONA BROWN PHOTOGRAPHY



The 'Bandits' let it all hang out in a successful bid for the top spot in the Melges 24 NAs.

MELGES 24 NAs (8/24-26)

OVERALL — 1) **Bandit**, Warwick Rooklyn, 13 points; 2) **Embarr**, Nathan Wilmot, 18; 3) **WTF**, Alan Field, 25. (20 boats)

CORINTHIAN — 1) **Viva**, Don Jesberg, 10 points; 2) **Melges 49**, Shawn Bennett, 18; 3) **Rosebud**, Scott Holmgren, 19. (9 boats)

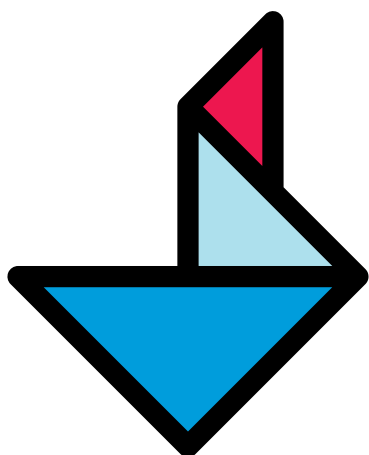
Full results at www.melges24na.com

Race Notes

Act 5 of the **Extreme Sailing Series** went down to the final race, with five boats capable of winning – mathematically speaking anyway. Santa Cruz native Morgan Larson, skipper of *Oman Air*, snatched victory from Brit Leigh McMillan of *The Wave*, *Muscat*, the series leader. Act 5 was held August 31-September 2 in Cardiff, UK. Act 6, scheduled for Sicily, was cancelled; Act 7 is coming up in Nice, France, on October 18-21, in Extreme 40 catamarans. Video and info are available at www.extremesailingseries.com.

The International Sailing Federation has released **The Racing Rules of Sailing 2013-2016** on the ISAF website, www.sailing.org, as an iOS application, and even on paper. As expected, Dyneema lifelines will be fully legal, and can be used for hiking.

"The site of our annual Labor Day **Redwood Regatta**, Big Lagoon, threw its usual curve our way," wrote regatta winner Bruce Braley of host club Humboldt YC. Big Lagoon is located on the



**SAN FRANCISCO
BOATWORKS**

San Francisco's boatyard | sfboatworks.com

Marine parts and supplies



Complete haul and repair



Engine repair and service



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

Authorized dealer for:

YANMAR

**marine services
for power & sail**

415.626.3275

info@sfboatworks.com

835 Terry Francois St.

San Francisco, CA 94158

North Coast about forty miles north of Eureka. The natural lagoon is separated from the Pacific by a long sand spit. The family-friendly regatta features dinghy racing with camping and barbecuing.

"This year we experienced ultra light winds from the west," said Braley. "I think we had high pressure sitting on top of us, and the wind was from a very weak thermal that develops upon the lagoon and flows inland up a shallow valley."

Braley explained the resulting strategy: "Off the line the wind was from the left big time, but as you worked your way upwind you'd eventually get a northerly shift coming from the right for about the last quarter of the beat. The trick was to try to stay in the freshest air but not sail the great circle route by ending up on the port layline and having to eat a long port header to get across. You had to try to get across to the starboard layline in anticipation of a starboard lift to the mark." See www.humboldtyachtclub.org.

For the first time, the **International Masters Regatta** will be held in San Di-

ego instead of San Francisco. Started by Don Trask in 1975 and usually hosted by StFYC, the regatta moves to SDYC on November 2-4. Sailing luminaries such as Malin Burnham, Hans Fogh, Ron Holland, Jon Andron, Buddy Melges, Trask, and Ted Turner will compete in J/105s.

Three West Coast candidates are vying for two seats on the **US Sailing Board of Directors**: Charlie Arms of Vallejo, director of sailing for Cal Maritime Academy; John Craig of San Rafael, PRO of the America's Cup and erstwhile StFYC Race Manager; and former Olympic and America's Cup sailor JJ Fetter of San Diego, who has been US Sailing Rolex Yachswoman of the Year four times. If you're a member, you have until October



CYNTHIA ROSS / ROSSPHOTOGRAPHIC

Bay Area sailor Genny Tulloch won the U.S. Women's Match Racing Championship for the third time in four years, despite a crew-overboard incident. StFYC hosted the regatta on September 12-16.

24 to cast your vote.

Speaking of US Sailing, the **Annual Meeting** is coming to San Francisco on October 31-November 3. Activities include an Advanced Race Management Seminar and a Presentation of Investigations: Farallones and Newport Ensenada Race. See www.ussailing.org.

—latitude/chris

CUSTOM STAINLESS STEEL

Shapes • Panels • Cover Plates • Sheets

Fabricated to your drawing or we will meet with you to design and measure.

Installation available

In Business Since 1974 • Licensed and Bonded

ARCHITECTURAL SHEET METAL CORP.

29 1st Street, Suite 100, Corte Madera, CA 94925

415 • 924 • 2762

California Contractor License 300720

Mobile Marine Navigation
Installations and Marine
Electrical Work
**POWER
& SAIL**

**VESSEL
ELECTRIC**

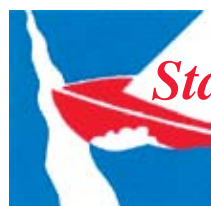
GARMIN
certified installer

Raymarine
certified installer

Milltech Marine AIS

NavPod

Brian Theobald • (415) 424-2204 • vesselelectric@yahoo.com



Start Line Strategies

**Winning Legal Planning
for Sport Programs**

10 years America's Cup Experience

Sponsor & Venue Arrangements • Crew Contracts

Vessel Shipping Logistics • Charter Agreements

Ashley Tobin

(925) 324-3686 • amtobin2@gmail.com



(415) 621-2378

855 Terry François St., San Francisco
www.theramprestaurant.com

Like The Ramp on Facebook www.facebook.com/TheRampSF

BAR OPEN DAILY TILL 9 PM

LIVE LATIN MUSIC

Saturday & Sunday 5:30-8:30 pm
with an outdoor BBQ from 5-8 pm

WEEKENDS

Brunch Served 9:30 am-4:30 pm

WEEKDAYS

Lunch Served M-Th 11 am-3 pm

Fridays 11 am-3:30 pm

Happy Hour M-F 5-7 pm

Available for parties too!

WORLD

We'll depart from our usual mix this month to bring you a special charter report on **Chartering in the Greek Isles** by a member of the Latitude family.

"What are you thinking?"

Twelve on a Sailboat Tour of Greece

"What are you thinking?" he said. "Oh my God, I cannot imagine a vacation plan worse than being stuck on a boat with two other families from the Bay Area!"

These were the words of a friend during a phone conversation about a month prior to our departure for Greece.

I suffered a moment of doubt and thought to myself, "Good Lord, perhaps he has a point." I engaged in a private fantasy about a different kind of vacation. One that involved fewer logistics, less difficult travel, fewer safety challenges, fewer kids, more tennis, more carefree frolicking, and more adult pleasure. In five seconds my mind devoured all of the imaginable options in 'Plan B' and they were tasty!

"Snap out of it," I said to myself, and I did, loyal dog that I am! I directed my attention back to the conversation with the assured confidence that these were the right choices and that my friend's ideas, however meritorious, should be discarded.

My thoughts turned back to organizing the mesmerizing details that go with any trip abroad, but especially one that involves 12 people on a 'you-drive' sailboat in foreign waters.

I returned to pondering the significant commitment inherent in this type of plan. A simple bit of algebra works well here: Complexity (c) goes up as a square of the number of families (f). Example: $c = 1(f) \wedge 2c = 1$, $c = 2(f) \wedge 2c = 4$, $c = 3(f)$

During the summer months the main town on Poros Island is quaint, picturesque and bustling with international sailors.



$\wedge 2c = 9$.

This seems about right. I believe that successfully pulling off a trip like this is approximately nine times more difficult with three families than it is with one.

But regardless of the mathematical data, we pressed on. We pressed on because we'd said we would. We planned because we are planners and adventurers. We went for it because we had all talked about it and it was time to act.

Most importantly, though, we proceeded because we knew that the potential rewards were greater than the exponential function of complexity(c). But we're more akin to a sine wave in that upper right hand corner of the graph — potentially off the charts in the positive quadrant. Ahh. . . never mind.

The adventure began when things went wrong — We were a crew of 12 on a 53-ft monohull. Three families, six kids and six adults in the Saronic Gulf and the Peloponnese region of Greece. However, this circumstance was never part of the original plan. The 'plan', six months prior and right up to the morning that we were to leave our Athens hotel and begin our voyage, was to be on a Lagoon 44 catamaran, embarking from Lavrion, a harbor city southeast of Athens. Departing from that location sets you up for a straight shot into the Cyclades — the islands we had so carefully planned to sail.

Our broker, Demetrius from Hellenic Yacht charters in Lavrion, called that fateful morning to say that, regrettably, the vessel that he had brokered to us so many months ago had returned yesterday, damaged beyond a quick repair. As a matter of fact, numerous boats returned with significant damage due in no small part to the Meltemi winds of the previous week. (These are seasonal Beaufort 7 and 8 winds from the north). He seemed truly distraught (as were we) that he could not deliver as promised. It was clear that he



ALL PHOTOS MARSHALL BEHLING

was actively seeking a replacement boat that could accommodate our crew, but honestly, it did not look good for us.

I will spare you the blur of phone calls that Jeff and I made and how the 'new plan' came together. Suffice it to say that three hours later we found ourselves on a brand new 53-ft Jeanneau monohull from Athenian Yachts and a new sail plan that would take us through the Saronic Gulf and the Peloponnese. Special thanks to Kostas at The Moorings in Lavrion who put us in touch with Kostas and Apostolo at Athenian Yachts at the Kalamaki/Alimos Yacht Harbor.

However, at that point I had to trash my notes and our group pre-brief on all things Cyclades. Trash the 100 photocopied and highlighted pages from Rod Heikell's book, *The Greek Waters Pilot*. Delay our departure by one precious night because by the time we had paperwork complete, chart and boat briefed, provisioned and set, it was 1700 with 27 miles to navigate. Considering the head-spinning changes of the day, the howling Meltemi winds in the harbor and the need for a beer, we made a good decision. Stay put! We would go out and have a fabulous dinner at Vicennes, watch Euro Cup soccer (Spain vs. Italy), pretending that we know the game, spend the night

OF CHARTERING



Big trips like this one are a splurge, but the memories are priceless. Spread: The idyllic Poros Straits. Inset: Kids on the foredeck.

aboard the boat in Alimos Yacht Harbor, and leave the following morning.

This we did and the next morning's windy departure felt like a small victory for turning sour into sweet, changing and adapting while finding serendipity when it knocks on your door. Serendipity where? In a monohull for starters. This is the way to go in the crowded Med. On at least two occasions, the slimmer beam of this boat allowed us access to a 'stern-to' berth where we would have had to anchor off in a catamaran and tender 12 people to shore in three shifts. It is so much more pleasant to back into your spot on the quay, drop the hydraulic gangway, and give egress to your crew of 12 in the heart of some quaint Greek harborside village.

Our new Jeanneau 53, *Alkyoni*, weighed in at about 16 tons and had a generous 4.77-meter beam. It was delightful to sail and comfortable for 12 people. It took on big wind and moderate seas without breaking a sweat. The roller-furling jib and main and electric winches worked flawlessly, to the point that we didn't ever hesitate putting up or taking down sail because it was so fast,

efficient and easy.

It was delightful to be on this boat with our friends and family, finally enjoying the Mediterranean. She had every creature comfort including a genset which allowed us to keep the bank of batteries charged while using the air conditioning in port. (To the extent, of course, that if we had close neighbors, we would use it judiciously and shut it off in the interest of noise abatement.)

Additionally, *Alkyoni* had two wheels and two navigation stations. This was a delight and a useful training tool for new helmsmen, as they could feel the wheel inputs of someone more qualified.

The 'crew lounge' and dining area forward of the cockpit was luxurious and provided generous space for people to pass to the companionway and cabin below without tangling limbs and feet. All of this was bimini-covered, providing ample shade for all.

My only criticism of the boat would be that it made us lazy as we quickly came to rely on

'all things electric.' So it was much to our dismay when we found that button-pushing failed to yield results at the most critical moments of one particular arrival at Poros. We discovered that the engine-driven generator seemed incapable of keeping batteries adequately charged when the heavy electrical loads of the bow thruster or anchor windlass put a drain on the system. Firing up the genset as a pre-docking procedure seemed to solve this issue and provide the necessary voltage.

We launch — We had peak gusts to 28 knots out of the north as we put Athens in our rearview mirror. We headed downwind, sailing south to the town of Methana and enjoyed 10 knots of speed over the bottom, with only a partially furled genoa flying. Directly off our starboard side were the island and the straits of Salamis, the site of one the greatest sea battles in the history of naval warfare. Athenian General Themistocles defeated the Persians here in 480 BC, despite being vastly outnumbered. This victorious battle was on the heels of the Greek defeat at Thermopylae the same year, and proved to be a decisive event in the Greco-Persian wars.

Methana is a pleasant enough seaside village. There are two harbors, one tightly packed with boats and wind-protected, and another open and uncrowded with a quay, but also exposed. This gave us some breathing room to practice maneuvers with the boat in windy landing conditions and get a respectable 'Med mooring' event under our belts.

Nine of us took a taxi ride up to the volcano, enjoying a hike and a delicious

Three families on one boat? As cramped as that may sound, it all worked out fine. Especially since they were sailing in a sunny clime.



WORLD

dinner hosted by friends of Apostolo, while two adults stayed to tend to Elliot who was feeling poorly.

Continuing south the next morning, we passed through the scenic Poros Channel on our way to Hydra. I will simply quote The Moorings' tour guide here because it is quite accurate. "Hydra is a distinctively charming, must-do itinerary stop. Here donkeys and walking are the primary means of transportation — cars and even bicycles are not permitted." The numerous cliff-mounted cannon pointing north toward the channel bespeak human conflict and naval warfare.

Speaking of warfare, we wished that we were also equipped with cannons because it takes a gunboat to get a parking spot in Hydra harbor. Get there early and relax, or get there late, throw your anchor into the middle with all the others and back onto your neighbor's bow. Sounds sexy, but actually it was a bit annoying to politely 'queue up' outside the harbor entrance, wait for that one soon-to-be vacated spot, and watch as boat #5 on the list takes your spot. In the boat next to us, which was also politely



The solitude of Mandraki Cove on Hydra Island was a sharp contrast to the busy harbors elsewhere. Note the stern lines.

queued up, was my Kiwi friend Sam, a semi-pro rugby player and firefighter on loan to Dublin. I had befriended him on the flight from Dublin to Athens. Trust me, no one in their right mind would irri-

tate Sam if there was any chance of having to answer to him on shore. Physically intimidating is an understatement!

We got pissy, raised the Canadian flag, hollered obscenities and retreated to a quieter anchorage at Mandraki Cove which was just down the road. Sam and his crew followed.

Dinner that evening was dramatic if not magical. The place, the evening light, the people looking elegant. A photographer's dream come true.

The hike through town the next day up to the Profitis Ilias Monastery atop Mt. Eros was also memorable.

Poros — We had a bit of drama upon landing here, as our anchor line fouled with our neighbor's as we were backing into the quay in a typical afternoon crosswind coupled with windlass and bow-thruster failures. It was all hands on deck as we fended off. No harm, no foul.

Afterward, Michael from the Oasis Taverna politely ushered us over to "handicapped" (side-to) docking with the unspoken agreement that we would spend at least 300 euros at his restau-

TAMI SMITH



BVI YACHT CHARTERS

Call: +1 888 615 4006
Or: +1 284 494 4289

BVI Yacht Charters is the first port of call for all yacht charters in the BVI and St Martin. Whether you are looking for a Catamaran or a Monohull, a week or just a few days, our professional team is on hand to make it work, your way.

BVI YACHT CHARTERS

** 10% off all new bookings when you mention this ad.

www.bviyc.com
charters@bviyc.com

Are "Californians Dreaming?"

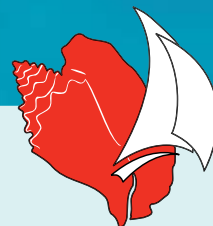
Stop dreaming – go sailing.

**CALL TO RESERVE AT OUR
BEST IN THE BVI PRICES!**



**Conch
Charters**

www.conchcharters.com
(800) 521-8939



OF CHARTERING

rant! It was well worth the price as we had primo parking and mojitos to soothe our bruised egos.

Tom from Lancashire, England, the fellow with whom we had crossed anchors, was also part of the welcoming committee in front of the Oasis Taverna. He said, "Aye kin tall ye thas, I arriyved farty fyve manats agoo und aye dad nae batter!" Thanks Tom.

Poros is equal parts Newport Beach and Hydra. There you'll find a frenetic waterfront pace with the café, bar and nightclub scene. Sandy beaches and resorts stretch along the coastline. The city (polis) of Kalaureia contains the ruins of Poseidon's temple atop the hill. Poros is easily discovered via motorscooters, which were cheap to rent and fun for all.

Epidauros by way of Epidavros — We had no idea what treats of antiquity were in store for us near Epidavros, our next destination as we embarked from Poros. Our premier side-tie spot was filled by Michael even before we had the boat turned around.

White-hot heat replaced the winds

as we motored at 9-10 knots around the horn to Epidavros, stopping for a swim and an amateur diving contest in the warm azure waters.

We reminded ourselves that "green on the right returning" is the Mediterranean way, as we entered the well-marked channel and landed our craft stern-to like the skilled crew that we were becoming.

A mere three taxis brought us to Ygourio and the well-preserved theater of Epidauros. A UNESCO World Heritage site, Epidauros is justly famous. The remains include a gymnasium, baths, the Odeon, the Temples of Asclepius and Apollo, the Tholos, and a stadium. Asclepius was the healer god and the son of Apollo. This sanctuary was the most



MARSHALL BEHLING

It just doesn't get much more picturesque than this. Hydra Port on Hydra Island seems to have changed little with the passage of time.

important center of healing in antiquity. We brought Elliot here with hopes of a cure, as the lad was still feeling quite ill.

A snorkeling adventure to The Sunken City is also worthwhile. It takes approximately 50 minutes to get there, hiking along the shore south from Old Epidavros Yacht Harbor.

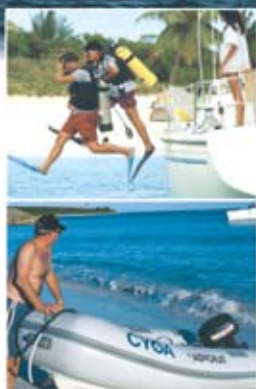
Real People. Real Sailing. Real Fun.

Sail Cats | Power Cats
Monohulls | Trawlers
Bareboat | Skippered

Real Choices.

Choose CYOA and become part of the family. We've been providing beautifully maintained yachts, personal service and sensible prices to sailors since 1980.

1-800-944-2962
info@cyoacharters.com
www.cyoacharters.com
St. Thomas USVI 00802



CYOA
YACHT CHARTERS

Tortola BVI
Belize
The Grenadines

UNIQUELY
TMM



Marisa
TMM Belize

Most charter companies offer blue water & palm trees, but it takes the personalized care of people like Marisa to make your vacation a success.

Like Marisa, everyone at TMM is committed to your complete satisfaction. Our specialized three-location operation offers large company quality with small company service. A combination that is uniquely TMM.

TMM
Yacht Charters
Since 1979

1.800.633.0155
www.sailtmm.com

catamarans • monohulls
motor yachts
ownership programs

WORLD OF CHARTERING

Freshening wind and return — It seemed that we were just getting our sailing shoes on properly when it was time to head back to the base.

We enjoyed a fresh breeze on starboard tack as we beat to Aegina Island to anchor for the night. This put us only 17 miles away from our promised 0900 arrival time on the last day.

Aegina has its rare antiquities as well, including the Temple of Aphaea, but we were out of time.

Awesome Crew! — We ended our bareboat trip in Greece with awards night at Tou Psara, our favorite restaurant in Athens, located directly below the Acropolis. I had the honor of toasting and awarding each of the six kids in our crew for their contribution to our successful voyage. To Dillon, age 10, went the most intrepid new sailor award. He was always willing to learn new tasks and to help



The intrepid crew strikes a pose at the ancient theater of Epidauros, a UNESCO World Heritage site.

out. Dillon could be famously quoted with the line, "I'll do it!" To Casey, age 14 went the quick-witted award. Casey was always at the ready with a quip or some other politically incorrect humor. He's a very funny lad, although not very helpful as a sailor! To Natalie, age 14, went the simultaneous narrative award. Natalie capably managed all the sheets and lines including the roller-furling main and genoa — all this between sobs

as she read the last book in the *Hunger Games* trilogy. To Elliot, age 15, went the most stoic sailor award. He bravely fought a bacterial intestinal infection for most of the voyage. He came to sail the 'Med', instead was in bed and never ever complained! He would rise, rally and fall again gripped by G.I.

infection. To Shelby, age 15, went the all-around crewmember and resident anchor-diver award. Finally to Madeline, age 16, went the steady head and cool sailor award. She worked the anchor windlass and learned to 'sign' with the helmsman from 50 feet away. She also deftly fended off and untangled the anchor when it got fouled with another boat's at Poros.

All in all, it was a great trip, the memories of which will long endure. Actually, it wasn't such a bad idea after all.

— patrick somers



- Solar panels
- Wind generators
- Hydro-generators
- Inverters/ battery chargers
- Mounting systems
- Meters and accessories








Authorized wind generator and inverter service center

Ft Lauderdale, FL
954-581-2505
www.eMarineSystems.com

HAWAII

LONG TERM DRY STORAGE

Clear Customs at our dock

GENTRY'S KONA MARINA

HONOKOHAU HARBOR

156°1'30" W
19°40'20" N

TOLL FREE 888-458-7896

www.gentryskonamarina.com

The friendliest boatyard in Hawaii



Froli

for Comfort

and

Ventilation



Simply add our flexible springs under any mattress and enjoy many relaxing nights aboard!

FroliSleepSystems.com - phone 888.463.7654 or 803.996.2760

California Professional Divers Association

Is your hull cleaner a member? If not, he should be

CPDA members are the only divers in California trained and certified in the use of state-recognized In-water Hull Cleaning Best Management Practices. These BMPs are designed to minimize the diver's impact on the environment and maximize your expensive anti fouling paint's lifespan and performance.

Visit our web site to find a conscientious, professional hull cleaner near you.

www.prodivers.org

(619) 600-0444 info@prodivers.org

California Professional



Divers Association

"Environmentally Conscious for the Health of Our Industry"

DeWitt

**Reception for GGYC
America's Cup Artist in
Residence Jim DeWitt
at**

**DeWitt Art Gallery & Framing
Thursday, Oct. 18
5:30-9:00 p.m.**

**America's Cup
World Series:
October 4-7**



'Oracle' flies past the Gate

'Lowering Board'

DeWitt Art Gallery & Framing

121 Park Place, Point Richmond, CA 94801

(510) 236-1401 📞 www.DeWittAmericasCupArt.com

Wednesday-Saturday 11:00-6:00 📞 Sunday 11:00-5:00

QUALITY CRUISING SAILS FOR LESS!



leesailscal@yahoo.com

(707) 386-2490

SAILMAKER TO THE WORLD

**MAINSAILS
MIZZENS
STAYSAILS
HEADSAILS
SPINNAKERS
SAILCOVERS
STRONGTRACK**

Custom Canvas & Interiors



The Gianola Family has been designing and fabricating custom canvas and interiors since 1969. Gianola Canvas Products offers you the best in quality, more choices, and personal service.



**265-B Gate 5 Road
Sausalito, CA 94965
(415) 332-3339**

www.gianolacanvas.com



MARINE BATTERIES



Available at the following local marine
chandlerys and service distributors:

ALAMEDA
The Boatyard at Grand Marina
Star Marine
Svendsen's Chandlery
BENICIA
Cruising Seas Services
EMERYVILLE
Mathiesen Marine

MARTINEZ
Martinez Bait & Tackle
OAKLAND
Outboard Motor Shop
OAKLEY
Big Break Marina
RICHMOND
Swedish Marine
Bay Marine



AMERICAN BATTERY • Hayward, CA • (510) 259-1150

CHANGES

With reports this month from **Tortue** on the drought-ending rains in Baja; from **Dreamcatcher** on leaving Singapore and heading up the Malacca Strait of Malaysia; from **Kailani** in Tonga; from **Geja** in Croatia, Montenegro and Italy; from Scott Andersen on the new **Club Cruceros** clubhouse in La Paz; and **Cruise Notes**.

Tortue — S&S 44 **Mike Wilson and Melissa Harter** **The Blessings of Baja Rains** **(Mazatlan)**

Tortue lay quietly at anchor in Bahia Marquer on Isla Carmen — about 40% of the way up into the Sea of Cortez, not far from Puerto Escondido — as warm breezes wafted across the narrow isthmus that separated us from wide-open Bahia Salinas to the south. The breezes filled our wind scoop, which forced the hot, dry desert air through the inside of our boat. Besides the lap of wavelets upon our tender and the occasional sound of a hunting bird, the anchorage was silent to the world — and to the few of us who were lucky enough to be there.

Looking to the west across the azure waters of Loreto Bay, we could see where the whales, dolphins, sea turtles and manta rays play. The background to these waters are the Sierra Giganta mountains, some of which majestically reach 4,000 feet into the clear blue sky, and which are only a short distance from the shore of the Sea.

This part of Baja had had four years of drought. It had been so bad that ranchers had to cull mules in order for there to be enough water for the revered long-horn mountain sheep to survive. Even

With the four-year drought over in Central Baja, many long-dormant plants sprang to life, bringing bright colors to the desert landscape.

the hardly palms that line the shores of the Sea struggled to survive.

Finally, the blessed rains came, the result of a massive subtropical cell from the Mexican mainland that crossed the Sea to meet up with the hot desert air of the mountains. The result was thunder and lightning — and a two-day dousing of life-giving rain. When the clouds parted, we could see the multiple waterfalls that almost instantly had sprung to life. And the once-clear waters of the Sea temporarily took on the color of coffee, and swarmed with eddies of dead brush, cactus and other detritus.

But it wasn't until the downpours stopped that the true blessing of the rains was revealed. Hour by hour, day by day, the once-brown desert was transformed into a beautiful green garden. It looked as though a discerning gardener had toiled long and hard to manicure acre upon acre of previously unkempt desert wilderness. Soon we were witnesses to colorful flowers in an intricate tapestry against the background of the red-brown desert.

With water comes life to the Baja peninsula. Soon myriad varieties of insects made their presence known, as did birds that previously had been hidden. The downside was that the mosquitoes came to life also, which resulted in the town of Loreto's running out of bug spray.

Nonetheless, life is very good aboard boats here in the Sea, even during the often high heat of summer. We enjoy a abundant variety of natural foods from the local ranches, and fresh seafood from the Sea — not to mention the fine wines we had the foresight to bring along with us. With virtually no places to spend money, the cost of living is very low.

We've even had some celestial treats.

For five nights in a row, we got to witness the International Space Station passing 247 miles overhead. And on the last evening of August we got to enjoy a 'blue moon'.

It all adds up to our feeling part of Nature, and Nature's being a part of us. There is no war or violence in our little part of the world. And we've switched off our radio and internet to keep war and violence in other parts of the world from invading our tranquility.



Personally speaking, we believe it's important to realize who we are, where we are, and what it all means. The news media of the world will not, of course, bring you the love we send over our solar-powered Ham radio, as there is no profit in good news. But our advice is to never forget to stop to smell the desert cactus flowers.

— michael and melissa 08/24/12

Dreamcatcher — Cal 46 **Glenys Henry and Harry Mellegers** **Up Your Malacca!** **(Alameda)**

At lunchtime one day in the middle of January, we pulled away from the fuel dock at Singapore — our home for the rest of our lives — and motored through the mess. By 'mess' I mean the hundreds of ships, dozens of fuel tankers, and supporting oil infrastructure that litter the prosperous island-state's western

MIKE WILSON



Rain turned the brown Sierra Giganta green.

CONNIE SUNLOVER





PHOTOS COURTESY DREAMCATCHER

Spread; Glenys and Harry aboard 'Dreamcatcher'. Inset; The Singapore lion, which symbolizes courage, strength, excellence and resilience.

anchorage. It was not a pretty ride, so we were happy to reach the southern end of the Malacca Strait, which separates the Pacific and Indian oceans and Peninsular Malaysia from northwestern Indonesia. Our destination was the 420-mile distant Rebak Island, one of the 104 islands that make up the Langkawi Archipelago, Malaysia's yachting center.

The forecast winds of 20 to 30 knots — the normal monsoon for this time of year — didn't materialize, so we ended up having to motor to our midway stop of Pulau Pangkor. The very small island was long a refuge for fishermen, merchants and pirates, and has a colorful history. In the 17th century, the Dutch built a fort here in an effort to control the Perak tin trade. One hundred years later, it was where the Brits and the

Perak throne signed the treaty that launched the British colonial domination of the Malay Peninsula. These days it's home to 25,000 people — and high-end resorts.

Much to our chagrin, we didn't have use of Jack, our autopilot, for the first 20 hours of our trip. Our Jack is named after Jack London, the scallywag sailor who became one of the world's first truly wealthy authors. The Oakland marina named in his honor was our home for two years before we took off on the Ha-Ha and across the Pacific. Anyway, we figured that Jack was just taking a union day off — London having been a big union sup-

porter. Then we discovered that we'd just pushed the wrong autopilot buttons.

You would think that having sailed our Cal 46 halfway around the world, we'd know her buttons and systems backward and forward. But since taking up residence in Singapore, we'd only been daysailing *Dreamcatcher*, and thus hadn't used many of her systems. We found that we had to reacquire ourselves with our boat for longer sails. We even had to start rereading some of the manuals!

The Strait of Malacca is one of the busiest shipping channels in the world, so there were all kinds of ships, fishing boats, and other types of vessels in our path. This is one of the places where mariners really could use eyes in the back of their heads. Henry and I alternated taking naps during the day and staying up all night. Although we've done a total of 10 trips up and down the Strait, we always find it stressful — despite being able to use the 'inshore waterway'. There is, however, one 20-mile stretch where the inshore waterway disappears as the main shipping channel butts up against the shallows. That forced us to motor in the company of some very large vessels for a few hours. Not fun!

We passed Port Klang, Malaysia's busiest port, at sunset, during which time we counted 30 ships waiting to cross our path. This was at the northern end of the shipping channel, after which the waterway opens up into a series of shallows for about 30 miles. Alas, the fishermen love the shallows, so this leg

The Strait of Malacca is a freeway for ships, as well as the fishing ground for thousands of fishermen who don't take a shine to lights.



'Dreamcatcher's autopilot was named for him.'



CHANGES

was peppered with all kinds of vessel traffic too, particularly at night when the fishing is the best. Malaysian fishermen aren't very big on running lights, so we had to play dodge-'em with fishing boats and the many fish/crab traps laid out along the way.



A few of the innumerable fishing boats that ply the Malacca Strait.

We anchored at Pangkor Laut, a few miles off Pangkor, for a planned stop-over. It's a lovely spot that we first discovered during the Raja Muda Regatta a year before. This time there was only one other boat in the anchorage. The Aussie owner visited us, which proved to be fortunate, as he was able to give Henry a lift to the beach to get jerry jugs of fuel. Wrongly assuming that we could sail most of the way from Singapore to Langkawi, we hadn't topped off our tanks. We ended up having beers and dinner with the down-to-earth man, his wife — a policewoman — and their daughter. From Darwin, they are on an 18-month cruise. What an education the little girl is getting!

After a little boat work and some rest, we left the next afternoon for Rebak Island, part of the Langkawi Archipelago, where we would spend five days on the hard. Our efforts to sail to Rebak were foiled by very light winds on the nose and adverse current. After adequate frustration, we dropped the sails and fired up the engine. But night turned out to be no more fun than the day, as there was lots of rain, and even more stressful, plenty of

Glenys, who along with Harry has decided to call Singapore home for the rest of her life, enjoys the heat aboard 'Dreamcatcher'.



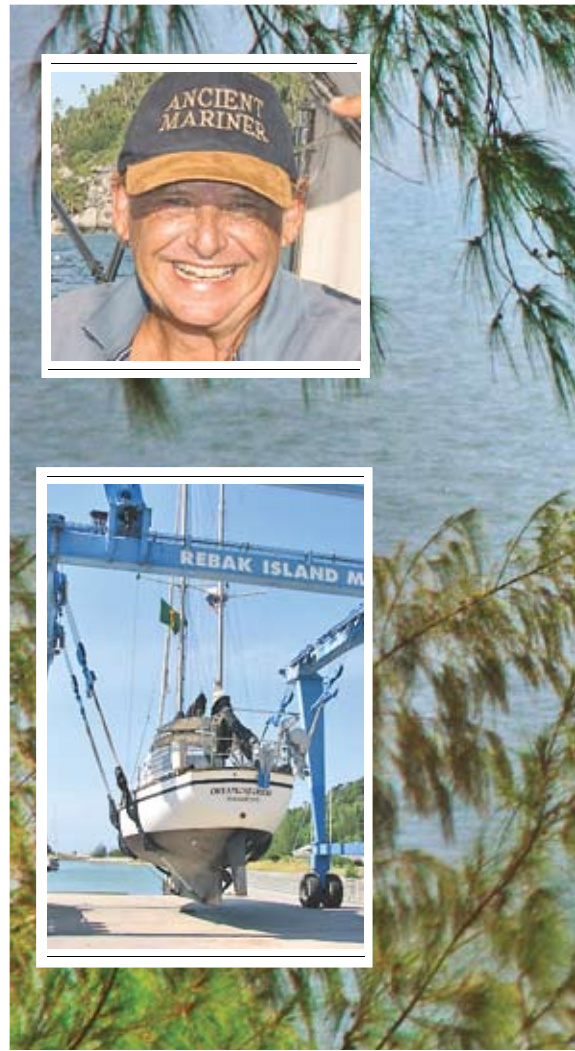
lightning striking near our boat. We ran on radar visuals all night, which was a huge help in dodging the many squalls headed our way. Fortunately, vessel traffic was light in the area.

When off the big city of Penang, we rang ahead to Rebak Marina to advise them of our impending arrival. The staff advised us not to arrive at sunset, so we dropped the hook at an anchorage at one of Langkawi's southern islands and mixed some cocktails. What a lovely spot! We had the anchorage — surrounded by hills covered with thick vegetation — all to ourselves. After dinner and several drinks, we both fell asleep in the cockpit. We later awoke to find ourselves surrounded by one-man fishing boats, each with bright lights, fishing for squid. It was like a scene out of a fairy tale.

An early morning start had us arriving at Rebak Marina early in the day. Sailors aren't natural fans of boatyards, but we were knocked out by Rebak Marina. After our arrival and free check-in with authorities, we were told our haulout would be at 9:30 the next morning. And it was. Not only were the staff cordial, they were punctual, too. *Dreamcatcher* doesn't handle well in reverse, so we developed a quick case of thruster envy when we were instructed to back into the lift area. Nevertheless, the skilled handlers threw the lines accurately, and we were in the lifting slings before we knew it. Then a diver was sent into the water to make sure our lifting straps were in the right place and didn't snag any of the appendages. In more than 40 years of owning boats, we'd never seen that.

Boatyard staffs take their cues from the yard manager, and when we met Noel, we understood why the yard ran so well. He quickly established a great rapport with us, and we were impressed with his obvious competence and experience. He is no-nonsense, so our boat was quickly pressure washed, after which the bottom was sanded and a first coat of paint applied.

Life aboard on the hard is not easy. There was no running water, so that meant no cooking or washing up, no showers, and worst of all, no toilets. The good news is that the folks at Rebak Marina, which is part of Rebak Resort, fully understand the needs of the cruising sailor. As such, we spent a lot of time at the Hard Dock Cafe — love the



name! — just 100 yards from our boat. The Hard Dock has good food, inexpensive wine, and high speed internet. But that's not all. It's just 200 yards to the four-star Taj Hotel, where we were welcome to use the pool and other facilities. Happy hour drinks were 50% off, and because we were yachties, we got another 20% off. There is a God!

It's hotter on the hard than when in the water, as the heat radiates off the ground. So we frequently had temperatures of over 100° in the cockpit. Yes, it's warm in this part of the world. We were happy to be rescued by the rascals we crewed for in last year's Raja Muda Regatta. They took us to their amazing Langkawi home for drinks, dinner and an overnight stay. We also saw our good friends from Singapore on their boat *Turmalin*. They picked us up at nearby Telaga Harbour and took us for a short cocktail cruise.

The next day *Dreamcatcher* was back in the water and Henry and I had big smiles on our faces. The people at Rebak

IN LATITUDES



ALL PHOTOS COURTESY DREAMCATCHER

Spread; 'Dreamcatcher', a ketch-rigged Cal 46, tugs at her anchor somewhere in the Malacca Strait. **Inset upper right;** Rebak Marina and Boatyard is located in an unusually nice resort environment. **Insets left:** A happy Harry, the 'Ancient Mariner', 'Dreamcatcher' about to be splashed.

Marina had been so good to us and had done such a good job — and all in such a lovely setting. We couldn't resist enjoying a last swim, a last round of cocktails and a last million-dollar view from the resort.

Our next jobs were to refuel and then load up on Langkawi's great bargain — booze. Yes, it strikes us as odd that an Islamic country has great deals on booze, but all the cruise ships load up here.

We moved on to lovely Telaga Harbour, where the marina is surrounded by attractive buildings — including a colonial-looking customs house that features a clock in a tower that goes off every hour. It's surrounded by jungle hills where countless monkeys run wild.

Our plan was to buy provisions, booze and fuel. Alas, a combination of the Chinese New Year holiday and the Holy Muslim Day meant we had to put off our tasks for one day. Our planned

lunchtime departure for Phuket, Thailand's yachting center, was thwarted by: 1) A megayacht trying to take on a couple thousand liters of fuel, 2) The fuel pump's breaking down, and 3) The bank's rejecting my credit card. But we worked through it, at which time we set sail for less than 200-mile-distant Phuket. It was going to be interesting, because few bordering cultures are as different as those of solemn Islamic Malaysia and fun-loving Thailand.

— glenys 02/15/12

**Kailani — Deerfoot 63
Harley, Jennifer & Sophia Earl
Ha'apai Group, Tonga
(Sausalito)**

After five weeks in and around the Vava'u area of Tonga, and getting settled into the cruising life for the first time since completing our circumnavigation in '06, we decided to move south into the Ha'apai group. Ha'apai is the central group of islands

that comprise the island kingdom of Tonga, and without a doubt Tonga's main attraction for us.

Unlike Vava'u, where each year almost 500 cruising boats — plus a couple of dozen charter boats — clog up the 30 numbered anchorages, Ha'apai plays host to fewer than 75 boats in a typical year. And these 75 boats are spread out among 62 islands scattered across 4,000 square miles of ocean. So you often can go for days without seeing another cruising boat, and finding an anchorage to yourself is usually a matter of just picking one out. Only 17 islands of the Ha'apai Group are inhabited, and only four of those have electricity. The residents tend to be more outgoing and friendly toward the *palangi*, which is us.

Whales prefer the solitude of Tonga.

Many of the humpback whales of the Southern Ocean make Tonga their winter home. While the whales can be found everywhere in Tonga, they are most prevalent in Ha'apai. We've seen whales every day for two weeks, often within two boat lengths of Kailani. As we write this at anchor behind Ha'afeva Island, we are listening to the whales' eerie singing coming through the hull.

The other day, while on a lazy seven-knot inter-island passage under jib alone, we actually had to pinch up to avoid a pair of courting adults. They were barrel rolling, slashing the water with their fins, and showing their flukes. Jennifer, who has sea kayaked in Alaska, the Pacific Northwest and the Sea of

Having sailed around the world, Harley and Jennifer, with little Sophia, think the Ha'apai Group is as close to paradise as they've found.



TONGA TOURISM

KAILANI

CHANGES

Cortez in search of close encounters with whales, was so enthralled that she forgot to take photos until it was too late. Sophia, at the wise age of almost five years, thinks that encounters with whales are just part of everyday life.

The waters in most places in Ha'apai are crystal clear, and the coral is healthy. Consequently, the snorkeling and diving are fabulous. Sophia never really learned to swim in her home waters of Northern California for the obvious reasons of cold and murky water. But the water here is so clear and warm that the hard part is not getting her in, but getting her out. She

hangs on our backs as we snorkel the reefs, and excitedly points out every bit of sea life — which she assumes that we can't see because otherwise we would be as excited as she is.

Sophia has also taken well to being schooled in formal topics on the boat. She's so enthusiastic with the routine that she often starts the day's lessons before her teachers — that would be us — are ready.

Harley and Jennifer didn't want Sophia to have a typical Northern California childhood, and she's certainly not having one.



'Kailani', as seen from the masthead.



The Ha'apai are much as we remember them from our time here seven years ago, although there have been some changes. The Tongan bureaucracy has evolved a bit, so boats must go through a rigorous checkout process just to move from Vava'u to Ha'apai, or to the capital of Nukualofa. And woe to the boat that gets caught not complying, as the fines are \$600. Cruisers need to then check in with customs on the island of Lifuka in Ha'apai, and then check out again before moving on within the kingdom. Since Lifuka is upwind of most places in the Ha'apai, it makes it inconvenient when you need to leave.

Mother Nature has wrought a few changes as well. Some of the barrier islands that make up our favorite anchorages have been rearranged by the cyclones and tropical storms that have come through since our last visit. But all in all, this is still as close to our idea of paradise as we have found.

— harley and jennifer 08/15/12

Geja — Islander 36 Andrew Vik and Friends Another Adriatic Summer Cruise (San Francisco)

When the summer fog settles in along the Northern California coast, I can't think of a much better place to be than the Mediterranean, celebrating life with happy, vacationing, scantily-clad Europeans. Thanks to a 'boat for sale' ad in *'Lectronic Latitude* back in '07, I'm able to kick back there aboard my own sailboat, the '76 Islander 36 *Geja* that departed from the Bay back in the '90s.

This was my fifth straight summer aboard *Geja*, and it consisted of 37 days and 36 nights, with 27 different overnight stops, and two overnight sails. I covered nearly 700 miles, 60% of them under sail alone — the highest percentage in my five summers. It was also the hottest summer to date, with typical highs around 95°. While it wasn't horribly humid, it was definitely more humid than in inland California.

The best part of my little summer jaunts around the Med has been sharing them with the many friends and acquaintances who have joined me for one-week legs. I had 10 friends join me this summer, most of them veterans of previous trips on *Geja*. Over the five years, I've hosted 55 great people on my Islander 36, sharing experiences that none of us



will ever forget.

This summer I set sail from *Geja's* home base near Split, Croatia in mid-July, just as the summer tourist season was getting into full swing. I'm clearly not the type of person who is afraid of crowds, as July and August are prime time in the Med. These are also the months in which fickle European weather is most stable. Or so I thought.

I kicked off the summer with Marikken, a Norwegian crewmate. The first weather forecast to come over the Navtex receiver called for gusts the next day of up to 65 knots. For the record, Navtex is the most flawless way to get forecasts — always in English — while sailing the Med. An unlocked iPhone or iPad with a local data-enabled SIM card is the way to go if you would be sticking around in one country.

Given the forecast, it was a good thing that I'd become familiar with most of the 'hurricane holes' in the central Dalmatian coast. I decided on the immensely

IN LATITUDES



ALL PHOTOS COURTESY ANDREW VIK

Yes, that naughty Andrew Vik cruised the Adriatic again this summer. Spread; Norwegian crew Marikken at Hvar. Insets top and bottom: Andrew once again spent hours tirelessly furthering international relations. Center inset: Andrew patriotically 'flew the flag' for most of his summer cruise.

popular town of Hvar. The place has lost some of its local charm since my first visit by land in '02, as it's now overrun by English-speaking backpackers. But it's still as magnificent a harbor town as you'll find anywhere, and the 'after beach parties' at the Hula Hula Bar are excellent, as hundreds of young people, some still in their swimwear, drink, dance, and swim until well past sunset.

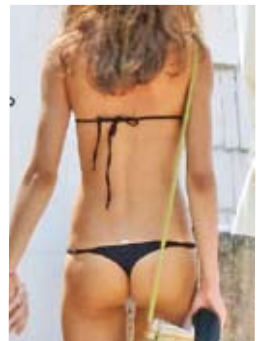
Most sailboats visiting Hvar line up like sardines in the mooring field on the harbor's west side, attaching to a forward buoy with a long stern line aft, as it's too shallow to back all the way to the quay. I felt very secure as the wind picked up during the night — and pick up it did!

Powerful gusts hit *Geja* broadside, inducing quite a bit of heel. During one such gust, I felt a strange tug, and soon discovered that the metal ring on shore had popped out of the cement! Worse yet,

the metal ring atop the forward mooring buoy had burst open, too, releasing our forward line. Luckily we had a back-up line attached to a neighboring buoy, though we still had to scramble to get some lines onto neighboring boats to keep us in place. When cruising the Med, you're bound to have such excitement now and then.

With high pressure setting back in, accelerating the typical northwest afternoon winds, we had fast off-the-wind sailing down the island-strewn Dalmatian coast. We ended the first week in the southern Croatian town of Dubrovnik, one of Europe's most impressive medieval walled towns. Since my last visit two years ago, it seems that control of the public quay had been transferred to a private con-

cessionaire, as I was quoted a minimum charge of 230 euros — about \$300 U.S. — a night to tie up to the noisy main quay. With all the megayachts around — many of them more than 200 feet in length — it's hard to blame the Croatians for being opportunistic. Nonetheless, I chose to moor at a nearby yacht club for 40 euros instead, still a bargain compared to the government-run ACI Marina's price of 85 euros. Taking a 45-footer there would have set an owner back 111 euros — or about \$140 at this summer's relatively favorable exchange rate.



Clothing isn't a big thing in Croatia

Dubrovnik is a fantastic place to hang out for a few days. The walled town is enormous and extremely well preserved. The walking tour atop the walls is a must-do. Dubrovnik also has an international airport, making it an ideal place to take on crew.

The second week brought additional crew aboard *Geja* for the trip south across the border into stunning Montenegro. There are formalities to contend with when crossing international borders, and most southbound pleasure yachts check out of Croatia at Cavtat. It took plenty of jostling to squeeze into the small customs zone on the quay, designated by a simple rope railing.

Knowing from experience that it would take up to an hour to check out, I told my crew to enjoy some coffee at a café while they waited. Part way through the three-step checkout process, I was summoned back to *Geja* to reposition

When it comes to picturesque harbors of the world, not many can compete with Hvar. Unfortunately, that's what makes it expensive.



ANDREW VIK

CHANGES

her a bit. While I was onboard and adjusting *Geja's* lines, a guy from the port authority asked where my crew was. He was less than thrilled to learn that they were not on the boat.

"Your crew must remain on ship when at the customs dock!" he hollered at me.

"This is the rule everywhere in the world! Where did you get skipper's license?! You can be fined 150 euros per crew-member!" With that, he disconnected my lines. "Go float in the harbor for hour before you come back!"

As I floated 100

feet away, my confused crew returned to the quay. "Oh, the princess is done with her coffee!" the asshole official sneered at Marikken. Despite my crew's efforts, he would not reduce my one-hour 'sentence'. Marikken then took matters into her own hands. She swam out *Geja* and took over the helm, allowing me to paddle the dinghy back to shore to complete the paperwork and fetch the remaining crew.

While in line at the police office waiting for passport stamps, other sailors sympathized with me. A charter skipper mentioned that an incoming boat was once fined when one of the crew took a quick dip in the bay while waiting for a spot on the customs quay. Seriously, what country routinely fines its visiting sailors/tourists?

With all of the paperwork sorted out, we were happy to leave town immediately. Actually, once you get your exit stamp, you *must* depart immediately,

Given her choice, Marikken decided she preferred sitting in a treehouse overlooking boats to being yelled at by nasty officials.

which is another Croatian rule. And don't even think of stopping for a swim in that little bay 15 miles down the coast.

Because of this one official asshole, who no doubt is a poorly paid guy who gets off by bossing others around, we were fed up with Croatia. Government workers seem slow to shake off the bad habits of the region's Communist past, casting a poor light on an otherwise lovely country. Thus my love-hate relationship.

Some 20 miles south of Cavtat is the Montenegrin border and the entrance to a series of bays, including the spectacular Kotor Fjord, which goes 15 miles inland. With a full-boat crew of five onboard, we sailed into Montenegro, bypassing the commercial customs pier at Zelenika for the more yacht-friendly one at Kotor. In just 20 minutes, I had a cruising permit and stamped passports in hand. Both the harbor master and police official were smiling and friendly. How nice to be in a country that seems to appreciate its visitors!

Stunning Kotor Fjord is surrounded by steep mountains, some of which are over 5,000 feet tall, Think Yosemite Valley partially submerged in the sea, or a Norwegian fjord with the heat turned up. No wonder it has UNESCO designation. The megayachts have certainly discovered the place, but as there is no charter base, there were relatively few private sailboats to battle with for mooring space. Mooring costs were a relative bargain, too, as we paid just 30 euros for a spot on the quay just outside of Kotor's town walls. This included water, power, and mooring lines.

Our week ended in the raucous and raunchy Montenegrin town of Budva, the country's biggest tourist destination. One would never guess that a Pippi Longstocking film was shot here in the '70s. Surprisingly, Budva is off the

map of most western tourists, and is instead frequented by Serbians, Russians, Ukrainians, and others of Orthodox affiliation. Yet there is eye candy everywhere, day and night, and the folks come to party. When the outdoor bars in the old town shut down, people head for the clubs, the newest being the awkwardly-named 5,000 person capacity Top Hill.



After three nights and new crew in Budva, it was time for a complete change of scenery and an overnight sail to Italy. As *Geja* remained in the marina, I began the checkout process with the police. Despite not being at the customs quay, and with the crew still wandering around town, I completed the exit paperwork with little fuss — a far cry from the previous week's exit from Croatia.

Winds were forecast to be 11-16 knots on the beam for the 24-hour crossing to Italy, which sounded great. But 10 hours into an initially fast and pleasant crossing, in the middle of the night, the seas picked up and little *Geja* started being tossed around like a toy boat in a bathtub. Sleeping and eating were difficult, and an increasing amount of water from some unknown source squirted up from the shallow bilge when we heeled too much. I dreaded sunrise, as I didn't really want to see the sea state. Feeling it was bad enough.

Daylight confirmed that the sea was a raging mess. The wind was only 20 to



Outdoor dining.



IN LATITUDES



ALL PHOTOS COURTESY ANDREW VIK

the old clubhouse was literally picked up and set to the side to allow a grand new sailors' facility to be built on the original site.

Club Cruceros, located on the grounds of Marina de La Paz but open to everyone, is the hub of the sailing community in La Paz. The club boasts 570 members, each of whom has paid the minimum contribution of \$7/year for the privilege of relaxing around the cabin at any time, hailing friends on the VHF, borrowing books and videos, receiving mail, and joining the morning coffee hour. The club also runs the La Paz VHF net, maintains an extensive list of suppliers and services, and helps the local community in various ways.

"Everyone is a long way from their family down here, so we're like a second family," says Commodore Mike Rickman of the Prout 37 cat *Amazing Grace*. "When something happens, we rally around. When someone gets hurt, we jump." Clubmembers have already led three hands-on rescues this summer.

More than 60 members came to watch the lift-off of the old club as it was swung to the side to make room for the new clubhouse. But for a group of six members, the fun was just beginning, as they had volunteered to fit out the new clubhouse. The arrangement with Marina de La Paz was that the marina would build the main structure if the club took care of the interior. "It's a joint effort between the club and the marina," says club Treasurer Don Mitchell of the Litton 42 *Sara Anne*.

Although Marina de La Paz doesn't gain anything directly from accommodating the Club Cruceros, it has certainly won the respect of the cruiser community over the years, thanks to its open attitude to cruisers in general — including those who anchor out in the

Out with the old and in with the new, as a new clubhouse is airlifted down to the Club Cruceros site at Marina de La Paz.

Scenes from cruising Montenegro. Clockwise from above: Stunning Kotor Fjord. A full crew aboard 'Geja'. Lovely Cervic Novi. Perast, one of Andrew's favorite towns in the Med. Our Lady of Rocks monastery near Perast. When the gals misbehaved, they were towed behind 'Gaja'.

25 knots, but the seas had built over a distance of about 300 miles. I was completely disheartened to see that we still had 60 miles to go. But it wasn't all bad, as daybreak brought a pod of dolphins, and I got to watch them surf down waves. This was something that I didn't think I'd ever see in the Med. In addition, we were under sail, and able to point to our desired section of the Italian coast.

We were tired and hungry, and *Geja* was heavily reefed as we neared the Italian coast. I'd heard bad things about Bari, so we pointed toward a little port just north of it. But when we reached Santo Spirito, there was nobody around to guide us to a dock, and there were no apparent open spots. The pilot books had been — as they often are — annoying optimistic about finding a place to tie up. So down to Bari we rolled in the ongoing swell.

Once we were at Bari, an attentive

yacht club employee helped us to a nice side-tie, at which point we all collapsed onto the floating wooden docks. Cold beers in hand, of course. Two cops showed up soon thereafter, officially checking us into the European Union with little fuss and no cost. Bari turned out to be a great overnight stop, with the yacht club next to the busy historic old town.

It was great to be back in Italy! I'll tell you more about it next month.
— andrew 08/15/12

Club Cruceros New Clubhouse Scott Andersen (La Paz, BCS)

Celebrating its 25th birthday this year, the Club Cruceros of La Paz is receiving a well-earned face-lift — or perhaps I should say air-lift. I use the term 'air-lift' because



DON MITCHELL

CHANGES

bay. Access to the club via the Marina de La Paz dinghy dock costs just 15 pesos (slightly more than \$1), and includes unlimited drinking water, which alone costs 23 pesos a jug in some other ports.

Club Cruceros was founded in '87 "from the back of a pickup truck, where cruisers were selling a bunch of spares for the benefit of the kids of La Paz". So it's fitting perhaps that the brains behind the new structure was Mac Shroyer, who has been here all along and runs the marina with his wife Mary and son Neil.

The new clubhouse is now open, well in advance of the arrival of this year's cruising fleet.

— scott 09/15/12

Cruise Notes:

"Do we need **Mexican liability insurance** before we get to Cabo in case something happens to us on the way down?" ask John and Susan Campbell of the San Francisco-based Choate 40 **Wizard**, entry #46 in this year's Ha-Ha.

You almost certainly won't need it unless you somehow manage to kill some Mexican with your boat, as nobody is going to stop you if you don't have it. But if you eventually plan on going into any marina in Mexico, most are going to require proof of it. Since the standard Mexican liability insurance policy is readily available from marine insurance agencies in the States and in Mexico, as well as online, and there doesn't seem to be much difference in the cost for one day or six months, we see little reason not to get it before you cross the border. For what it's worth, in nearly 30 years of taking our boats to Mexico, we can't recall anybody's ever filing a claim with their Mexican liability insurance. It must be a lucrative business for somebody.

"We're on the west coast of Sumatra,

After four years — and a bit of a shrinking cruising kitty — Kent and Jim have decided it's time to return to their home waters.

where we've been traveling and surfing the Mentawai Islands for the last month," report Jim and Kent Milski of the Colorado-based Schionning 49 catamaran **Sea Level**. "Our son and his wife joined us in Penang, Maylasia, and have been traveling with us for the last six weeks. We are now in Padang, Indonesia, where they fly out and where Kent and I prepare for our next leg to South Africa via Rodrigues, Mauritius and Reunion. Our loose plan is to be in South Africa by Christmas, then head for the Panama Canal in January. We've really enjoyed our stay in Southeast Asia, but our cruising kitty is running low and we're looking forward to returning to our home waters. It's hard to believe that we started this cruise four years ago!"

While generally quite safe, offshore sailing nonetheless involves the risk of injury and death — even for the most careful and experienced sailors. This was tragically proven once again on September 1, when **Dr. Edmund 'Ned' Cabot**, 69, was washed overboard during a knockdown of his J/46 **Cielita** while sailing off the west coast of Newfoundland. While the helmsman managed to stay with **Cielita** when she righted, Cabot could not, nor could his crew reach him with lines they attempted to throw to him. The chain in the steering mechanism had broken during the knockdown, making it impossible for the crew to retrieve Cabot's body. It was recovered the following day by Canadian authorities.

A graduate of Harvard University, a surgeon for 25 years, an instructor at Harvard, and the scion of a Boston Brahmin family, Cabot had retired from medicine 10 years ago to dedicate himself to philanthropy and sailing. For the past seven years, he and friends had sailed **Cielita** from Nova Scotia to Greenland, Iceland, Scotland and the coast of Norway and back. Peter Ellis, a sailing

friend of 40 years, said Cabot loved Newfoundland and Labrador in particular, not just because of their beauty, but because the people were so friendly, tough and self-reliant. "I kind of think the area reminded him of earlier times, and a more simple and maybe more authentic way of life that has largely disappeared from most of the United States." Ellis added that Cabot was "the most careful and responsible sailor" he had ever met.



Change is good? Liz Clark of the Santa Barbara-based Cal 40 **Swell** is eight years older than when we first met her in '04, which is when she was preparing to make her extended voyage to Central America and French Polynesia — the latter being where her boat is now. After a long and delightful conversation with Liz in San Diego last month about everything from boat systems, to her being in her 30s, to her briefly living with her parents, to personal relationships, to what's next for her — we migrated on to the topic of natural foods and natural food meals, which are a central facet to her philosophy of life. That got us to thinking that we at *Latitude* should make a change to our 35-year old policy of banning poems and recipes from our pages. We're still going to ban poetry, of course, but next month we're going to feature some of Liz's favorite meals, all of which are going to be natural, healthy and delicious. But after that, we revert. No poems, no recipes.





LATITUDE/RICHARD

Spread; Liz, with her Zen Sailing T-shirt. Inset; Liz eight years ago, when she had much more gumption than she did sailing experience.

The **Atlantic Rally for Cruisers** (ARC), from the Canary Islands to 2,700-mile-distant St. Lucia in the Eastern Caribbean, was started 28 years ago by noted sailing author Jimmy Cornell, and continues to be a roaring success. Now owned by World Cruising Ltd., this year's ARC starts on November 25, and had the maximum 230 slots filled by February! Because the event is so popular, the World Cruising, Ltd folks decided to open up to entries for the '13 ARC, even though it's still 14 months away. Five days later they had received 60 entries.

Boats in this year's fleet range in size from the Hanse 325 **Quickie** to the 92-ft CNB **Bristolian**. Two of the entries, **Peregrine** and **Peter von Seestermuhe**, were built in '36, which is nearly 80 years ago. A surprising 18% of this year's ARC boats were launched within the last 24 months, and 26 of them — including six

Lagoon catamarans — were launched this year. Compare this with the fact that the average Ha-Ha entry is 17 years old. While the ARC is always dominated by boats from Europe, particularly Brit and German boats, there are 10 U.S. entries this year, most of them large and expensive yachts: They are: **Arabella**, Mike and Vicky Wallace's Oyster 575; **Easyrider**, Barry Bezner's Gianetti Star 64; **Carrick**, Allan Dobson's Rustler 42; **INNcredible Sea Lodge**, Brian Fitzpatrick's Lagoon 450 catamaran; **Kinship**, Tim Szabo's Saga 43; **Kiwi Spirit**, Stanley Paris' Paris 63; **Matilda**, Paul Herzog's Trintella 47; **Naos**, Charles Devanneaux's Lagoon 400; **Rivendelle**, Benjamin Jackson's Oyster 82; and **Sundowner of Tortola**, Lurelle Verplank's Oyster 82. We're sorry that the ARC doesn't give the hailing ports of the entries, so we don't know how many, if any, of the U.S. entries are from the West Coast.

"We'd like to put in a good word for the folks at **Ensenada Cruise Port Village Marina**," write Umberto and Karen Zampieri of the Sacramento-based Morgan Out-Island 41 ketch **Contez**. "We'd previously visited the marina and made arrangements for our visit, but were a bit concerned because we were going to be arriving on a Saturday night, and the marina offices weren't going to open again until Monday. Nonetheless, members of the marina staff were there to help us tie up when we arrived, and assisted us with everything we needed. We were delighted by the squeaky-clean shower facility and the restaurant recommendations. The service and security were all beyond our expectations. When Monday morning rolled around, Harbormaster Jonathan Cervantes Rodriquez drove us to immigration, customs, the port captain's Office, and the fishing license office — all of which are conveniently located in one building. Harbormaster Cervantes helped us fill out all of the required paperwork, and assisted in every way possible during the 90-minute process. He expected nothing in return."

"We feel lucky to have participated in the first ever **Solomon Islands' Annual Cultural Festival** — and yacht gathering — that was held July 16-17 at Roderick Bay Hideaway, Nggela Sule Island, in the Florida Group," report Philip DiNuovo and Leslie Linkkila of the Kingston, WA-based Mason 33 **Carina**. "Our crew was one of those from eight yachts — plus tourists from a nearby resort and some dignitaries — who for two days were enveloped in the rich culture of the Solomons. We've been cruising the Pacific for nine years, and this was the best festival that we've attended. It was organized and orchestrated by the Ruka clan at Roderick Bay, with some consul-
Philip and Leslie, nine-year veterans of cruising in the Pacific, thought the Solomon Islands Cultural Festival was outstanding.



CARINA

CHANGES

tation and sweat equity from the crews of **Jubilee**, **Tenacious** and **Love Song**. We visiting yachties felt truly welcomed by the wonderful clan and people of the surrounding area, and felt more deeply touched by them than other locals we've met over the years. Other participating cruising boats included **Tribute**, **Distant Shores**, **Kalalau**, **Stella**, **Love Song**, **Fifth Season** and **Vida Nova**. Currently there is no cell phone/digital coverage at Roderick Bay, but we're helping to change that, and hope that by next year both Wi-Fi and more moorings will be available.

When we crossed paths with Pete Caras of Port Angeles, WA at Smuggler's Cove on Santa Cruz Island last month, he was a little perplexed and pissed off. For most of the many years he lived in Sausalito, he had put his heart and soul into maintaining **Foxen**, his classic 40-ft Alden wood sloop. After moving to Ventura for a few years, he was approached by a man who said he wanted to buy the boat. **Foxen** hadn't been for sale, but Caras decided that it was an offer he couldn't refuse. Five years or so later, somebody called Pete to say they'd seen



LATITUDE/RICHARD

Pete Caras at Santa Cruz Island. He's not very happy about what happened to his old boat 'Foxen', but he's philosophical about it.

what was left of **Foxen**, cut up and being hauled away in the back of a trash truck. Even though Caras no longer owned the boat, it was a heartbreaker for him to see the object of so many years of his

hard work and affection headed for the dumpster. It's also a lesson to those who love wooden boats, but may not appreciate the commitment required to keep one alive and well.

How To Cruise When You're Young And Broke, 101: "My name is Zachary Shane Orion Lough. I am a photographer and naturalist who enjoys discovering new places, eating new things, and watching lots of movies. I always have a camera, and always use it. I guess you could call me 'Nature's paparazzo'. I have never broken a bone, and I never want to break a promise.

"I graduated from college in '08, and was a 20-something with no desire to plug myself into the rat race. I knew the economy wasn't ready for me to start a career, so I decided to get a job, invest in my passions for photography, and save up as much money as I could, with the intention of traveling, and spend as much time as I could in Nature, my muse.

"Brainstorm! Money is useless unless you have a good way to spend it. For me that was for travelling. My travel plans



OWL HARBOR MARINA — LIKE NO OTHER.

ISLETON, CALIFORNIA
OFF THE SAN JOAQUIN — CHANNEL MARKER 41

STAY FOR A NIGHT, A MONTH,
A SEASON.

916-777-6055

WWW.OWLHARBOR.COM



went through many stages: teaching English in Southeast Asia, backpacking through South America, and every other post-college cliché travel idea. But the idea of a sailing trip became the dominant and most lofty one.

"Karen, my girlfriend of the time, and I had founded our relationship during SEA Semester: a semester-aboard program we both participated in on a tall ship that sailed through the Caribbean. It just made sense to come full circle and take a sailing trip of our own.

"We found our boat, **The Mighty Guinn**, a Hunter 30, in June of '10. The boat was in Northern California — where boats sell for 25% less than elsewhere — and we were living in Seattle. Since we were already paying for a slip in Oakland, I moved down and aboard to save cash. Karen would visit from time to time. We planned to take off a year later, figuring we could save \$10,000 during that time, and I could hone my sailing skills.

"Our Hunter 30 was a great day-sailer, but she lacked the gear to qualify as a coastal cruiser. After six months, we started looking for a new boat that

would be completely turn-key for open ocean sailing. It would take four months and a loss of \$6,000 to sell our boat and buy our new boat, the Catalina 30 **Panache**.

"Then, just before the start of the Ha-Ha, Karen dumped me, leaving my plans in limbo. I scrambled to raise just enough money to find crew and take off on the Ha-Ha. At the end of the Ha-Ha, I was awarded the 'Spirit of the Ha-Ha' award for — I guess my gumption and irrepressibility.

"Some might laugh at the idea of a Catalina 30's being a cruising boat. Well, Tony Barra, the previous owner of **Panache**, had lived on her since '78, and spent seven years cruising her through Mexico, the South Pacific and Australia. As for me, I've sailed her down the coast of Central America and to the Galapagos, and am now in French Polynesia. Readers can follow my adventures, buy my photos — or simply donate to my cause — by going to sailpanache.com."



LATITUDE / ANDY

Zach, mimicking the star of a deodorant commercial, having fun with some of the other young Ha-Ha participants last year.

Zach is young and may be a little brash for some older cruisers, and he may have a young man's disregard for certain rules and conventions. But we admire the fact that the irrepressible dude is going places with what little he has.

Gas prices can give you indigestion! While doing the Ta-Ta, we noted **the**

Your Boatyard in the Heart of Paradise



Large, fenced, secure dry storage area

Tahiti Customs policy has changed!
Foreign Flag vessels can stay on dry storage in our yard for up to 12 months out of 24.



A Subsidiary of
The Moorings Yacht Charter, Ltd.

Our Services |

HAULOUT

- Marine Travelift 25 tons
- Marine railway 120 tons
- Storage in adjustable steel cradles
- Fenced Yard

PAINTING

- Topsides, hull, bottom, varnish
- Brush, roller, spray

MECHANICAL WORK

- Inboard, outboard, diesel, gas
- All brands

REPAIRS

- Electrical repairs
- Refrigeration installation & repair
- Fiberglass & woodwork
- Welding, steel, stainless, aluminum

SAIL LOFT

- Sail repairs, biminis, dodgers, covers

STORE

- International, Pettit, Epiglass, Devoc
- Spares
- Fill U.S. gas cylinders

DO-IT-YOURSELFERS WELCOME!

BoatUS Cooperating Marina



Professional boatyard in the heart of Paradise

Raiatea Carenage will make sure
paradise is everything you expected.
Call, write, or sail in . . . we're here to serve you.

B.P. 1111 Uturoa Raiatea 98 735 Polynésie Française

Tel: (689) 600-545 ~ Fax: (689) 600-546 ~ VHF 68

Web site: <http://www.raiateacarenage.com> ~ email: raiateacarenage@mail.pf

CHANGES

high price of fuel at Two Harbors, Catalina. It was \$7.02/gallon for diesel, and a little more for unleaded. Fuel and food have always been expensive at the island, and understandably so because of high transportation costs. But ouch, those are Caribbean prices! So consider yourself forewarned. If you're looking for more pleasant numbers from Catalina, try 70 through 75, as in degrees of water temperature. This has been one of the best weather summers in years in the Southland, with much more blue sky than fog, and delightful water temperatures.

We also want to forewarn you that Two Harbors' busiest and wildest weekend of the year is coming up, and it's been expanded to four days. We're talking about **Bucaneer Days**, October 4-7, which used to be just a one-day affair. But it became so popular — and no doubt profitable — that this year it's being extended to four days. While there might be some kiddie fun and games in the afternoons, make no mistake, this is mostly an adult dress-up and drink-up affair. We're talking guys in full pirate gear, and gals with



LATITUDE/RICHARD

You can let it all hang out on Bucaneer Days and get a little wild and crazy, but it doesn't give you license to play the jackass or pathetic drunk.

their boobs scrunched up and nearly exploding out of their tops. We're also talking loud music and boisterous behavior, so you've been warned. We used to do Bucaneer Days, and we had a lot of

fun, too. But we made sure we were back on our boat before about 10:30 p.m. For those interested, the Two Harbors folks are guaranteeing moorings throughout the weekend for the first 200 boats. This is no small deal, as all the moorings will be taken, and the anchorage areas will be packed.

"Thank you for responding to our inquiry regarding marinas in the Puerto Vallarta area," write Bill and Patty Meanley of the San Diego-based Pacific Seacraft 37 **Dolphin**. "We were hoping for a brief email reply, but then I saw your very informative and thorough response in last month's *Cruise Notes*. It was very helpful to us, and I'm sure many others. Coincidentally, it appeared right after the item on Jim and Ann Cate — now of Australia and the Sayer 46 *Insatiable II* — whom we had the pleasure of meeting while cruising through French Polynesia in '87. It's amazing how many good friends you make, even if cruising for just a short period of time."

It's true that the world of cruising is as small as it is big. And a big *de nada* on the marina information, as that's what



Watermakers Since 1987

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



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

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

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

www.aquamarineinc.net

OPEQUIMAR
MARINE CENTER CENTRO MARINO

Our Experience Makes the Difference



High velocity pump fuel dock, 46 gals./min. • Travelift: 88 tons, 100' length, 23' beam
Dry storage for vessels up to 300' • VHF radio ch. 68 • 24-hour security • Dock rentals
Sales & rent of used & new boats • Full service boatyard • Do-it-yourselfers welcome

The Most Complete Marine Center Open 365 Days

Puerto Vallarta, Jal. Mexico / Tel: (322) 221-1800
www.opequimar.com / info@opequimar.com

we're here for.

Genial **Geronimo Cevallos** of Marina Mazatlan spends one week a month overseeing a sister marina in Mexico's Yucatan. While he was at the Ha-Ha Crew List Party at the Berkeley YC last month, we asked him about the difference between Mexican officials on the Pacific Coast and those on the Yucatan. Geronimo told us that the officials in the Yucatan are much more hard-nosed, are sticklers for every rule, and charge \$200 for a boat to enter Mexico. Officials on the Pacific Coast, he says, are much more easygoing, which is why nobody has ever been asked for a *zarpe* from the United States, and why it costs a fraction of the Yucatan price to check into Mexico. Let's hope it stays that way.

"I was pleased to read *Latitude's* August issue report on **Coral Marina** and on the Ensenada area," writes Aussie Lionel Bass, who last year purchased Pete and Sue Wolcott's magnificent Morrelli & Melvin 52 catamaran **Kiapa**, and who will be heading south after the hurricane season ends. "I've had *Kiapa* at Marina Coral for just over a year, and can

report that it's the best marina that I have ever had the privilege of staying in. The staff are always happy and helpful, and the marina and surroundings are safe — safer than some San Diego marinas. Did you know the police had to be called to a marina at San Diego's Harbor Island twice recently to break up fights on the dock? Not a pretty sight."

It's always nice to hear from people who are happy with the marina their boat is in, and we indeed had a great time in Ensenada and are planning to do early October's San Diego to Ensenada Race. But for the record, we have to think the incidents at the marina at San Diego's Harbor Island were abnormalities. In our book, that place is safe as milk.

Speaking of Ensenada, when we were there we took a photo of a large classic ketch named **Aile Blanche**, which appears to have been on the hard for many

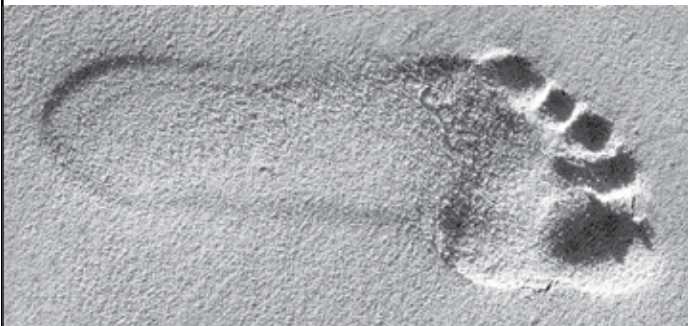


If you weren't stoned during high school history, you'll be able to identify where Jaime, Chay, and Katie stopped during their visit to Italy.

years. She looks to be about 90 feet long and maybe 50 to 70 years old. She must have been really something in her day, and we'd love to know her story.

And now, from the breezy Med. "On September 6, we departed Ancona, which is Italy's main port on the Adriatic, expecting a downwind ride toward the boot," report Chay, Katie and son Jaime McWilliam of the Nevada-based Kelly-Peterson 46 **Esprit**, vets of the

MEXICO CRUISERS STEP ONE:



MAKE A RESERVATION AT MARINA EL CID
FIVE STARS FULL SERVICE MARINA
MAZATLAN

*You'll get such a great "impression"
from our marina services and beaches,
you may never leave!*



www.elcidmarinas.com

011-52 (669) 916-3468

marinaelcidmazatlan@elcid.com.mx

9 MEXICO OCEAN VIEW LOTS Overlooking Tenacatita Bay



Paved Roads 🌊 Water 🌊 Electricity
Secure Title

STARTING AT \$39,000 USD

(415) 465-0039

www.aquamaison.com/lamanzanilla

CHANGES

'03 Ha-Ha. "We weren't expecting gale force winds and 12-15-foot seas. But as a result, we did a lot of surfing at 9+ knots, and once hit 10.8. We made the 540-mile trip down the Adriatic Sea and across the bottom of Italy to Roccella Ionica in three days, which was much quicker than expected. Chay was able to get another coat of varnish on and Katie did another load of laundry before we set sail on the 90-mile passage to Siracusa on Sicily. *Esprit* was going so fast once again that we had to slow her down so as not to arrive before sunrise. During Chay's watch there was a loud bang — the boom vang broke. Fortunately, we had a boom brake and had a preventer on, and more fortunately, Chay was able to repair the vang once we made landfall. September must be the windy month in the Med, because we had to sit out another gale. Last month we mentioned that during a season in the Eastern Med we hadn't seen any American boats. Thus we were surprised to come across four in Roccella, and at least that many in Siracusa. Anyway, we leave tonight on another 90-mile overnight passage, this



When it comes to sluggers, few have a smile as brilliant as that of Gena Markie, who keeps things running smoothly at Paradise Marina.

time for Malta, and then will continue up the west coast of Italy."

Sailors who are baseball fans know that the big game of the year is coming up. No, not the one in which the Giants win another World Series, but the really big game between members of

the Ha-Ha fleet and the Turtle Bay All-Stars during the first stop in the Ha-Ha. Thanks to the generosity of Kirk Miller of the Sausalito-based Gulfstar 50 **Osprey**, we cruisers will have plenty of big bats. Slugger Gena Markie, the woman with the brilliant smile in the accompanying photo, posed with some of the aluminum weapons during the Ha-Ha Crew Party last month. Miller will donate over 100 bats — as well as helmets and other gear — which will then be passed out to Ha-Ha boats to be given away as gifts in the smaller villages of Mexico.

What do we think of the news that a 71-year-old man is about to attempt **a circumnavigation on a 2,000-lb, 40-year-old, 24-ft boat**? We think he'll make it, because the boat is a Moore 24, an all but open ultralight surfing machine from Santa Cruz, and because the man is Webb Chiles, a veteran of five unusual circumnavigations. It's all a matter of route planning — forget going upwind for very long — and perseverance.

What's coming up in Mexico this winter? You can find it all in *'Lectronic!*

Let Hydrovane sail you home safely.

WHAT IF...

- Autopilot fails
- Batteries are dead
- Engine won't start
- Steering broken
- Rudder is damaged
- Crew incapacitated

NO WORRIES WITH HYDROVANE

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



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

"The Hydrovane exceeded all our expectations! In over 600 hours of use it did not loose our course a single time!"

- Larry upon arrival in the Marquesas



1.604.925.2660
info@hydrovane.com

SURVIVE YOUR DREAM

WWW.HYDROVANE.COM

Southbound Solar

Affordable solar solutions for sailors.



Doo Dah vets Brian Plautz & Elizabeth Kline got their Catalina 34 *Autumn Wind* charged up for this month's Baja Ha-Ha.

www.southboundsolar.com
(503) 490-3305

El Salvador

A hidden treasure. Share it!



www.elsalvador.travel



Come and have a great time in
El Salvador Fourth Annual Cruisers Rally
Next March 16th to April 20th, 2013
www.elsalvadorrally.com

Please read before
submitting ad

Classy CLASSIFIEDS

Here's What To Do:

Write your ad. Indicate category. Remember price and contact info. We make final placement determination.

Count the words. Anything with a space before and after counts as one word. We will spell-check, abbreviate, edit, as necessary.

Mail your ad with check or money order, deliver to our office; **OR, for the best – and most exposure – of your classified ad...**

Submit your ad safely online
with Visa, MasterCard or AmEx at:
www.latitude38.com

Ad will be posted online within two business days, appear in the next issue of the magazine, and remain online until the following issue is released.

PERSONAL ADS

1-40 Words.....\$40
41-80 Words.....\$65
81-120 Words....\$90
Photo.....\$30

• Personal Advertising Only •
No business or promo ads except
Non-Profit, Job Op, Business Op

'Trying to Locate' Ads are for those searching for lost boats/people – not shopping – and cost **\$10 for 20 words max**

FREE Online Ads are for a private party selling a boat for less than \$1,000 – or gear totalling under \$1,000. (One per person; must list prices in ad.)

All ads will be set to fit *Latitude 38* standard • Re-Run Ads: Same price, same deadline

BUSINESS ADS

\$70 for 40 Words Max

• All promotional advertising •
1 boat per broker per issue
Logo OK, but no photos/reversals
No extra bold type • Max: 12 pt font
Artwork subject to editor approval.
Biz ads will not appear on website.

DEADLINE

is **ALWAYS** the
18th at 5 pm
for ad to appear in the next issue.

Due to our short lead time,
deadlines are very strict and
include weekends & holidays.

Sorry, but...

- No ads accepted by phone
- No ads without payments
- No billing arrangements
- No verification of receipt
- We reserve the right to refuse poor quality photos or illegible ads.

Latitude 38 15 Locust Ave, Mill Valley, CA 94941 Questions? (415) 383-8200, ext 104 • class@latitude38.com

WHAT'S IN A DEADLINE? Our Classified Deadline has always been the 18th of the month, and it's still pretty much a brick wall if you want to get your ad into the magazine. But it's not so important anymore when it comes to getting exposure for your ad. With our new system, your ad gets posted to our website within a day or so of submission. Then it appears in the next issue of the magazine. So you're much better off if you submit or renew your ad early in the month. That way your ad begins to work for you immediately. There's no reason to wait for the last minute.

DINGHIES, LIFERAFTS AND ROWBOATS



10-FT YACHT TENDER. Stone Boat-yards, 1941. Tiburon. \$1,170. Stoutly built rowboat/tender with oars and sailing rig. Oak construction. Ideally searching for mothership. (530) 795-3763.

GIVENS DELUXE OFFSHORE. 8-Man canister raft, 2006. \$3,500. With cradle, hydrostatic release and Sunbrella cover. MSRP \$7,255. Currently unpacked at Sal's (Alameda) for inspection - buyer to specify and pay for repack after purchase. Previously repacked 2008 and 2010. Call/text Matt. (650) 504-4270.

24 FEET & UNDER

22-FT CATALINA FIXED KEEL, 1970. Berkeley. \$2,850. Sturdy hull #8 in great condition for Bay sailing. 6hp Nissan longshaft 4-stroke (just serviced), main and 3 headsails, VHF, dinghy, ladder, portable head. Standing, running rigging and electrical all replaced since '08. (415) 509-8188.



24-FT LAPWORTH GLADIATOR, 1967. Napa. \$4,200. Beam 7'6" Draft 4'5". Flush deck. No blisters. Refit 2006. New mast, boom, standing and running rigging, sails, Norvane self steering, outboard, deck hardware; more. Blue water solo sailor. Ready for bottom paint. (760) 994-7343 or faekimberly@yahoo.com.

24-FT SAN JUAN, 1978. Tiburon, CA. \$2,800/obo. Sweet, solid boat. Mainsail, 110, 150, 170, spinnaker and pole. All lines led aft. Simrad tiller/pilot, battery charger, standard VHF, 1992 Johnson 8hp Sailmaster with tank, winches, Danforth, Porta-Potti, galley, sink, water tank, custom cockpit cushions. Over \$3,600 in upgrades. 9-10/09 hauled, bottom painted, nonskid deck paint, masthead sheaves replaced, new running rigging, brightwork, etc. Lots of extras. Bottom cleaned regular basis. Illness forces sale. (415) 388-7043.



21-FT WILDERNESS, 1980. Brickyard Cove Marina (Dry Storage). \$3,900/obo. Fresh water boat, KKM refit 8/2012. New standing rigging, faired, barrier and bottom paint, Harken traveler, custom mast base/organizer, wood refinished, VHF antenna, new electrical, fittings rebedded and G10 backed, new stanchions and lifelines. Two spinnakers and pole, three jibs, main with reefs. Trailer new disc brakes/actuator and electrical. More at <http://tinyurl.com/Wilderness21>. Contact (775) 742-0078 or (775) 829-8964 or JohnAMcDonald@Gmail.com.

20-FT PACIFIC SEACRAFT FLICKA. 1978. Olympia, Washington. \$25,000. Mint Pacific Seacraft Flicka. Roller furling, enclosed head, all lines led to cockpit. New radar, chartplotter, depth. Professionally rewired with all LED. Yanmar GM10 diesel. Lots of gear, great shape. The most perfect small ship ever. 25k firm. (541) 643-8083.



22-FT CAPRI, 1988. 765 Jacob Way, Oakdale, CA 95361. \$9,999. 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.3412000783538.213379.1.1375562133&type=1&l=786e3f462c> www.flickr.com/photos/76149647@N05/sets/72157630606140286. Contact (209) 531-8458 or (209) 681-7154 or markandsheri@comcast.net.

WOODRUM MARINE

Specializing in custom interior
cabinetry, tables, cabinets, countertops,
cabinsoles. For power or sail.

CARPENTRY

Mobile cabinet shop
Contact Lon Woodrum at:

415-420-5970

www.woodrummarine.com

N.E. MARINE TITLE

Coast Guard documentation • Title/lien searches • Transfers • Mortgage filing • Escrow services
Local closing facility for brokers or private transactions
30 years experience of doing it right the first time

1150 Ballena Blvd, Alameda, CA • (510) 521-4925



NOR-CAL COMPASS

Adjustment • Sales

Authorized Compass Repair

Hal McCormack • norcal.compass@verizon.net • Phone/Fax (415) 892-7177

Jack D. Scullion

Yacht Services

jdsyachts@att.net
(510) 919-0001

Rigging

Electronics

Troubleshooting

Electrical Installations

We Gladly Install Gear You Provide

NEILPRYDE



SAILS

23-FT COLUMBIA "T", 1973. \$3,000. Shoal draft, rolling 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.



18-FT MARSHALL SANDERLING. 1970. Portland, OR. \$10,000. Thurston sail, like new, slightly smaller for ease of handling. Tabernacle mast hinge, 6hp Evinrude, Shore Land'r trailer, excellent hull paint, excellent varnish on wood. (503) 659-2354.



23-FT PARKINS/HERRESHOFF H23. 1989. Bethel Island. \$15,500. This is a rare find: Hull #3 of the 23-ft Herreshoff designed and built by Parkins Marine 1989, registered as a Classic Sailing Yacht. Yanmar 1GM engine, recent survey, fresh bottom paint, zinc, and detailed. Contact ccollinsmarine@yahoo.com or (925) 382-4407.

16-FT DRASCOMBE DABBER, 1985. Santa Cruz, CA. \$2,500. Classic lapstrake hull, cedar spars, lug rig (gaff), mizzen, yawl, red sails, teak, outboard motor well, beachable, made in UK. Trailer. See specs at website. Contact Bob at: www.hon-normarine.co.uk/. (831) 662-0604 or (408) 461-0001. wingman9@comcast.net.



22-FT J/22, 1983. San Francisco/Monterey. \$13,000/obo. Proven winner, epoxy bottom, dry sailed since 2003, clean interior, kept dry, several sets of sails including Quantum racing set, 2003 Triad trailer great condition, lots of extras. Contact for more info/pictures. ggreenlee05@sbcglobal.net.



17-FT COMPAC SUNCAT, 2005. Fort Bragg. \$12,500. Gaff rigged catboat with trailer. Very good condition. (707) 964-0389 or davidonstad@comcast.net.



24-FT NOR'STAR FLICKA, 1976. Berkeley, CA. \$14,000. *Visions*, 1GM10 Yanmar diesel, furling, lines led aft, dodger, boom gallows, shore power, depth sounder, VHS, CQR, storm cockpit, large stern locker, extra sails. <http://photos.glennsteiner.com/visions>. (415) 459-2001 or glenn@greekislandphotography.com.

22-FT CATALINA, 1973. Santa Rosa. \$1,500. 7.5hp longshaft 2-stroke Johnson. Single axle trailer. Pineapple main, 150 genoa, working jib. Email ikubo@hotmail.com for jpegs. Don't need OB? Drop \$350. Contact (707) 953-0182 or larry55kubo@yahoo.com.

25 TO 28 FEET



26-FT BALBOA, 1974. Kelseyville. \$5,000. Completely redone, inside and out: new paint, upholstery, bottom paint, etc. All lines led aft, 8 winches, 3 jibs, spinnaker, boom and cabin/cockpit covers. Tandem axle trailer. Dry sailed. Johnson 6 OB. (707) 277-7261.

25-FT MERIT, 1986. Morgan Hill \$8,900 or trailerable trade. New gel coat, new lifelines, low hour Honda 2hp. 1999 tandem Trailrite trailer, just added 5 support posts and pads (11) total no rust. New, never hoisted UK Kevlar jib. Other sails fair. Custom foam cockpit cushions. (408) 842-6511.

25-FT SANTANA 525, 1984. Alameda, CA. \$4,200. Great shape, Pineapple sails, 3 jibs, 2 mains, spinnaker, roller furling jib, dry sailed, lifting eye, custom galvanized tandem trailer, new Sunbrella cushions, custom paint, Honda 2hp outboard motor. Contact for pictures. (916) 397-5633 or j_sad@sbcglobal.net.

25-FT CATALINA. Tall rig fixed keel, 1985. Portland, OR. \$8,800. Asym spinnaker, 155% genoa, 2 jibs, 8hp outboard, sleeps 6, galley and marine head, custom trailer with 40-ft tongue extension. Contact (503) 957-6065 or (503) 799-9410 or alice6065@gmail.com.

26-FT BALBOA, 1974. Martinez. \$6,500. Solid B26. New main and jib 2010. Upholstery done in 2000. Many other upgrades. Email for inventory. Evinrude 9.9 2-stroke modified to 15hp. Have trailer. (925) 330-0804 or friendlypool@astound.net.

25-FT CHEOY LEE "FRISCO FLYER". 1957. Sausalito. \$8,500/obo. *Allegro* is a classic, all-teak "Frisco Flyer" based on the traditional Folkboat design. Beautifully maintained, she is an excellent sailer designed to handle gusty SF sailing conditions. www.applog.net/allegro. (415) 332-8472 or allegro@applog.net.



CHEOY LEE 27, 1965. Alameda. \$14,000. No TLC required. Teak deck, cabin and interior, fiberglass hull, Yanmar diesel, new bottom paint June 2011, 2+ sets of sails, pressure and pump water, stove, head, new upholstery, boat cover. In great shape. Contact (408) 267-9262 or cpntjohn@pacbell.net.



27-FT CAL, 1971. Stockton Sailing Club. \$3,200/obo. Solid Jensen/Cal, club jib/130/main/spin, new bottom 2011, former class champ, 6hp Johnson, anchor, large V-berth. (209) 747-5748 or (209) 368-0783 or kmeyes@comcast.net.

28-FT CAPE DORY, 1978. Alameda. \$15,000. Great small cruising boat with new main and new Yanmar 2GM20. Just hauled for new bottom paint and newly pitched prop. Galley upgraded for cruising. Contact (510) 393-3610 or lduke2522@hotmail.com.

28-FT BRISTOL CHANNEL CUTTER. 2003. Alameda. \$169,000. Sam L Morse factory-finished layout. 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.org/Adventure.html. Contact (650) 430-0731 or adventure@leoregius.org.



25-FT LANCER, 1974. Sacramento, CA. \$4,500. Includes jib, genoa, mainsail, brand new 9.9hp Yamaha kicker, double-axle Trailrite trailer, cockpit and cabin cushions. Great pocket cruiser. Very good condition for its age. Used exclusively at Tahoe since 2002. Call (916) 712-9804.

26-FT CHEOY LEE SLOOP, 1969. Martinez, CA. \$15,000/obo. SSS Seawitch is selling a 1969 Cheoy Lee 26 ft sloop. The vessel is in great condition and has been recently overhauled. (707) 398-1173 or (415) 407-2715 or terrythr@yahoo.com. 308 Hamilton Drive.

27-FT CATALINA, 1973. Alameda. Sails great! Moving, must sell. Solid, no leaks, complete with 1995 Johnson 9.9hp outboard long shaft, electric start, little use. Leaving Oct. 31st. Will take best offer. Paid \$4,500. Please make cash offers. (408) 378-3700 or (408) 334-0233.

29 TO 31 FEET

30-FT CATALINA, 1988. Loch Lomond. \$36,000. Excellent condition. Hauled 2012. New: cutlass bearing, shaft seal, head, bilge pump, impeller, refrigeration, shower. Universal XP-25 diesel, factory rebuilt instruments, new blocks, rigging, lines. Wheel, Harken furling jib, AH4000. Refinished interior/boom. Lewmar winches. Documented. (415) 939-3493 or dudleysr@att.net.

30-FT OLSON, 1982. Santa Cruz. \$7,000/obo. Solid boat. Original rudder, single spreader. New headfoil and 2 halyards. Good main and 3 chutes, needs headsails. 2hp Honda. Single-axle trailer. Dry slip at S.C.Y.C. available for 1 year. (831) 345-7262 or (831) 454-0791 or LM275@yahoo.com.



RIGGING ONLY • SMALL AD, SMALL PRICES

Standing and running rigging, life lines, furling gear, winches, line, windlasses, travelers, wire and terminals, blocks, vangs, and much more.
~ Problem solving and discount mail order since 1984 ~

www.riggingonly.com • (508) 992-0434 • sail@riggingonly.com



STARBOARD YACHT DELIVERIES

Over 50,000 sea miles • Pacific, Caribbean, Atlantic
USCG Master 100 GT STCW • Power & Sail

Rick Whiting • (415) 740-2924 • captain_rick@sbcglobal.net



MARINE SURVEYS - Capt. Alan Hugenot

Accredited Marine Surveyor (since 2004) • (415) 531-6172
Yacht Master (USCG 200 tons - International) • Port Engineer
Yacht Manager • Delivery Skipper • Boat Handling, Navigation
& Safety Instructor • Accepts MC & VISA



Spaulding Wooden Boat Center

Youth Boatbuilding Program • Community Sails
Boatworks since 1956 • We Specialize in Wooden Boats
Become a Member! 501(c)(3)

www.spauldingcenter.org • (415) 332-3179



30-FT BRISTOL CHANNEL CUTTER. 1997. \$125,000/obo. 30-ft Lyle Hess Bristol Channel Cutter, *Tigress*, 1997, sistership to the Pardey's famous *Taliesin*. Extraordinary craftsmanship. Mahogany on oak. Teak cabin and decks. Hull so fair many think it's fiberglass. Amazing teak and 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 info at www.tigress-bcc.com or call (650) 868-0348.

30-FT HUNTER, 2002. Hidden Harbor. \$39,500. Beautiful boat. Professionally maintained and ready to go. Yanmar diesel. Roller furling. All lines led aft. Comfortable cabin. VHF. CD stereo. Propane galley. Fun to sail. Email for pictures. Contact (530) 389-8387 or (530) 346-2266 or calvertvet@exwire.com.

30-FT CATALINA, 1976. Marina Bay, Richmond, CA. \$9,995/firm. Universal diesel 25 rebuilt 04/11, new keel bolts. Contact steve@hulawyers.com or (408) 219-4920.

29-FT RANGER, 1973. Fortman Marina, Alameda. \$13,000/reasonable offer. Custom pocket cruiser. Singlehanded Transpac vet. Newer Yanmar 20hp diesel, good sails, jib boom, electronics. Photos and extensive details at web site: <http://sites.google.com/site/ranger29joy>. Contact (831) 345-9384 or (831) 726-3192 or lewiskeizer@gmail.com.

32 TO 35 FEET



34-FT OLSON, 1988. Berkeley. \$47,500. Classic, tall mast, documented, only 39 made, built by Ericson, full cruise package, '99 Universal diesel with 700 hours, '06 rigging, 5 sails, Harken furler, tiller, anchors, navigation, loaded, very clean. (925) 980-5056.

35-FT RAFIKI, 1978. Berkeley Marina. \$39,500. Cruising sailboat. Fiberglass hull. Beautiful teak interior. New (2007) Universal 35hp diesel, (18 gal) fuel tank. Chartplotter, radar, autopilot. Dinghy davits, outboard crane. Hand-shower in head. Recent (2009) survey available. <http://rafiki35.wordpress.com>. (925) 997-2500 or Rafiki.35.sailboat@gmail.com.



34-FT C&C, 1981. Emery Cove Marina. \$27,000. Racer/cruiser in excellent condition. Yanmar diesel, roller furling, Barient ST winches, rod rigging, hydraulic backstay, 3 headsails, plus spinnaker, 3-burner propane stove, dinghy with outboard, shower and Lectra-San system. (925) 376-1081 or (925) 212-6080 or zedaker5@hotmail.com.

35-FT ERICSON 35+, 1983. Emeryville. \$39,000/asking. In great sailing shape. Perfect Bay singlehander. Diesel. All recent sails, instruments, Autohelm 6000 and hatches. Lotsa spares. Call, email Phil for more info/pix. See at Emery Cove B-60. (925) 642-7600 or (925) 754-4560 or pmchin47@hotmail.com.



35-FT YOUNG SUN CUTTER, 1981. San Carlos, Mexico. \$54,800. Proven blue water cruiser, ready to sail the world. Fully cruise equipped, designed by Robert Perry, same layout as Tayana 37, but at a bargain price. More info at <http://youngsun.squarespace.com/specs>. Email mohrmonte@gmail.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. (831) 402-9799 or cwurzner@yahoo.com.



34-FT SABRE, 1985. Belvedere SFYC. \$49,500. *Moonlight Lady*. Very well maintained. Major overhaul 2004: New spars (Ballenger). New sails, main and 135. Antal track, Antal clutches, Harken traveler, carbon extendable whisker pole, Harken track-on mast, Awlgrip topsides, Garmin GPS 3205 color chartplotter, rebuilt pedestal 2006, engine overhaul 2008, brightwork 2011, bottom paint 2012. Other sails: 105 and 150. Sleeps 6. Contact: (415) 218-9393 or (415) 435-4074 or jfsails@comcast.net.

33-FT TARTAN 10, 1980. Brisbane Marina. \$14,500. New North 3DL racing main, very good 3DL racing head sails, 3 spinners, 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.



32-FT CENTURION, 1970. San Diego. by Wauquiez, France's premier builder. A plastic classic with varnished teak trim. Solid glass (no core), Yanmar 3YM30 with 200 hrs. New LP paint, batteries, electrical system. Excellent North sails. Harken primaries. Strong seaboat. In San Diego. (858) 755-7295.



33-FT YORKTOWN, 1969. Ventura Yacht Club. \$10,000. 40' overall, factory-built Yorktown cutter. Perfect for beginner sailor: all roller furling, radar, spinnaker, good sails, 3 deep-cell batteries, inverter, 2-burner stove, 40gal water, 22gal diesel, Universal 24hp, new transmission. Contact (805) 315-5303 or (805) 674-5430 or ckdougla@yahoo.com.



33-FT IOD INTERNATIONAL ONE DESIGN. 1947. Tiburon. \$8,500. Wooden boat in fairly good condition. Very fast boat, full set of fairly competitive sails. Needs cosmetic work and some hull work, but ready to race. Very competitive one design fleet with a long summer series culminating in a qualification for the IOD World Championships held in Norway, Sweden, UK, Canada, Bermuda, Boston, Long Island, Connecticut, Nantucket, Northeast Harbor and San Francisco. Check out the International One Design World Class Association at www.internationalonedesign.org/home. More information at <http://sfiod.org/sales/3>. Contact (415) 250-7854 or pzupan@yahoo.com.

ERICSON 35 MK II, 1977. Richmond YC. \$39,000. Bruce King Design. Loved and well maintained. Equipped for cruising. Sleeps 5. The years have caught up to us, must sell! Detailed info and photos on website. www.ericson351977.blogspot.com. Contact qsailors@hotmail.com or (925) 935-4413.

35-FT CORONADO, 1971. Monterey. \$19,500. Ketch rigged. Good condition. Great liveaboard with high freeboard. Docked in Monterey City, slip A-79. Slip may be transferable. (559) 288-1386 or kfa1@aol.com.



CATALINA 34 MKII, 2003. Santa Cruz. \$94,000. Ready to cruise the California coast and beyond. Autopilot, GPS, chart plotter, radar, windlass, dodger, roller furling jib, in-mast furling main, asymmetrical spinnaker, heated cabin, Universal 35M diesel. www.2003catalina34.com. Contact (831) 419-0573 or (831) 462-3197 or capitolamike@gmail.com.

34-FT TIFFANY JAYNE, 1983. Richmond Yacht Club. \$29,000. Elegant, beautiful and fast day sailer/weekender. In the spirit of the Alerion class at 1/3 the cost. Excellent condition. Low hour Yanmar. See more at: <http://sites.google.com/site/tiffanyjaneforsale/home>. (510) 525-0279 or rpackard@berkeley.edu.



Alberg Design Fleet of SF
...keeps the great boats of Carl Alberg active!
Pearson Ariels, Tritons, Alberg 30s, Cape Dorys, etc.
Monthly Breakfasts - Cruising - Racing
More info at www.albergsailboats.org



Get the Reliable, Powerful Wheel Pilot
Quiet & Dependable • Affordable • Built for Immersion
Easy Owner Installation • Low Power Consumption
831-687-0541 www.cptautopilot.com



NEW... Kiwi Grip Non-Skid • Non-Skid Decks by Gordie
GORDON NASH BOAT BUILDERS
Local... as in Sausalito. I have samples. Custom colors available.
gcnjr@earthlink.net • (415) 332-7269

Remember Your Crew This Sailing Season...
Give the gift of Latitude 38 Logowear
www.latitude38.com • (415) 383-8200

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. (650) 303-3901 or pgclausen@gmail.com.

34-FT EXPRESS, 1987. Monterey \$62,500. Alsberg Express 34 in excellent condition. Sails: 4 spinnakers, 4 mains, 7 jibs. New: rudder bearings, lifelines, refrigeration, head, batteries, exterior varnish. Other: Garmin chart plotter, Raymarine wind, speed, depth, electronic compass, radar, pressurized water, water heater, 2 showers (one in cockpit). Contact anicewander@pacificmetrics.com, (831) 915-4915 or (831) 455-9527.

36 TO 39 FEET

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.

37-FT RANGER, 1978. San Pedro, CA. \$16,500. Ready for Catalina, needs some work to go south. 25hp Westerbeke diesel, custom interior! Furling jib, inflatable dinghy + 5hp outboard. Motivated seller. Contact lkaikacaptain@gmail.com or (858) 449-5285.

38-FT CUSTOM SAILBOAT, 1978. Marina Bay. \$19,500/obo. Strong, fiberglass ocean sloop. Beautiful, fast, handles easily. Survey \$35K/\$247K. Large dry dodger/bimini, teak interior, Yanmar diesel, roller furling, autopilot, refrigerator, solar. Lifetime bottom. Encased keel and fuel tank. Call anytime. (916) 521-0470.

CATALINA 36 MK II, 2001. Monterey. \$104,999. 35hp diesel 240 hours, radar, GPS, roller furling with two sails, Dutchman flaking main, propane, refrigerator, Raymarine instruments, autopilot, dodger, windlass remote, whisker pole, PSS shaft seal, transferable Monterey slip. http://c36forsale.com. Contact (831) 204-2123 or erik@c36forsale.com.

39-FT BENETEAU OCEANIS, 1993. Hidden Harbor Marina, Rio Vista. \$70,000. Quantum main with lazy jacks, recent Yanmar 3JH2, in fresh water since survey and bottom paint-5 years, beautiful mahogany interior, large galley with micro, full dodger and bimini, 3 staterooms, 2 heads, GPS, depth sounder, VHF, great Delta boat with shoal draft, comfortable sailing on San Pablo Bay or enjoying wine and cheese in the shaded cockpit. Room for friends and family. (775) 741-6427 or drbeck@sbcglobal.net.

38-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.

37-FT CREALOCK, 1979. Monterey. \$50,000. Cruising consultants, new LPU entire boat, new interior, new Yanmar. Email for pics and video. (831) 234-4892 or dcd987@gmail.com.



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 bobbiansdnl@gmail.com.



36-FT CATALINA 360, 2007. Santa Barbara. \$129,000. 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 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) 286-8738.

38-FT HUNTER LEGEND, 1989. Napa Valley. \$52,000. Aft cabin, great layout for liveaboard or Bay/intercoastal cruising. New bottom job last year. Recently performed full service on engine with new exhaust line and elbow. New upholstery. Yanmar diesel 30hp with 700 hrs. Roller furling jib, Doyle StackPack for mainsail and much more. Email for pics! moodymarlinbags@gmail.com or call (208) 880-6135 or (805) 788-6319.

39-FT CAL, 1980. San Rafael, CA. \$39,000/obo. Cruising veteran in great condition. New dodger, sails in good condition. Cruising equipment includes 4 solar panels, Monitor windvane, Icom SSB. Perkins 4-108. Same owner since 1997. Full electronics including radar. LPG stove/oven, teak/holly sole, hot pressure water/Adler cold plate refrigeration. All lines left with S/T winch. Sail inventory includes 2 roller furling jibs, main and spinnaker. Raymarine below deck autopilot. Solid yacht priced to sell. Contact (415) 264-4420 or (415) 453-4770 or rossbhansen@yahoo.com.



38-FT WAUQUIEZ HOOD 30 M1, 1980. San Diego. \$69,000. Ready-to-go offshore cruiser. Monitor windvane, Air Breeze gen, Yanmar 4cyl, New Garmin System, 4208 GPS above and below deck, HD radar, AIS, sonar, stereo w/iPod dock, speakers in and out, remote in cockpit, sails galore, 310 Hypalon dinghy w/chaps, 15hp Yamaha 2-stroke. New plumbing and electrical throughout, new cushions. The interior recently varnished. Teak deck okay. Topsides shine. Shoal draft w/centerboard. http://fireflysailing.org. Contact directly. (619) 838-5101 or (619) 851-3095 or billhardesty@hotmail.com.



38-FT HANS CHRISTIAN 38T, 1981. Sea of Cortez. \$69,000. Cruising comfort. Genset, 25gph watermaker, A/C, microwave, SatPhone, newer tanbark sails, new standing rigging, 3-way refrigeration, custom hard dodger/bimini, davits, radar, chartplotter, autopilot, 400w solar, windlass. Original owner. (530) 632-5867 or wahkuna@succeed.net.

37-FT RAFIKI, 1978. Long Beach. \$58,000. Upgraded cutter, no teak decks, 1600 hrs, heavy duty furling for stay/genoa. New varnish, updated radar, radio, GPS, autopilot, depth, wind, speed refrigeration, new interior. Upgrades. Too much to list, beautiful boat. (310) 251-8860 or bbfalcon@yahoo.com.

40 TO 50 FEET

47-FT CUSTOM EXPEDITION, 1990. Bodega Bay. \$19,000. Shallow draft, fixed keel, long range world cruiser - project boat. New from factory 65hp 4-cylinder Cummins diesel, v-drive, shaft, strut and prop. Other new items: Webasto hot water, Webasto heating (both diesel), Lavac head, Katadyn PowerSurvivor 40E watermaker never used, 10+GPH, includes 2 extra filters, Maxwell windlass, hydraulic steering, 12 inch C Series Raymarine chart plotter, Raymarine autopilot, forward looking sonar. Website below for pictures and more info! www.flickr.com/photos/21872076@N04. Call (510) 253-5883.



46-FT CAL 2-46, 1973. Redwood City. \$115,000. Must see! Strong, roomy, popular blue water cruiser ready now for Mexico, the South Pacific, the Northwest - you name it. Very well equipped and maintained. Excellent layout and amenities for living aboard. Enclosed center cockpit with new, Sunbrella-covered cushions for dry, comfortable sailing. Total refit in 2007. Fully battened main with jack lines, fore and aft windlasses, 10-ft dinghy with outboard and much, much more. USCG documented. Detailed spec sheets and photos available. (310) 594-3887 or saltwater.246@gmail.com.



44-FT CATALINA MORGAN, 2007. Seattle, WA area. \$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 jerryfisa@aol.com.

MARINE SURVEYOR

Sharpe Surveying & Consulting. SAMS Accredited Marine Surveyor. Serving the San Francisco Bay and Delta.

RSharpe@SharpeSurveying.com • (510) 337-0706

For the best - and most exposure - of your classified ad...
submit your ad safely online at: **www.latitude38.com.**

Classy Idea!

Your ad will be posted online within two business days, appear in the next issue of the magazine, and remain online until the following issue is released.

NOR'SEA 37

Designed by Lyle Hess Built by Michael Hess of Hess Marine
Big Brother to the NOR'SEA 27

Stout Offshore World Cruiser Cutter Rig Canoe Stern

NEW BUILD NOW AVAILABLE • WWW.NORSEA37.COM

Afterguard Sailing Academy

The Affordable Way to ASA

ASA Basics to Ocean • Crew Intro to Cruising Prep

(510) 535-1954 • www.afterguard.net



41-FT HUNTER 410, 2000. Alameda. \$110,000. Fully equipped oceangoing yacht with liferaft, EPIRB, chartplotter, radar, autopilot, dodger, in-mast mainsail furling, roller-furling jib, heart inverter, two cabin layout, 3-burner stove/oven, VHF, leather, BUC value: \$128k. <http://boatpoint.com.au/reviews/2000/hunter-yachts-410-9029>. Contact (415) 377-6651 or salcaide@yahoo.com.



41-FT MORGAN OUT ISLAND, 1981. Glen Cove, Benicia. \$49,900/obo. Center cockpit, 416 ketch rig. Great coastal/ocean cruiser. Shoal draft boat designed for chartering in Caribbean. Spacious layout down below, separate forward cabin w/head/shower and hanging locker. Ultrasuede cushions, updated lighting, Dickinson diesel heater. Refrigeration/freezer, three-burner propane stove/oven, microwave. Full walk-thru to master stateroom w/head/shower and separate cockpit entrance. Surprising amount of storage/stowage for a 41-ft vessel. Newer sailcovers and dodger. Rigid boomvang. Great Perkins 4-154 engine. Dinghy davits off transom. Amazing cruising yacht, in great condition at a bargain price. Our plans have changed, so add your custom electronics and go on the next Ha-Ha!?! Call Ken. (415) 269-2971.



40-FT CAL SHAMAN, 1966. Alameda, CA. \$110,000. Best equipped Cal 40 on the West Coast. Fully equipped for racing to Hawaii, coastal races, around the buoys, fully crewed or shorthanded, as well as cruising on the weekends with the family. Huge 3DL sail inventory, many upgrades including rig, instruments, autopilot, watermaker... Easomized. Complete specs on blog listed below. Must be seen. www.sailblogs.com/member/cal40shaman. Contact (415) 725-9581 or swaterloo@gmail.com.



48-FT CAL, 1967. Hoonah, AK. \$95,000. Yawl, refitted 2005, Furuno electronics, solar panels, dodger, autopilot, wind-vane, windlass, Maxprop, 61hp Isuzu, Broadwater and Dickinson stoves, insulated, re-rigged. Fast strong and stable. <http://cal48koho.wordpress.com>. Contact (307) 699-2254 or (307) 203-2109 or cal48koho@gmail.com.



44-FT KELLY PETERSON, 1977. Daytona Beach, FL. \$110,000. Well maintained/new rigging/mast pulled, relit, repainted like new. Good access to Perkins 4-326 diesel rebuilt 2009. New stainless steel diesel and water tanks. Diving equipment, great galley, sleeps 7. New electronics, inverter/charger, Navtex, Raymarine radar, Icom SSB, West Marine VHF. Fully battened main, 110 Genoa, new storm sail, beautiful spinnaker. Lots of tools/equipment and parts. Sails like a dream! Left Alameda 14 yrs. ago. www.grace44.com. Contact (702) 767-8323 or (702) 767-8322 or jkjng38701@aol.com.

50-FT DOWNEAST 45, 1978. San Diego CA. \$94,900. *Pegasus* is a CC full keel, well founded and proven blue water vet and is well equipped for local or distant cruising. She's in excellent condition, was built in Anaheim, CA. (760) 917-5972 or svpegasus53@gmail.com.



41-FT WAUQUIEZ CENTURION 41S. 1999. Grenada. \$165,000. Comprehensive cruising inventory. Ocean ready. Refit in 2009 included new sails and rigging, upgrade of electrical and navigation systems. Owners version. Linens and dishware included. www.mindemoya.info. Contact (231) 620-3920 or (231) 620-3921 or mindemoya@gmail.com.



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 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.

47-FT CATALINA, \$295,000. Customized bluewater ready. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, coldplate fridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, wind vane, new hard dodger, heat-air, autoprop, Much more. (916) 607-9026 or cestralvie_2000@hotmail.com.

40-FT HUNTER, 1986. South Beach, SF. \$65,000. Comfortable, fast and fun. Great liveaboard. Queen centerline berth. Yanmar diesel. 6 sails. New in 2012: Instruments, running rigging, charger/inverter, canvas covers, cockpit cushions, haulout/bottom job, teak refinished, more. <http://h40.techuitty.com>. Contact (650) 534-4795 or tcsmith00@gmail.com.



47-FT CATALINA, 2000. Long Beach, CA. \$185,000. Excellent condition and priced to sell. Call or email for more details, photos and spec sheet. (626) 807-0061 or sailboat470@gmail.com.



44-FT TARTAN 4400, 2003. Channel Island Harbor. \$399,000, or trade?. Reduced price! Dark green hull, low hours, bow thruster, electric winches, vacuflush heads, spinnaker, new batteries, new LP and bottom paint, numerous other options/upgrades. See test sail at: www.youtube.com/watch?v=ckZHxXEAMec. Contact amgjohn@sbcglobal.net or (530) 318-0730.



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: raceaway@shaw.ca or (604) 535-9373.

44-FT HARDIN VOYAGER, 1977. Marina Palмира, 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 blue water 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 <http://YachtWorld.com> for specs. Contact mortmeiers@aol.com or (530) 441-4654.



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

OFFSHORE PASSAGEMAKING INSTRUCTION IN THE SOUTH PACIFIC

John & Amanda Neal are dedicated to providing hands-on, documented instruction aboard their Hallberg-Rassy 46 *Mahina Tiare III*, drawing on their combined 544,000 miles and 69 years of experience.

www.mahina.com • (360) 378-6131

Going Somewhere?

Mexico ≈ Caribbean ≈ South Pacific

Stop by our office and take a bundle of *Latitude 38* magazines along with you. We promise you'll be a hero for sharing them with other cruisers!

Latitude 38 • 15 Locust Ave • Mill Valley, CA • (415) 383-8200 • Open M-F 9-5

TEAK DECKING

Ideal Yacht Services. Prefabricated. REAL teak decks.

90% offsite, so you can use your boat.

Most cost effective, accurate, teak decks available.

www.ideal-yachtservices.com

YOGA FOR SAILORS ON THE SAN RAFAEL WATERFRONT

Bow Yoga

Perfect for beginners and those seeking to balance strenuous activity with gentle stretching, rest and recovery. Small group classes Tues/Thurs and private sessions. (415) 785-4530, (510) 333-8846, www.bowyoga.com.



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.

42-FT CATALINA, 1990. South Beach Harbor, San Francisco. \$89,900. Great condition. Extensive upgrades. Full spec at: <http://leluya.blogspot.com>. (650) 716-4548 or leluya123@gmail.com.



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. Too much to list. Years of preparation. Priced to sell quick for Ha-Ha! Contact (530) 515-8327 or gallaghergoodnews805@yahoo.com.



43-FT TASWELL, 1988. Alameda, CA. \$239,000. Bluewater cruiser. Major refit in 2007, then cruise perfected. Full details at YachtsOffered.com, listing: 1291827. (www.yachtsoffered.com/yachtsoffered.cfm?Yachts_ListingId=1291827&returntype=1). Contact Steve. (530) 748-8010 or lotus48@att.net.



42-FT TAYANA CENTER COCKPIT. 1985. Sausalito. \$99,000. Sweet sailing double-ender, heavily built from solid, hand-laid fiberglass. Cutter rigged center cockpit, proven to be a fast, easily short-handed, spacious liveaboard; truly "go anywhere in safety and comfort". 7/08: new 43hp Beta Marine diesel, 450 hours. 7/12: survey, all recommendations done, valued \$85K BEFORE following performed: 7/12: bottom, 3-blade feathering prop, two bronze thru-hulls w/valves, cutlass, dripless shaft seal 8/2012: all standing rigging, 2 Harken roller furlers, Hood headsail, all lifelines 316 1x19 w/hardware and gates. Additional: new, (uninstalled) Garmin 18-mile radar with GPS and tri-ducer; temp/speed/depth. (thruhull in), custom self-levelling radar/antenna pole/mount. More at <http://s1154.photobucket.com/albums/p521/goodtogosailing>. Call (415) 572-0734.



44-FT KELLY PETERSON, 1976. Ft. Lauderdale, FL. \$115,000. Yanmar 88hp 1537hrs, Northern Lights genset, 3 solar panels, 32 gal per hour watermaker, wind vane, 12v fridge and freezer, 3-burner Force 10, full electronics, Simrad autopilot, too much to list. (312) 806-4499 or wdb8906@hotmail.com.

43-FT HANS CHRISTIAN, CHRISTINA. 1986. Redwood City. \$179,000. Volvo TMD 30A 90hp. Furuno 1720 radar. Balmar 1200 windlass. Harken furling on jib and staysail. Barient winches. B&G 330 instrumentation. Newmar PHD-25 battery charger. Raritan 12-gallon hot water heater. Packless Sealing System (Svendsen's). Very roomy and comfortable 3-cabin layout (pullman master). VacuFlush/Tank Watch 4 monitoring system. Beautiful new granite countertops in galley with flowing colors to match the tongue-and-groove teak throughout. Norcold refrigeration. Force 10, 3-burner propane stove. Alpenglow lighting. All new enclosed dodger/cockpit (watertight) with covers and privacy screening for all windows... only the finest materials used. (650) 207-2253 or ps4010@aol.com.

51 FEET & OVER



51-FT STEEL KETCH. Super World Cruiser, Ventura. \$89,900/reduced. 51' overall, 44' on deck. Ford Lehman 80hp diesel engine with low hours. Radar, AP, dodger, inverter, furling jib and genoa, custom exterior paint, with an elegant mahogany interior are just a few of her great features. This is a stout, well-built offshore cruiser. Has a draft of less than six feet and 250 gallons of fresh water capacity. Built in Holland by the best steel boat yard in the world. Owner financing available up to 80%. Also willing to consider equity trade for real estate. Quit your job start your life today with *Felicity*. Replacement cost exceeds 1 million dollars. Contact (805) 982-0684 (cell), (805) 650-8888 (office), (805) 290-6119 or dennis@survivalsystems.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. Contact (530) 342-1665 or freya52@live.com.

59-FT SAMPSON, 2011. Newport Beach, CA. Call: Rod Cotner for video and inventory list. (714) 963-9282.



60-FT STAYSAIL SCHOONER, 1997. Sausalito. \$149,000. Full keel pilot house schooner. Hartog design. 52' on deck, 60' overall. 15' beam. 35 tons. Staysail rig. This sailboat has two pilot stations; one in cockpit, one in pilothouse. Owner may finance a portion of the purchase price. <http://latitude.idhra.com/forsale>. Call (415) 250-7854.



60-FT LAURENT GILES, 1976. Seattle. \$189,000. 1976, 60-ft ketch *Princess Irene*. Built to highest possible standards. Documented vessel. Yacht is designed for ocean passage making with two crew. Built by Royal Huisman. Aluminum hull. Multiple redundant systems including propulsion. <http://sailboatprincessirene.blogspot.com>. Email dan5619@yahoo.com.

CLASSIC BOATS

65-FT CHESAPEAKE BUG EYE. Half Moon Bay. \$30,000/obo. Beautiful, all clear fir, ketch. See web page or call for more info. www.sunstarsail.com. (530) 467-3173 or sunstarsail@yahoo.com.



55-FT ALDEN CENTERBOARD YAWL. 1970. Honolulu. \$68,000. This 1970 recently restored yawl will take you back to the 1930s. It has full cover, 120hp Ford Lehman engine low hours, hand bevelled ports, teak deck, gold- and chrome-plated bronze fittings, aluminum main, Sitka spruce mizzen, 55ft overall, 13 ft. beam, amazing interior, mahogany over white oak, newer sails, new refrigeration, wiring, hoses, stainless steel frame, just hauled June 2012. www.aldendesigns.com/yawls-keel-cb/d0948.html. Contact vernonthompson@yahoo.com or (510) 332-4900.



32-FT DOUBLE ENDER TEHANI, 1926. Sausalito. \$30,000. Classic Danish yacht in beautiful shape. Regularly sailed and always maintained. Email me for pictures/info: pgaetani@gmail.com or call (415) 246-7712.

STARPATH® Online Courses
in Navigation and Weather
www.starpath.com 800-955-8328



THIS COULD BE YOU...
Let the Classy Classified business ads work for you.
Submit online at:
www.latitude38.com

Marine Surveyor NAMS CMS

Consulting - Deliveries

bluwater@juno.com • (415) 722-7695



COMPLETE MARINE WOODWORK

Design / Restoration • Expert European Craftsmanship • Interior / Exterior
Repairs / Maintenance • Marine Windows & Frame Replacement
Wood & Dry Rot Repairs • Varnish Work • Marine Painting
Reasonable Rates • (415) 453-2231 • References Available

Mathiesen Marine

For all of your electronics and electrical needs

Sales & Installation of all major brands
of marine electronics



GARMIN
AUTHORIZED INSTALLER

Electrical system
Troubleshooting & Repair

PC & Mac based
Navigation Systems

Corrosion issues, Inverters, Battery Banks

Visit our showroom located at
3300 Powell Street, Emeryville

(510) 350-6622 www.MathiesenMarine.com



WIRELESS E-MAIL



SEATECH SYSTEMS™

800.444.2581 • 281.334.1174
info@sea-tech.com • www.sea-tech.com

Navigation, Communication & Weather

NEW AND USED SAILS!

Specializing in production boats and featuring the largest selection of stock sails available anywhere! Save with warehouse volume discounts on Stock Sails, Custom Sails, Sail Covers, Furlers and Accessories. All top Quality.

All Fully Guaranteed!

- Full Batten Mains
- Furling Genoa
- Storm Jibs
- Trysails
- Furling Units
- Custom Canvas
- Used Sails

THE SAIL WAREHOUSE

Ph. (831) 646-5346 www.thesailwarehouse.com

VOLVO PENTA

ENGINES • PARTS • SERVICE

1-800-326-5135

We Ship
Anywhere



MARINE SERVICE INC.

AUTHORIZED POWER CENTER

(415) 453-1001
FAX: (415) 453-8460
www.helmutsmarine.com
619 Canal Street
San Rafael, CA 94901



59-Ft ALDEN SCHOONER. Design #356-B, 2005. Santa Barbara, CA. \$750,000. Rebuilt 2005. Epoxy glued dbi 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.



35-Ft SHUTTLEWORTH CATAMARAN. 1995. Hanalei, Kauai. Open bridge deck cruiser/racer built on Kauai. Vacuum bagged Divinycell core/epoxy/glass, composite chain-plates, carbon rudders/posts, dagger-boards, main beams. Round bilges for speed, flared hulls for reduced pitching and interior volume. Three double berths, two heads, galley, salon and nav station. Partnership preferred for private liveaboard or crewed charter in paradise. Offers for whole boat will be considered. www.wingo.com/malihini. Email malihini@wingo.com.

MULTIHULLS



34-Ft GEMINI 105MC, 2005. San Francisco Bay. \$135,000. This boat is spacious and open with great light and views. Enjoy full views across the water from every cabin. Large bridge deck/dining booth seats eight. Sleep in a double berth with panoramic views and a hatch for fresh air, along w/two additional berths. Enclosed cockpit offers a solarium type room for cooler weather. She's a fast, sporty sailor, capable cruiser, and a stable platform for sailing/living. 14' beam fits in a standard slip. Low hours, excellent condition, no exterior wood to varnish. We've had the best of both worlds; an amazing sailing vessel, and a second home all in one! Try a Cat, you'll never go back! <http://sfsharp.com>. (415) 902-5484 or ryantimoth@aol.com.

48-Ft LOOPING, 2004. Loreto, Sea of Cortez, Mexico. \$399,000 USD. Spacious, luxurious, clean French-built performance catamaran ready to take you cruising. Fully equipped, pristine condition. MUST SEE!! Tour us on YouTube: Uj33dCr9FnY. Details on website: <http://neofsorsale.com>. (916) 622-9348 or lloyds@jps.net.



23-Ft MULTI-23, 2008. Los Angeles. \$19,000. Fast, fun boat that is perfect for the Bay. Price is firm. New 2hp Suzuki outboard still in the box. No trailer, but can help with acquiring one. Please call for more details, (650) 814-7217 or email dave.licata@lanternservices.com.



28-Ft TRADEWINDS, 1968. Pillar Point Marina. \$9,000. Beautiful classic trimaran. Could use upgrades, but performs wonderfully as-is. \$9k or vehicle of equal value. Call or email. (916) 220-4655 or (916) 225-2453 or mmdiversified@yahoo.com.



40-Ft SEARUNNER, 1979. Seattle, WA. \$59,000. World cruiser. Two cabins, sleeps six. Top condition, six sails, 30hp diesel. Fast, stable, equipped, offshore ready. Located in Washington state near San Juan Islands. <http://searunner40seafire.wordpress.com>. Contact (360) 756-5004 or svseafire@yahoo.com.

37-Ft PROUT SNOWGOOSE, 1982. Sausalito. \$28,000. Cutter, tanbark sails, low hour diesel, big hardtop over cockpit with large solar panels. Hauled July 2012. (415) 331-3612.



Pearl Cruises • Steel 59-ft Catamaran

Dinner/party cruises. New bar deck/dinner deck/utility/bathrooms/galley deck. 2 Volvo MD. USCG inspected. Call Hans (650) 704-3631.

For more info and photos: www.pearlonthebay.com

Need Crew? *Latitude 38 Crew List* A Boat to Crew on?

☆ Visit our website and sign up as Skipper or Crew ☆ It's Free ☆

www.latitude38.com/crewlist/Crew.html or call (415) 383-8200



42-FT LAGOON 420 CATAMARAN. 2008. Belize. \$340,000/firm. Loaded 3-cabin owner's version. Well maintained. Factory dual diesel, generator, AC, water-maker, inverter, chart plotter, new sails one year. Perfect family cruising cat. www.facebook.com/media/set/?set=a.219422708070841.63102.149453491734430. Email sotelojohn@hotmail.com.

34-FT GEMINI 105MC, 2005. Redwood City, CA. \$129,900. Great family or race boat. Perfect for San Francisco Bay, coast, Mexico, beyond. Fast; easy to sail singlehanded without heeling. Spacious deck, 3 bedroom interior. Elegant and comfortable. See website: <http://loonasea.gibbons.web.stanford.edu>. Contact loonasea@yahoo.com or (650) 380-3343.



38-FT CHAMBERLIN CAT, 1992. Nevis St Kitts, Caribbean. \$85,000. Custom composite Vac-bagged Divinycell/Vinylester/Biax racer/cruiser. 2 doubles, 1 head, galley up, bridgedeck with seated headroom (4'6", 5'9" in hulls). Queen-sland-built, 20,000 ocean miles. Must sell. Email sydeva@gmail.com.

POWER & HOUSEBOATS

43-FT VIKING MOTORYACHT, 1978. Sausalito. \$74,900. Viking is well known for their quality engineering and rugged construction. This vessel is equipped with twin Detroit diesel 6-71's, Onan 7.5Kw generator, new main fuel tanks, new canvas flybridge enclosure, dripless seals, cutlass bearings, new heavy duty AGM 8D batteries, master stateroom queen walkaround, VacuFlush head system with Tankwatch monitor. She has been well taken care of with light use. Transfer of prime location Sausalito slip. (650) 400-9813.

31-FT LIEN HUA TRAWLER, 1985. Bel Marin Keys. \$41,000. Glass. 6-cyl diesel. 1 GPH. Liveaboard or heavy cruising. Electric WC, 4-burner stove, autopilot. Beautiful interior. <http://haroldrmler.com>. Contact (415) 299-1087 or (415) 883-3890 or MillerPI@Comcast.net.

PARTNERSHIPS

BENETEAU 39 PARTNERSHIP. Sausalito Yacht Harbor. Share available on clean, well maintained 2002 Beneteau 393 racer-cruiser. Fully equipped above and below, full electronics, diesel, fine interior. Time share 1/8 \$325, 1/4 \$550 month. More at <http://marigotgroup.com/strider>. Contact (415) 331-4900 or (415) 332-4401 or 393@marigotgroup.com.



CATALINA 30 SHARE IN SAUSALITO. \$300/month. Just renewed/updated she sparkles. New deck, new Hood performance mainsail/Pineapple jib. Best dock in Sausalito. Free parking, steps to boat/cafe/bars, 5 min. you are sailing. Upgrades: diesel/wheel, performance mast/spar, furling, MaxProp, replaced cushions. Share (non-equity \$300 month, up to 6 days month). (415) 332-5442 or Leeloves2sail@hotmail.com.

J/124, 2006, TAHOE AND BAY AREA. We're looking for the right equity partner: *Pleiades* on our Tahoe City buoy May-September, then perhaps Sausalito (?) from October-April. Fast, fun and comfortable racer/cruiser, a sailor's sailboat. Price and terms negotiable. See more at www.jboats.com/j124. Contact (530) 318-3030 or rabbittboss@gmail.com.

1981 NEWPORT 30. Affordable partnership. Emeryville. \$100 per month. Equity partnership with \$3,000 buy in. Sail as much as you want. Dodger, roller furler, self-tailing, legal head, 6'5" headroom, sleeps 4, Yanmar diesel, speed/depth meters, spinnaker and wheel. See more at <http://addiction30.tripod.com>. Email fungod@gmail.com.

1990 HUNTER 35.5. Equity partnership. \$25,000. Selling 1/2 interest in modern, well equipped vessel, *Quixote*, located at Brickyard Cove Marina, Point Richmond. Monthly expenses share about \$250. Ideal access to the Bay; secure, sunny marina. (510) 235-4005 or (510) 685-3404 or Quixote9094@aol.com.

35-FT BENETEAU OCEANIS 35.2, 1998. Sausalito Clipper. \$35,000. 1/2 ownership. Equity share available for 35K. This boat has winged keel, folding prop, low engine hours, new sails two years ago. New GPS/nav package this year. Comfortable and fast. Carefully maintained. Clipper Marina in Sausalito. Stable ownership for last 10 years. (415) 300-5879 or (415) 378-5187 or danielcmay@yahoo.com.



CATALINA 38, 1984. Sparkman-Stephens. Emery Cove Yacht Harbor. \$10,000, plus... +\$250 a month for a week's use. Beautiful, well-maintained vessel. Perfect for weekend at Angel Island, San Francisco, Napa or the Delta. Recently hauled. New upholstery. Custom teak salon and cockpit tables. "Toys" include: fold up bicycles, dinghy with Honda outboard, 32" flat screen, auxillary generator, pulpit seats and refrigerator. Spinnaker. Purchase is like a timeshare... deposit, monthly use, monthly fee, no maintenance, you could sell your interest. Email 1derful@comcast.net.

CATALINA 380, 2001. Sausalito Yacht Harbor. Full electronics, chartplotter, autopilot, and radar. New furling main and jib (2011), Quantum cruising chute, Yanmar 40 with low hours, dodger, electric windlass. Professionally maintained. Equipped for sailing and cruising: 2 cabins, centerline berths, innerspring mattresses, refrigerator, microwave, flat screen HDTV/DVD, electric head, and separate shower. Includes dinghy and outboard. Beautifully finished interior in Ultraleather and Corian. Equity share available, as low as \$335/month, depending on usage. (707) 421-0366 or CSMSam@aol.com.

SOUTH OF THE BORDER



COME JOIN US FOR A WEEK. Take a vacation! Learn or share your sailing skills with a USCG Captain. This season we are sailing the Sea of Cortez to Acapulco. Join us, or form a group up to 6 of your friends and have the whole boat - a 52' ketch with the finest amenities. Includes, food, fuel, slip fees, scuba gear and tank fills. Great food, good friends, and adventure. See website for info: www.freya52.com. Email freya52@live.com.

MEXICOLDER. Your solution to refrigeration in Mexico. Simple, silent, superb. Low amp draw. Spare parts for all other makes, too! Shipping to any Mexican marina. Free spares for Ha-Ha's with purchase of system. Call VHF Channel 22 Mazatlan. Contact (52-669) 150 1433 or mexicolder@hotmail.com.

GALAPAGOS DELIVERY. Retired Captain moving CT 47 from CA to FL through Galapagos and Panama. Seeking fit, adventurous people with a little money for the adventure of a lifetime. Sail a leg or two or the distance. Sailing experience preferred. www.hekowisailing.com.



PLAN YOUR MEXICO GETAWAY NOW. at the brand-new, gorgeous Cielo Y Mar condos. Located in Punta Mita, 35 minutes from Puerto Vallarta, available to rent from private owner. On the beach, 10 feet from the water, they offer spectacular views of ocean and mountains, the biggest infinity pool in the area, an endless beach, great surf breaks, great fishing, tremendous views of whales, bird life and the islands. While uncrowded and tranquil, just a five-minute walk to several waterfront restaurants. Choose from a spacious, beautifully furnished one or three-bedroom unit, or an amazing two-story penthouse with lovely shade trellis on the top floor. See details at website: www.puntamitabeachfrontcondos.com. To reserve, call Dona de Mallorca (415) 599-5012.

TRADE

MT CABIN IN ARNOLD, CA. For sailboat. Arnold, CA. 2 bedroom/2 bath cabin on third of acre. Nothing to fix! Approximate value \$80,000 to \$120,000. (209) 795-4292 or spartan5748@yahoo.co.uk.

WANTED

LOOKING FOR PARTNERSHIP. On small catamaran. San Francisco Bay. Negotiable. Looking for partnership on small catamaran on the Bay. Have 18-ft Hobie Cat in Santa Cruz and 38-ft keelboat in SF Bay. Would like to sail a small cat (wetsuit + trapeze) in SF without trailering from Santa Cruz to the Bay and back. If you have a small cat "near" a ramp and need/want experienced sailors to help you with it let us know. Contact (831) 297-3059 or pierre.patino@gmail.com.

MITCHELL BOAT COMPANY BOAT. Any area. Wanting to buy any boat made by The Mitchell Boat Co. of Costa Mesa, CA. 1940's thru 1960's. Any year, the bigger the boat the better. <http://mitchellwoodworks.net>. Contact artistmitchell@me.com or (831) 246-3567.



Outboard Dealer for Honda, Mercury & Yamaha
Since 1979

At The Martinez Regional Shoreline
(925) 229-4881

www.eaglemarineonline.com



DOGGIEVENTURE - A doggie daycare on the go!

Morning, mid-day or afternoon sessions available in San Francisco

Training • Boarding

www.doggieventure.com • (415) 314-7541



MOBILE MARINE PUMP-OUT SERVICE

\$25 per pump up to 40 gallons.

Includes fresh water flush and a packet of treatment.

20% discount for regularly scheduled service.

www.mobilepumpout.com • (415) 465-0149 • tim@mobilepumpout.com

'lectronic Latitude

Just like the magazine but... online, three times a week,
and totally different! Find it at www.latitude38.com!



*A Sailor's
Consignment
Chandlery*

NEW & USED BOAT GEAR
Open Tues.-Sat. 10 to 5 p.m.

510-769-4858

Located at Grand Marina

www.bluepelicanmarine.com



SLIDING PIVOT SUPPORTS
Solar panel rail mounts,
pivoting, adjustable slides.



TEAK SEAT
Collapsible, fits straight rail
or in corner,
swing-down support leg.



**COCKPIT
TABLE
MOUNTING
HARDWARE
KIT**
Lightweight, anodized
aluminum, adjustable,
collapsible, easily removable.
Extra base plate to use the
table in both cockpit and
salon. Tabletop available in
StarBoard, teak or make
your own. Solar mounting
hardware available, too.

HOTWIRE ENTERPRISES
www.svhotwire.com

Phone/Fax 727-943-0424
email: hotwiregam@aol.com



Climb Your Mast Alone with Mast Mate
Made in the USA for 20 Years

Satisfaction Guaranteed

(207) 596-0495

www.mastmate.com



PortVisor™

Rainshields for opening ports

- Ventilation ... rain or shine
- UV-resistant Lexan
- Installs without tools



Engine panel shields ~ super tough protectors

www.seaworthygoods.com

Smart Stuff. Smart Boats.

941.448.9173

GEAR

CASH PAID. For your Spectra Watermaker, Icom 710 or 802, or Monitor vane. Sausalito. Fair market value paid in cash. Gear needed: will buy your late model Monitor windvane, Spectra watermaker, or Icom 802 or 710, AT 130 or 140 tuner, and Pactor modem. Will pay cash and professionally remove. Need these for my 47-ft cruising sailboat. Private party not a dealer. If you are done with cruising or selling your boat, want to buy this gear. Contact Oceansailing@gmail.com or (415) 289-1007.

74-FT MAST. Designed for catamaran. Best offer. (415) 269-5165.

MISCELLANEOUS

HAT OVERBOARD SAUSALITO. Captain lost his favorite hat off Sausalito on 8/25. White canvas, wide brim. Reward: A ride aboard *Pursuit*. (415) 332-2294.

CLUBS & MEMBERSHIPS

SKIPPERS WANTED. Alameda. Single boat owner and need crew? We have crew to help sail your boat. Membership includes PICYA, daysailing, events. Meetings: 2nd Thursday each month, Ballena Bay Yacht Club. Social 6:30pm; Meeting 7:30pm. Guests welcome. More information at www.singlesailors.org or call (510) 239-7245.

PROPERTY SALE/RENT



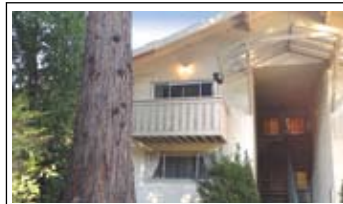
FULLY FURNISHED STUDIO APT. For rent. San Francisco-Noe Valley. \$2,500/mthly, \$175/night, 2 night min.. Fully furnished studio apartment in one of San Francisco's wonderful neighborhoods! Month to month lease or a two-night minimum stay. The space fits one person, long term and 2 persons maximum for a vacation stay. Queen bed, full kitchen, stocked bathroom and fabulous views. (415) 793-5546 or (415) 641-8490 or Castro126@gmail.com.



DELTA WATERFRONT PROPERTY. Gentleman's Ranch. 3 Mile Slough - Rio Vista. \$795,000. 28-acre ranch with 70-foot deep water dock. Property has view of Mt. Diablo. Site for second home. Property features: many outbuildings with water troughs, small corral, etc; livestock (sheep, goats, llamas, alpacas, horses, etc.) production or Ag production (presently hay); hay barn; equipment storage; fruit trees; 1,440 sq ft home with new carpet, paint, appliances, ductless air/heating system, 900 sq ft 2-car garage/shop with built-in cabinets, laundry room, mudroom, office; large carport; security system. For more information, call Rebecca Cabral. www.century21.com. (707) 249-4479 or rc1942@aol.com.



TIBURON CONDO FOR RENT. Tiburon, CA. \$2,400/mo. Fully furnished and equipped. 2 bdrms/1 bath. Close to sailing and other Bayside recreation, wine country, beaches, bike path, hiking. Community pool, high-speed Wi-Fi, washer/dryer. Available anytime with 2 weeks advance notice and deposit; available for Cup races next year. Quick, easy commute to SF waterfront. Lease possible. www.digsville.com/listing_photos.asp?id=34. Contact (415) 383-8200, ext. 103, (415) 250-9334 or chris@latitude38.com.



BAY AREA HIDEAWAY. Mill Valley, CA. Lg 1 bdrm apartment, 2 short, flat blocks from downtown, close to the Bay, beaches and hiking. Upper unit, 2 decks, one by a babbling creek, the other beneath the redwoods. Well equipped AEK w/dish-washer, full bath, queen size bed. Covered parking, washer/dryer on premises. High-speed Wi-Fi, cable, DVD. \$120 a night, 2 night minimum. No smoking, no pets. www.airbnb.com/rooms/160781. (415) 225-0442 or franricowan@yahoo.com.

FREE YOUR BELOVED IN PARADISE

Memorial services at sea, Hawaii
www.ashesatseaoahu.com
(808) 235-2284



Latitude 38 eBooks

FREE ★ AVAILABLE WORLDWIDE ★

www.latitude38.com/ebooks.html

44-FT LIVEABOARD HOME. Point San Pablo Yacht Harbor. Moving. \$25,000/obo. Rustic, safe, quiet. Own your home - with unique and spectacular location, view, and microclimate! Very sound fiberglass and wood. Excellent restoration, 85% complete. Internet and TV dishes. Rare opportunity. (415) 308-1231 or gildelaroza@yahoo.com.

BERTHS & SLIPS

AEOLIAN YACHT CLUB / MARINA. Alameda. A full-facility club with slips, workshop, kitchen and hall. Berths under \$5/foot! Special Discount for New Renters: Every 3rd month free during the first 12 months! Membership required. Reduced initiation fee: \$200. More info at www.aeolianyc.com. (510) 523-2586 or aeolianyc@aol.com.

55-FT END-TIE. Sublease for winter. Marina Plaza Harbor, Sausalito. \$957 a month plus utilities. What a spot! Incredible views, lots of parking, walk 2 everything. Great 4 big boat or cat. Sublease available Nov-May, possible extension. First, last and deposit. (415) 480-9042.

50-FT SLIP, PIER 39, G DOCK-SLIP 22. San Francisco. \$55,000 - Lease to 2034. Next to breakwater - looking out on the Bay. Wow, what a view! Angel Island, Treasure Island, Golden Gate, Oakland Bay Bridge and Alcatraz. Convenience of the marina office and showers nearby. Contact bruceandbarbie@aol.com or (530) 274-2007.

50-FT PRIME SLIP, PIER 39, SF. \$50,000. F-Dock, Slip 11, east side. Protected from wind. Close to gangway, showers and marina office. Covered parking across street with special rates for owners. Contact scorch@tempest-edge.com or (559) 355-6572.

50-FT COMMERCIAL SLIP, PIER 39. San Francisco. \$55,000. Newly constructed J-Dock, slip-6, west side with views of Golden Gate Bridge, Angel Island, and Alcatraz Island. Special rates for owners at Pier 39 parking garage. Sublease until 2034, contact James. (650) 520-4607 or jvandyke100@yahoo.com.

50-FT G-16 BERTH. For sale or lease. Pier 39. Best offer. Great bulkhead location on waterfront, newly dredged. (831) 345-5732 or porisek@hotmail.com.

50-FT BERTH, PIER 39. Price Negotiable. 50-ft berth for sale just in time for America's Cup. Slip J-16 at San Francisco's Pier 39. Contact (408) 954-1000 or office@pestanaprops.com.

CREW

OFFSHORE SAILING VOYAGES. Train aboard *Six String*, 35-ft cutter, departing San Francisco early October, for San Clemente Island (anchor to dive and snorkel), San Diego and Mexico. Intensive one-on-one course conducted at sea. www.rosewindcorporation.com. (970) 635-0346 or shellgamer@aol.com.

JOB OPPORTUNITIES

BOAT REPAIR PERSON. Vallejo. Looking for motivated boat repair people with mechanical experience (gas and diesel engines and outdrives). All around boat and yacht systems knowledge is a must. Competitive pay for right candidate. Respond to: vallejoboatworks@yahoo.com or (707) 554-2813.

SAILBOAT RIGGER. Sausalito, CA. Now hiring sailboat rigger for well established shop in Sausalito, CA. Please email resume to Tom, or call Deb. Salary commensurate with experience. (415) 331-3400 or Tom@SouthBeachRiggers.com.

MARINE TECHNICIAN. Hirschfeld Yacht is a Bay Area leader in the sales, repair, service, installation, and customization of marine diesel engines and generators. We are looking for marine technicians to join our team. Minimum qualifications: 2+ years direct mechanical/electrical experience. Experience with gas and diesel engines ranging from 10-300hp, inboards and outboards. Experience with manufacturers such as Mercruiser, Mercury, Honda, Yamaha, Beta Marine, Yanmar, Perkins, Volvo, or Universal. Expertise in electrical systems with a solid understanding of electrical fundamentals. Clean background check. Must have a California driver's license and car/truck. Must have own tools and mobile tool kit/bag. Preferred qualifications: ABYC Certifications, manufacturer specific certifications, gas/diesel technology certifications, electrical certifications. For more information and to apply, email: hycbetawest@gmail.com.

BUSINESS OPPORTUNITIES

PROFITABLE TOWING AND SALVAGE. Business for sale, Monterey Bay, CA, with two harbors and room to expand. For more information contact: PacificSalvage@gmail.com.



ULI
INFLATABLE SUPS
ULIBOARDS.COM
760.639.1844
VISTA, CA

Save Your Aft!

Using one of our 1900+ patterns or your own pattern, let our craftsmen create a comfortable, durable, and stylish set of all-weather cushions for your cockpit. Find your custom, closed cell foam cushions at www.bottomsiders.com!

BottomSiders

BottomSiders

2305 Bay Avenue
Hoquiam, WA 98550

Call Toll Free: (800) 438-0633

cushions@bottomsiders.com

Fax: 360-533-4474

KATADYN SURVIVOR 35 WATERMAKER

The Survivor is a must for all sea-going vessels and is the most widely used emergency desalinator. It is used by the U.S. and international forces. It is able to produce 4.5 liters of drinkable water per hour. These are unused U.S. government surplus.

Reconditioned by Katadyn **\$950**
Compare to factory new price: \$1,995

For more information or to place an order, please contact one of our sales reps.

Equipment Parts Sales

In the U.S.: (800) 417-2279
Outside the U.S.: (717) 896-9110
email: rod@equipmentpartssales.com



SPECTRA
WATERMAKERS™

EFFICIENT. POWERFUL.
UNSURPASSED CUSTOMER SERVICE.

www.spectrawatermakers.com

NEED CASH FAST?



Advertise your
USED MARINE GEAR
in our

Classy Classifieds

THIS STUFF SELLS FAST!

Deadline is the 18th at 5pm.
See page 154 for details.



(510) 865-2511

YACHT SALES INC. www.helmsyacht.com

Dealer for Seawind Catamarans • Corsair Trimarans • Dragonfly Trimarans



SEAWIND 1160 2008 \$449,000



**PDQ 32 ALTAIR, 2000
\$145,00**



**CORSAIR SPRINT, 2006
\$49,000**

The Terrible Loyalty

The true story of two men, lifelong friends, who ventured into the heart of the endless ocean at its loneliest point in a 20-foot sailboat.

Sandy Moss

"We are all in the same boat on a stormy sea, and we owe each other a terrible loyalty." – G.K. Chesterton

Available at www.amazon.com or scan code



www.pacificmaritimelaw.com

Maritime Law Offices of Jared A. Washkowitz

SF Bay Area | So. Cal. | Hawai'i

Vessel Documentation
Fed. & State Regulation
Charter Parties
Personal Injuries
Wrongful Death
Maritime Liens
Vessel Arrests
Limitation of Liability
Towage



Collision/Allision
Vessel Financing
Cargo Loss & Damage
Longshore Act
Jones Act
Wreck Removal
Salvage
Marine Insurance
+ other practice areas

Email: jaw@pacificmaritimelaw.com

PH: +1 (415) 320-8254 (Calif.) | +1 (808) 840-7410 (Haw.)



got zinc?

boat bottom scrubbing & more...

zinc replacements • propeller changes
thru-hull inspection & replacement



415.331.SAIL www.gotzinc.com william@gotzinc.com



**1,000 Used Sails
Listed at
minneysyachtsurplus.com**

**We Buy Good Used Sails
and Marine Equipment**

MINNEY'S YACHT SURPLUS
1500 Newport Bl., Costa Mesa, CA
949-548-4192 • minneys@aol.com

"We keep boating affordable!"

Bilge Steam Cleaning Oil Changes

Professional service at your slip!!!

MarineLube

877 744-2244

www.MarineLube.biz



Fuel Polishing

Tank Cleaning

SAN DIEGO YACHTS
Dreams for Sale

199 Pacific Hwy., Suite 1104 • San Diego, CA 92101
Tel: (619) 232-1660 • Fax: (619) 232-6990
(800) 729-8454 C.S. Levitetz Yacht Sales



36' FREEDOM, '86...\$59,000 46' HUNTER 460, 2000...\$184,500
44' LANCER, 1980...\$77,000 37' O'DAY, 1981...\$29,000
48' BINGHAM, '76...\$59,900 32' DOWNEAST, '77...\$32,950 28' TRITON, '60...\$6,500

ATLANTIC 57 CATAMARAN™



THE ORIGINAL PILOTHOUSE CATAMARAN
 o Designed for easy shorthanded cruising
 o Spectacular windward performance
 o Cored epoxy/glass/carbon construction

CHRIS WHITE DESIGNS
 TEL: 508-636-6111
www.chriswhitedesigns.com

Best Offer Over \$150,000

1973 Custom Built C&C 43
 Specs and Inventory: www.gregmath.com/b

Completely Restored
 Equipped for World Cruise

With sale to be completed by November 1, 2012
 View *Evening Star* by appointment only at Sausalito Yacht Harbor D Dock, Slip #924

Contact:
 Captain Marco
 at (415) 987-1942
 or (415) 868-2940
captainmarco@cs.com



ADVERTISERS' INDEX

AB Marine..... 6	Berkeley Marine Center 61	Downwind Marine..... 50	Helms Yacht Sales 164	Makela Boatworks..... 122
Alameda Eyes Optometry 91	Blue Pelican 162	Doyle Sails 53	Helmut's Marine Service 160	Marchal Sailmakers..... 122
Almar Marinas..... 47	Blue Water Yacht Insurance..... 48	Dr. LED..... 53	Heritage Marine Insurance..... 8	Marina Bay Yacht Harbor 39
Alpenglow Marine Lights..... 122	Boat Fest..... 37	e Marine Systems..... 136	Heritage Yacht Sales..... 168	Marina de La Paz..... 110
America's Cup Event Authority..... 65-67	Boat Yard at Grand Marina, The..... 20	Easom Rigging..... 91	Hirschfeld Yachts 54	Marina El Cid 151
American Battery 137	BottomSiders..... 163	El Salvador Rally/ Bahia del Sol..... 153	Hogin Sails 12	Marina Mazatlan 41
Aqua Marine..... 150	Brisbane Marina 51	Emery Cove Yacht Harbor 49	Hood Sails..... 21	Marine Lube 164
Architectural Sheet Metal Corporation 131	CYOA Yacht Charters..... 135	Emeryville Marina 123	Hotwire Enterprises..... 162	Marine Outboard Company..... 18
BVI Yacht Charters..... 134	California Professional Divers Association 136	Emeryville on the Bay .. 82-83	Hydrovane..... 152	Mariner's General Insurance..... 112
Bacon Sails & Marine Supplies..... 51	Catamaran Access 166	Equipment Parts Sales..... 163	Interlux Yacht Finishes..... 35	Maritime Institute..... 59
Baja Ha-Ha Sponsors 115-117	City Yachts..... 13	Essex Credit Corp..... 36	Intrepid Landing..... 114	Marotta Yachts..... 170
Baja Ha-Ha Beach Party..... 111	Club Nautique 14, 32	Farallone Yacht Sales..... 15	Iverson's Design 55	Mast Mate 162
Baker, Capt, Mike, Author 97	Commodore Yachts 166	Flying Cloud Yachts 168	JK3 Nautical Enterprises 11	Mathiesen Marine 160
Ballenger Spars..... 12	Conch Charters..... 134	Forespar..... 129	Kissinger Canvas..... 54	Mayne, Larry R., Yacht & Ship Broker 46
Bay Marine Boatworks..... 25	Cover Craft..... 114	Fortman Marina..... 106	KKMI - Boatyard 172	Mazatlan Marine Center/ La Paz Yachts 8
Bay Marine Diesel..... 122	Coyote Point Marina..... 120	Gentry's Kona Marina 136	KKMI - Brokerage..... 169	McDermott Costa Insurance..... 59
Berkeley Marina..... 43	Cruising Yachts 7	Gianola Canvas Products..... 137	Lee Sails 137	McGinnis Insurance..... 62
	Defender Industries..... 56	gotzinc.com 164	Lifeline Batteries 63	Melges Boat Works 57
	Department of Boating & Waterways 107	Grand Marina 2	List Marine Enterprises..... 56	
	DeWitt Studio 137	Hansen Rigging 53	Loch Lomond Marina..... 63	
		Harbor Island West Marina 113	Mack Sails..... 63	

CONTINUED ➤

Commodore



Yachts

*Perfect for cruising
south this winter!*



This Formosa 47 Center Cockpit Cutter Rigged Ketch is fully equipped and ready for cruising. The Center Cockpit layout provides a spacious aft cabin with King size berth, and this particular three-stateroom model features two guest staterooms as well. Beautifully appointed interior with teak joinery work throughout.

(877) 369-3582

www.commodoreyachts.com

THREE NEW LAGOON DESIGNS COMING

NICOLAS CLARIS



LAGOON 400S2

This fall, Lagoon is introducing three new models to the family of world leading, world cruising catamarans.

As always, they come from the design group VPLP. We think VPLP has been the clear leader in high performance multihull design for many years. The amazing success of the Lagoon family is only one part of the proof.

For a close look at the great work of this group, go to their website at: www.vplp.fr. If there's something familiar looking in there, maybe you've heard something about BMW Oracle.

Call us, or write, or watch the various sites for details about the new Lagoons!



www.catamaranaccess.com

(510) 469-3330 · (408) 828-7299

CATAMARAN ACCESS



ADVERTISERS' INDEX – cont'd

Minney's Yacht Surplus ... 164	Pacific Rigging 64	Satellite Phone Store 110	TMM Yacht Charters 135	Wiest, Michael, Yacht Sales 49
Modern Sailing School & Club 31	Paradise Village 33	Scandia Marine 22	Trident Funding 4	West Marine 24, 26, 28
Moody, Ian, Mexico Real Estate 151	Passage Yachts 5	Scanmar International 10	Twin Rivers Marine Insurance 51	West Marine - Rigging 44
Moss, Sandy, Author 164	Pier 39 Marina 59	Schoonmaker Point Marina 30	Uli Boards 163	Westwind Precision Details 45
Multihull Company, The .. 167	Pineapple Sails 3	Seacoast Marine Finance... 96	Vallejo Marina 64	Weta Marine 128
Napa Valley Marina 58	Quickline 61	Seashine 55	Ventura Harbor Boatyard 61	Whale Point Marine Supply 42
New Era Yachts 167	Raiatea Carenage Services 149	Seatech 160	Vessel Electric 131	White, Chris, Designs 165
Nickle Atlantic/Froli Sleep Systems 136	Ramp, The 131	Seaworthy Goods 162	Washkowitz, Jared A., Maritime Law Offices ... 164	Yacht for Sale: 'Evening Star' 165
Norpac Yachts 171	Reliable Marine Electronics 101	South Beach Harbor 40	weatherguy.com 121	Yachtfinders/Windseakers .. 8
North Beach Marine Canvas 45	Richardson Bay Marina 10	South Beach Riggers 45	Wedlock, Ramsay & Whiting Marine Surveyors 121	
North Direct Sails 96	Sage Marine 10	Southbound Solar 152		
North Sails 29	Sail California 16, 17	Spectra Watermakers 163		
Oakland Yacht Club 58	Sail Warehouse, The 160	Sperry Top-Sider 19		
Opequimar Marine Center 150	Sailrite Kits 38	Starbuck Canvas 121		
Outboard Motor Shop 60	Sal's Inflatable Services 12	Start Line Strategies 131		
Owl Harbor Marina 148	San Diego Boat Movers 97	Stem to Stern 60		
Oyster Cove Marina 55	San Diego Yachts 165	Sterling Associates 91		
Pacific Crest Canvas 34	San Francisco Boat Works 130	Strictly Sail Long Beach Boat Show 27		
Pacific Offshore Rigging 97	San Francisco Sailing Company 9	Svendsen's Boat Works 23		
	Sandis 90	Svendsen's Marine 52		
		Swedish Marine 62		
		Swi-Tec America 121		

*Remember
to tell 'em
Latitude
sent you!*



TWO CLASSIC LISTINGS

NEW LISTING



42' PEARSON 424, 1981

This special boat is equipped for extensive cruising. Generator, inverter, watermaker and large sail inventory. Have a look and go cruising! Asking \$75,500

56' FORMOSA, 1981

World famous cruising ketch, *Lost Soul*, outfitted and ready to go again. Ready for inspection at our docks and on our website. Beautiful! \$275,000

LOST SOUL!



REDUCED!



57' ALDEN YAWL, 1931

Own a Master Mariners treasure. \$249,000



50' VALIANT, 2001

An extraordinary yacht ready for your inspection. \$535,000



51' FORMOSA, '79

Ready to cruise the Caribbean. Already there! \$145,000



REDUCED!

36' CATALINA

Ready to sail. Come see. \$35,000

39' CHB Trawler, '79 \$58,500 • 37' HERSHINE, '86 \$79,000 • 30' CATALINA, '80 \$25,900 • 30' SANTANA, '76 \$19,500 • 22' SANTANA, '75 \$3,750



2021 Alaska Packer Pl., Grand Marina, Alameda, CA 94501
sales@newerayachts.com • daboatman@sbcglobal.net
(510) 523-5988 • www.newerayachts.com



THE MULTIHULL COMPANY

THE WORLD'S LEADER IN MULTIHULL SALES AND SERVICE

www.multihullcompany.com

Let the world's largest international catamaran and trimaran brokerage, The Multihull Company, assist you with the purchase or sale of a multihull anywhere in the world.

The Multihull Company offers several distinct differences, from its pioneering buyer/broker program developed by founder Phillip Berman, himself a World Champion catamaran racer and author, to its international print advertisements that reach just the right buyers and sellers of catamarans, to its monthly newsletters that actually help readers understand the market, the latest trends in sailing, and even tackle the recent controversies about electric engines, helm station placement, daggerboards versus keels, etc., to our powerful online presence and social media know-how and U.S. and European boat show participation.

Visit us at www.multihullcompany.com and see why The Multihull Company is truly the choice for sailors around the world. We offer even the casual browser the means to understand the market with expert videos, articles and an extensive selection of catamarans and trimarans listed for sale.

FEATURED WEST COAST LISTINGS



50' CATANA, 2008
Washington
€700,000



38' LEOPARD M3800, 2001
California
\$199,900



38' SPIRITED 380, 2010
Ventura, CA
\$300,000



42' FONTAINE PAJOT
VENEZIA, 1995
Washington \$235,000



40' SEARUNNER 40 TRI, 1979
Washington
\$59,000



36' CORSAIR C36, 2004
San Francisco, CA
\$199,500

SAN FRANCISCO SEATTLE FT. LAUDERDALE CHARLESTON FRANCE TURKEY TRINIDAD TORTOLA ST. MARTIN KOREA

Office Phone: 215-508-2704 West Coast Office: 206-297-1151 email: info@multihullcompany.com

www.heritageyachts.com



54' Jeanneau DS, '06 \$479,000



50' Celestial PH, '00 \$320,000



44' Lafitte, '86 \$129,900



42' Beneteau 423, '06 \$199,999



42' Catalina, '95 \$112,500



41' Hunter DS, '08 \$184,500



40' Lagoon, '10 \$425,000



39' Beneteau 393, '03 \$125,000



38' Hunter, '01 \$99,000



35' Hinterholler Niagara, '82 \$59,950



34' Catalina MkII, '00 \$78,500



28' Catalina, '98 \$39,800



MEMBER
Boat Wizard
MLS
TRADEWINDS.COM

6400 Marina Drive
Long Beach, CA 90803

Flying Cloud Yachts

Sail • BROKERS • Power
www.flyingcloudyachts.net
flyingcloud@verizon.net



Phone (562) 594-9716
Fax (562) 594-0710



36' CATALINA SLOOP, '86 \$59,900



50' KETTENBURG, '64 \$95,000



46' SWAN, '84 ~~\$229,000~~ \$199,000



40' BENETEAU, '08 \$175,000



52' ENDEAVOUR CUTTER, '90 \$275,000



34' TUN HWA DIANA, '83 \$35,000



43' MASON CUTTER, '79 \$139,000



34' PACIFIC SEACRAFT, '88 \$93,000



36' CATALINA MkII, '99 \$79,999



41' DRISCOLL BRUCE KING, '76 \$179,000



40' FORMULA CAT, '88 \$150,000



30' CATALINA TALL RIG, '88 \$29,900

APPROX. 100 LISTINGS ON OUR WEB SITE: www.flyingcloudyachts.net



PASSENGER COI CHARTER VESSEL



PASSENGER COI CHARTER VESSEL

Business and Income Opportunities!

KKMI offers two commercially certified vessels (current USCG COI) with operating businesses available for America's Cup opportunities and beyond. Live your dream of work and play on the water. Call for more info about these rare and profitable opportunities.

Quality Yachts and Unique Opportunities



CHUCK PAINE DESIGN/LYMAN MORSE 54 (2008)
New Morning is described by her designer Chuck Paine as one of the finest performing yachts with one of the most innovative interiors he's ever encountered. **\$1,650,000**



BURGER 72 PILOTHOUSE YACHT (1964)
Papagallo II's luxurious "Onboard Nautical Events" attract intimate parties of two and celebrations of 40-60. Great SF Bay opportunity. **\$595,000**



SKIPPERLINER 63 (1996)
 Steel construction, twin CAT diesels, operates as "Delta Discovery Cruises" certified for Bay and Delta cruises with 83 passengers. **\$275,000**



SWAN 391 (1984)
Ensemble is a classic Ron Holland design. Her teak decks, engine and standing rigging are newer. Her new sails are unused. Clean. **\$129,000**



HINCKLEY BERMUDA 40 MkII Yawl CB (1968)
Invictus is a classic Bill Tripp design in truly excellent condition. Many new updates. **\$119,000**



MUMM/FARR-OVINGTON 30 (1997)
Trunk Monkey is ready to join the SF Bay Class. Well built, spectacular racing history. Many, many upgrades. **\$65,000**



Read about the design, construction and journeys of our newest listing.



www.kkmi.com/yacht-sales

(510) 236-6633 • fax: (510) 231-2355

yachtsales@kkmi.com

530 W. Cutting Blvd., Pt. Richmond, CA 94804

The Bay Area's Premier Boatyard and Brokerage – An Unbeatable Combination

Now accepting quality new listings.

Contact Listing Manager
terri@kkmi.com



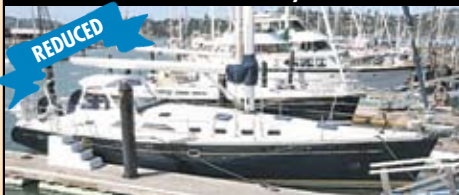
Marotta Yachts of Sausalito

Brokers of Fine Sail and Motor Yachts

415-331-6200 • info@marottayachts.com • www.marottayachts.com

See at: www.marottayachts.com

REDUCED



47' CATALINA 470, 2008 Dark blue hulled beauty shows as new inside and out, only 50 hours on Yanmar. In-boom main, electric winches, bow thruster, custom hard dodger with Barrett Bonded glass. Transferable Sausalito Yacht Harbor slip. **\$375,000**

See at: www.marottayachts.com



41' SCEPTRE CUTTER, 1985
Updated throughout, professionally maintained, transferable Sausalito Yacht Harbor slip. **\$185,000**

See at: www.marottayachts.com



48' ISLANDER SLOOP, 1985
Pacem has had only two long-term owners since new, and shows absolutely beautifully today. New sails. **\$164,900**

See at: www.marottayachts.com



38' TA SHING PANDA, 1983
Gary Grant-designed classic beauty with brightwork and interior showing MUCH newer than her age. New interior upholstery and foam. Sails well, will make a perfect cruiser. **\$129,900**

See at: www.marottayachts.com



38' SABRE MKII, 1990
This particular vessel is very nice both above and below, is well equipped (almost \$100,000 has been spent on upgrades over the past 10 years or so), and sails like a witch! **\$128,900**

See at: www.marottayachts.com



46' MORGAN 462, 1981
This robust center cockpit cruiser has been thoroughly updated and is ready for Mexico. **\$119,000**

See at: www.marottayachts.com



38' UNION POLARIS, 1981 With only one owner since new, *Phantome* 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**

See at: www.marottayachts.com



53' ISLANDER, 1979
Over \$100,000 spent over past several years on this vessel. Rewired, new fuel tanks, extensive upgrades. Owner is motivated to sell IMMEDIATELY. **\$79,000**

See at: www.marottayachts.com



NEW LISTING

37' HUNTER LEGEND 37.5, 1993 The 37.5 was one of Hunter's most popular designs ever and this particular low-time example is very clean inside and out, competitively priced and lying in a Sausalito Yacht Harbor slip that is potentially transferable. **\$67,000**

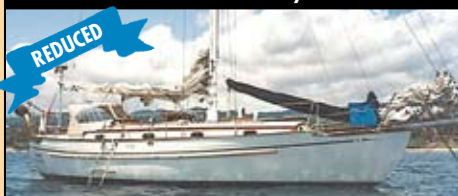
See at: www.marottayachts.com

NEW LISTING



33' WAUQUIEZ, 1984 Classic European sloop shows much newer than actual age — interior in particular shows as new. Major refit '97 included a much more powerful 30 hp diesel, B&G electronics, Harken roller furler, sails, heavy-duty dodger, etc. **\$59,000**

See at: www.marottayachts.com



37' TAYANA, 1977
Nice example of a very popular model with exterior canvas and brightwork in good shape. The Perkins 4-108 diesel runs like a top, and the interior shows well. **\$49,900**

See at: www.marottayachts.com



REDUCED

45' STARRATT & JENKS, 1977
Nice aft cockpit sloop with new Yanmar diesel (\$30,000 project). Great value cruiser or liveaboard. **\$49,000**

See at: www.marottayachts.com

NEW LISTING



36' ISLANDER, 1982 Very attractive (white hull, dark blue cove and red boot stripes) late-model Islander is VERY clean inside and out with Universal diesel installed in 2006, new canvas, updated electronics and interior cushions. **\$47,000**

See at: www.marottayachts.com



41' TARTAN, 1975
S&S designed U.S.-built performance classic in fine shape, sails like a witch, very competitive price. **\$44,000**

See at: www.marottayachts.com



NEW LISTING

30' FORTUNE PILOTHOUSE CUTTER, 1978
This charming custom pilothouse feels WAY bigger than 30'! She also has much new equipment (including new Isuzu diesel installed in '95), shows pride of ownership throughout, and is a must-see. **\$43,500**

at 100 BAY STREET • SAUSALITO • CALIFORNIA 94965 since 1946

NORPAC YACHTS

1150 Brickyard Cove Rd., B9, Pt. Richmond, CA 94801

(510) 232-7200 • FAX (510) 232-7202

email: info@norpacyachts.com

**WE NEED
MORE BOATS...
BUYERS ARE CALLING!
LIST YOUR BOAT
NOW...
IT'S FREE!**



40' VALIANT CUTTER Great blue water cruising design that changed cruisers forever. Loaded w/ cruising gear, color radar, R/F, plotter, nav station, private strms, MORE! Big, strong, performance world cruiser. Asking **\$74,950**



45' CHARTER BOAT: AC SPECTATOR, AT&T Park/McCovey Cove parties, Bay tours, exotic dancers, you-name-it. Liquor license, comfortable & spacious charter yacht w/ tasteful traditional styling/decor. COI for 49 passengers. Turnkey operation; owner retiring. **\$295,000**/pass. seller financing.



40' DUFOUR PERFORMANCE CRUISER Full electronics, roller furling, dodger, fine sail inventory, cruise equipped. Fast, comfortable, in beautiful condition and MORE! Located in Southern California, she's a MUST SEE! Asking **\$159,500**



100' MEGA SLOOP Big, beautiful; loaded with everything you might want for comfort, convenience and performance. 26+ knots under sail. 23' beam, 250 hp Cummins diesel aux, and much more. Asking **\$695,000**



34' ERICSON Sloop. Furling, new sails, self-tailing winches, lines led aft, dodger, radar+. Wheel on pedestal, dbl spreader rig, dbl lifelines, bow & stern pulpits. Loaded w/ gear & fully set up for cruising. Canvas covers & MORE! A beauty & an outstanding vessel w/ many upgrades. Asking **\$49,950**



49' CUSTOM Cold-Molded Ketch by Reliant. Beautiful Hankerson design. Powerful and seaworthy bluewater cruiser. Built '91. Yanmar diesel, furling, self-tailers, aux. genset, full galley, full electronics and MORE! MUST BE SEEN. A BARGAIN AT... Asking **\$59,950**



40' X-YACHTS X-119 HIGH-PERFORMANCE sloop. Renowned Danish performance cruiser/ racer. Loaded with gear and high tech sails. Proven bluewater cruiser and race winner. **\$109,000**



42' GRAND BANKS Classic in Delta-covered berth. Twin diesels, AC, heat, Onan, swim plat, FB and PH helms, aft stateroom. Very nice, clean, properly equipped and well maintained yacht at a remarkably reasonable price. Asking **\$79,500**

46' ISLAND TRADER MOTORSAILER KETCH F/G, diesel, in/out wheel steering, queen aft plus double and single staterooms, two enclosed heads with showers and tub, AIS transponder, radar, AP, roomy, more! **\$89,950**

28' SOUTHERN CROSS Cutter. Famous top quality pocket cruiser designed by renowned naval architect Thomas Gilmer. Diesel, double-ender, FG. Known for seaworthiness and beauty, these fine craft are rare on the West Coast. A great opportunity. Asking **\$17,950**

35' TIARA 3500 XL EXPRESS CRUISER Comfort, elegance & performance in one ultra-clean package. Twin 502 XL Crusaders. Roomy & luxurious, these powerhouses are well respected for their fit, finish & overall quality in the powerboat community & elsewhere. Asking **\$114,000**

46' LAKE UNION CLASSIC CRUISER, 1930. Restored/rebuilt, excellent cond., new dsls, new genset, rewired/reframed/refastened, radar, MORE! She could cruise to Seattle tomorrow. Premium covered Marin berth. Dsl cabin heat. Great liveaboard/cruiser. Asking **\$69,995**

49' CUSTOM Cold-Molded Ketch by Reliant. Beautiful Hankerson design. Powerful and seaworthy bluewater cruiser. Built '91. Yanmar diesel, furling, self-tailers, aux. genset, full galley, full electronics and MORE! MUST BE SEEN. A BARGAIN AT... Asking **\$59,950**

40' X-YACHTS X-119 HIGH-PERFORMANCE sloop. Renowned Danish performance cruiser/ racer. Loaded with gear and high tech sails. Proven bluewater cruiser and race winner. **\$109,000**

42' GRAND BANKS Classic in Delta-covered berth. Twin diesels, AC, heat, Onan, swim plat, FB and PH helms, aft stateroom. Very nice, clean, properly equipped and well maintained yacht at a remarkably reasonable price. Asking **\$79,500**

46' ISLAND TRADER MOTORSAILER KETCH F/G, diesel, in/out wheel steering, queen aft plus double and single staterooms, two enclosed heads with showers and tub, AIS transponder, radar, AP, roomy, more! **\$89,950**

28' SOUTHERN CROSS Cutter. Famous top quality pocket cruiser designed by renowned naval architect Thomas Gilmer. Diesel, double-ender, FG. Known for seaworthiness and beauty, these fine craft are rare on the West Coast. A great opportunity. Asking **\$17,950**

35' TIARA 3500 XL EXPRESS CRUISER Comfort, elegance & performance in one ultra-clean package. Twin 502 XL Crusaders. Roomy & luxurious, these powerhouses are well respected for their fit, finish & overall quality in the powerboat community & elsewhere. Asking **\$114,000**

46' LAKE UNION CLASSIC CRUISER, 1930. Restored/rebuilt, excellent cond., new dsls, new genset, rewired/reframed/refastened, radar, MORE! She could cruise to Seattle tomorrow. Premium covered Marin berth. Dsl cabin heat. Great liveaboard/cruiser. Asking **\$69,995**

49' CUSTOM Cold-Molded Ketch by Reliant. Beautiful Hankerson design. Powerful and seaworthy bluewater cruiser. Built '91. Yanmar diesel, furling, self-tailers, aux. genset, full galley, full electronics and MORE! MUST BE SEEN. A BARGAIN AT... Asking **\$59,950**

40' X-YACHTS X-119 HIGH-PERFORMANCE sloop. Renowned Danish performance cruiser/ racer. Loaded with gear and high tech sails. Proven bluewater cruiser and race winner. **\$109,000**

42' GRAND BANKS Classic in Delta-covered berth. Twin diesels, AC, heat, Onan, swim plat, FB and PH helms, aft stateroom. Very nice, clean, properly equipped and well maintained yacht at a remarkably reasonable price. Asking **\$79,500**

46' ISLAND TRADER MOTORSAILER KETCH F/G, diesel, in/out wheel steering, queen aft plus double and single staterooms, two enclosed heads with showers and tub, AIS transponder, radar, AP, roomy, more! **\$89,950**

28' SOUTHERN CROSS Cutter. Famous top quality pocket cruiser designed by renowned naval architect Thomas Gilmer. Diesel, double-ender, FG. Known for seaworthiness and beauty, these fine craft are rare on the West Coast. A great opportunity. Asking **\$17,950**

35' TIARA 3500 XL EXPRESS CRUISER Comfort, elegance & performance in one ultra-clean package. Twin 502 XL Crusaders. Roomy & luxurious, these powerhouses are well respected for their fit, finish & overall quality in the powerboat community & elsewhere. Asking **\$114,000**

46' LAKE UNION CLASSIC CRUISER, 1930. Restored/rebuilt, excellent cond., new dsls, new genset, rewired/reframed/refastened, radar, MORE! She could cruise to Seattle tomorrow. Premium covered Marin berth. Dsl cabin heat. Great liveaboard/cruiser. Asking **\$69,995**

49' CUSTOM Cold-Molded Ketch by Reliant. Beautiful Hankerson design. Powerful and seaworthy bluewater cruiser. Built '91. Yanmar diesel, furling, self-tailers, aux. genset, full galley, full electronics and MORE! MUST BE SEEN. A BARGAIN AT... Asking **\$59,950**

40' X-YACHTS X-119 HIGH-PERFORMANCE sloop. Renowned Danish performance cruiser/ racer. Loaded with gear and high tech sails. Proven bluewater cruiser and race winner. **\$109,000**

42' GRAND BANKS Classic in Delta-covered berth. Twin diesels, AC, heat, Onan, swim plat, FB and PH helms, aft stateroom. Very nice, clean, properly equipped and well maintained yacht at a remarkably reasonable price. Asking **\$79,500**

46' ISLAND TRADER MOTORSAILER KETCH F/G, diesel, in/out wheel steering, queen aft plus double and single staterooms, two enclosed heads with showers and tub, AIS transponder, radar, AP, roomy, more! **\$89,950**

28' SOUTHERN CROSS Cutter. Famous top quality pocket cruiser designed by renowned naval architect Thomas Gilmer. Diesel, double-ender, FG. Known for seaworthiness and beauty, these fine craft are rare on the West Coast. A great opportunity. Asking **\$17,950**

35' TIARA 3500 XL EXPRESS CRUISER Comfort, elegance & performance in one ultra-clean package. Twin 502 XL Crusaders. Roomy & luxurious, these powerhouses are well respected for their fit, finish & overall quality in the powerboat community & elsewhere. Asking **\$114,000**

46' LAKE UNION CLASSIC CRUISER, 1930. Restored/rebuilt, excellent cond., new dsls, new genset, rewired/reframed/refastened, radar, MORE! She could cruise to Seattle tomorrow. Premium covered Marin berth. Dsl cabin heat. Great liveaboard/cruiser. Asking **\$69,995**

49' CUSTOM Cold-Molded Ketch by Reliant. Beautiful Hankerson design. Powerful and seaworthy bluewater cruiser. Built '91. Yanmar diesel, furling, self-tailers, aux. genset, full galley, full electronics and MORE! MUST BE SEEN. A BARGAIN AT... Asking **\$59,950**

40' X-YACHTS X-119 HIGH-PERFORMANCE sloop. Renowned Danish performance cruiser/ racer. Loaded with gear and high tech sails. Proven bluewater cruiser and race winner. **\$109,000**

42' GRAND BANKS Classic in Delta-covered berth. Twin diesels, AC, heat, Onan, swim plat, FB and PH helms, aft stateroom. Very nice, clean, properly equipped and well maintained yacht at a remarkably reasonable price. Asking **\$79,500**

46' ISLAND TRADER MOTORSAILER KETCH F/G, diesel, in/out wheel steering, queen aft plus double and single staterooms, two enclosed heads with showers and tub, AIS transponder, radar, AP, roomy, more! **\$89,950**

28' SOUTHERN CROSS Cutter. Famous top quality pocket cruiser designed by renowned naval architect Thomas Gilmer. Diesel, double-ender, FG. Known for seaworthiness and beauty, these fine craft are rare on the West Coast. A great opportunity. Asking **\$17,950**

35' TIARA 3500 XL EXPRESS CRUISER Comfort, elegance & performance in one ultra-clean package. Twin 502 XL Crusaders. Roomy & luxurious, these powerhouses are well respected for their fit, finish & overall quality in the powerboat community & elsewhere. Asking **\$114,000**

46' LAKE UNION CLASSIC CRUISER, 1930. Restored/rebuilt, excellent cond., new dsls, new genset, rewired/reframed/refastened, radar, MORE! She could cruise to Seattle tomorrow. Premium covered Marin berth. Dsl cabin heat. Great liveaboard/cruiser. Asking **\$69,995**

49' CUSTOM Cold-Molded Ketch by Reliant. Beautiful Hankerson design. Powerful and seaworthy bluewater cruiser. Built '91. Yanmar diesel, furling, self-tailers, aux. genset, full galley, full electronics and MORE! MUST BE SEEN. A BARGAIN AT... Asking **\$59,950**

40' X-YACHTS X-119 HIGH-PERFORMANCE sloop. Renowned Danish performance cruiser/ racer. Loaded with gear and high tech sails. Proven bluewater cruiser and race winner. **\$109,000**

42' GRAND BANKS Classic in Delta-covered berth. Twin diesels, AC, heat, Onan, swim plat, FB and PH helms, aft stateroom. Very nice, clean, properly equipped and well maintained yacht at a remarkably reasonable price. Asking **\$79,500**

46' ISLAND TRADER MOTORSAILER KETCH F/G, diesel, in/out wheel steering, queen aft plus double and single staterooms, two enclosed heads with showers and tub, AIS transponder, radar, AP, roomy, more! **\$89,950**

28' SOUTHERN CROSS Cutter. Famous top quality pocket cruiser designed by renowned naval architect Thomas Gilmer. Diesel, double-ender, FG. Known for seaworthiness and beauty, these fine craft are rare on the West Coast. A great opportunity. Asking **\$17,950**

35' TIARA 3500 XL EXPRESS CRUISER Comfort, elegance & performance in one ultra-clean package. Twin 502 XL Crusaders. Roomy & luxurious, these powerhouses are well respected for their fit, finish & overall quality in the powerboat community & elsewhere. Asking **\$114,000**

46' LAKE UNION CLASSIC CRUISER, 1930. Restored/rebuilt, excellent cond., new dsls, new genset, rewired/reframed/refastened, radar, MORE! She could cruise to Seattle tomorrow. Premium covered Marin berth. Dsl cabin heat. Great liveaboard/cruiser. Asking **\$69,995**

49' CUSTOM Cold-Molded Ketch by Reliant. Beautiful Hankerson design. Powerful and seaworthy bluewater cruiser. Built '91. Yanmar diesel, furling, self-tailers, aux. genset, full galley, full electronics and MORE! MUST BE SEEN. A BARGAIN AT... Asking **\$59,950**

40' X-YACHTS X-119 HIGH-PERFORMANCE sloop. Renowned Danish performance cruiser/ racer. Loaded with gear and high tech sails. Proven bluewater cruiser and race winner. **\$109,000**

42' GRAND BANKS Classic in Delta-covered berth. Twin diesels, AC, heat, Onan, swim plat, FB and PH helms, aft stateroom. Very nice, clean, properly equipped and well maintained yacht at a remarkably reasonable price. Asking **\$79,500**

46' ISLAND TRADER MOTORSAILER KETCH F/G, diesel, in/out wheel steering, queen aft plus double and single staterooms, two enclosed heads with showers and tub, AIS transponder, radar, AP, roomy, more! **\$89,950**

28' SOUTHERN CROSS Cutter. Famous top quality pocket cruiser designed by renowned naval architect Thomas Gilmer. Diesel, double-ender, FG. Known for seaworthiness and beauty, these fine craft are rare on the West Coast. A great opportunity. Asking **\$17,950**

35' TIARA 3500 XL EXPRESS CRUISER Comfort, elegance & performance in one ultra-clean package. Twin 502 XL Crusaders. Roomy & luxurious, these powerhouses are well respected for their fit, finish & overall quality in the powerboat community & elsewhere. Asking **\$114,000**

46' LAKE UNION CLASSIC CRUISER, 1930. Restored/rebuilt, excellent cond., new dsls, new genset, rewired/reframed/refastened, radar, MORE! She could cruise to Seattle tomorrow. Premium covered Marin berth. Dsl cabin heat. Great liveaboard/cruiser. Asking **\$69,995**

49' CUSTOM Cold-Molded Ketch by Reliant. Beautiful Hankerson design. Powerful and seaworthy bluewater cruiser. Built '91. Yanmar diesel, furling, self-tailers, aux. genset, full galley, full electronics and MORE! MUST BE SEEN. A BARGAIN AT... Asking **\$59,950**

40' X-YACHTS X-119 HIGH-PERFORMANCE sloop. Renowned Danish performance cruiser/ racer. Loaded with gear and high tech sails. Proven bluewater cruiser and race winner. **\$109,000**

42' GRAND BANKS Classic in Delta-covered berth. Twin diesels, AC, heat, Onan, swim plat, FB and PH helms, aft stateroom. Very nice, clean, properly equipped and well maintained yacht at a remarkably reasonable price. Asking **\$79,500**

46' ISLAND TRADER MOTORSAILER KETCH F/G, diesel, in/out wheel steering, queen aft plus double and single staterooms, two enclosed heads with showers and tub, AIS transponder, radar, AP, roomy, more! **\$89,950**

28' SOUTHERN CROSS Cutter. Famous top quality pocket cruiser designed by renowned naval architect Thomas Gilmer. Diesel, double-ender, FG. Known for seaworthiness and beauty, these fine craft are rare on the West Coast. A great opportunity. Asking **\$17,950**

35' TIARA 3500 XL EXPRESS CRUISER Comfort, elegance & performance in one ultra-clean package. Twin 502 XL Crusaders. Roomy & luxurious, these powerhouses are well respected for their fit, finish & overall quality in the powerboat community & elsewhere. Asking **\$114,000**

46' LAKE UNION CLASSIC CRUISER, 1930. Restored/rebuilt, excellent cond., new dsls, new genset, rewired/reframed/refastened, radar, MORE! She could cruise to Seattle tomorrow. Premium covered Marin berth. Dsl cabin heat. Great liveaboard/cruiser. Asking **\$69,995**

49' CUSTOM Cold-Molded Ketch by Reliant. Beautiful Hankerson design. Powerful and seaworthy bluewater cruiser. Built '91. Yanmar diesel, furling, self-tailers, aux. genset, full galley, full electronics and MORE! MUST BE SEEN. A BARGAIN AT... Asking **\$59,950**

40' X-YACHTS X-119 HIGH-PERFORMANCE sloop. Renowned Danish performance cruiser/ racer. Loaded with gear and high tech sails. Proven bluewater cruiser and race winner. **\$109,000**

42' GRAND BANKS Classic in Delta-covered berth. Twin diesels, AC, heat, Onan, swim plat, FB and PH helms, aft stateroom. Very nice, clean, properly equipped and well maintained yacht at a remarkably reasonable price. Asking **\$79,500**

46' ISLAND TRADER MOTORSAILER KETCH F/G, diesel, in/out wheel steering, queen aft plus double and single staterooms, two enclosed heads with showers and tub, AIS transponder, radar, AP, roomy, more! **\$89,950**

28' SOUTHERN CROSS Cutter. Famous top quality pocket cruiser designed by renowned naval architect Thomas Gilmer. Diesel, double-ender, FG. Known for seaworthiness and beauty, these fine craft are rare on the West Coast. A great opportunity. Asking **\$17,950**

35' TIARA 3500 XL EXPRESS CRUISER Comfort, elegance & performance in one ultra-clean package. Twin 502 XL Crusaders. Roomy & luxurious, these powerhouses are well respected for their fit, finish & overall quality in the powerboat community & elsewhere. Asking **\$114,000**



*Let the professionals paint your boat this year.
You'll save time, money and your manicure!*

HOME

SERVICES

LOCATIONS

STORE

YACHT SALES

GENERAL YARD

HAULS & LOADING

BOTTOM PAINTING
& REPAIR

FINISH PAINTING
& DETAILING

GEL COAT
& FIBERGLASS

WELDING
& FABRICATION

WOODWORKING
& CABINETRY

SYSTEMS & EQUIPMENT

RIGGING

ENGINES

ELECTRONICS

BOTTOM PAINTING & REPAIR



Since bottom painting is a routine maintenance task, we've streamlined the process by providing you with an inclusive Package Price. Rather than paying an hourly labor rate plus the cost of materials, our years of experience (and highly efficient Team) allows us to provide you with a fixed price for this service. Call or email us for pricing on your boat!

KKMI is also skilled in:

- ▶ Repairing blisters
- ▶ Keel repairs
- ▶ Rudder repairs
- ▶ Structural repairs



EVERY FEW YEARS...the bottom of the boat needs to be repainted. Some owners pick the yard that's closest to their marina and others shop for the best price. For our boat...we've selected KKMI. They offer superb quality, great value and unsurpassed expertise. With two locations, they're also convenient to most marinas on the Bay. If you've never hauled at KKMI before...I'd give them a call. You'll be happy you did. Speaking of hauling...if you are an experienced professional in the marine industry and are looking to join a winning team...give KKMI a call. They have openings in their mechanical, rigging, electronics and travelift departments and would love to hear from you.

PT. RICHMOND (510) 235-5564

SAUSALITO (415) 332-5564

WWW.KKMI.COM