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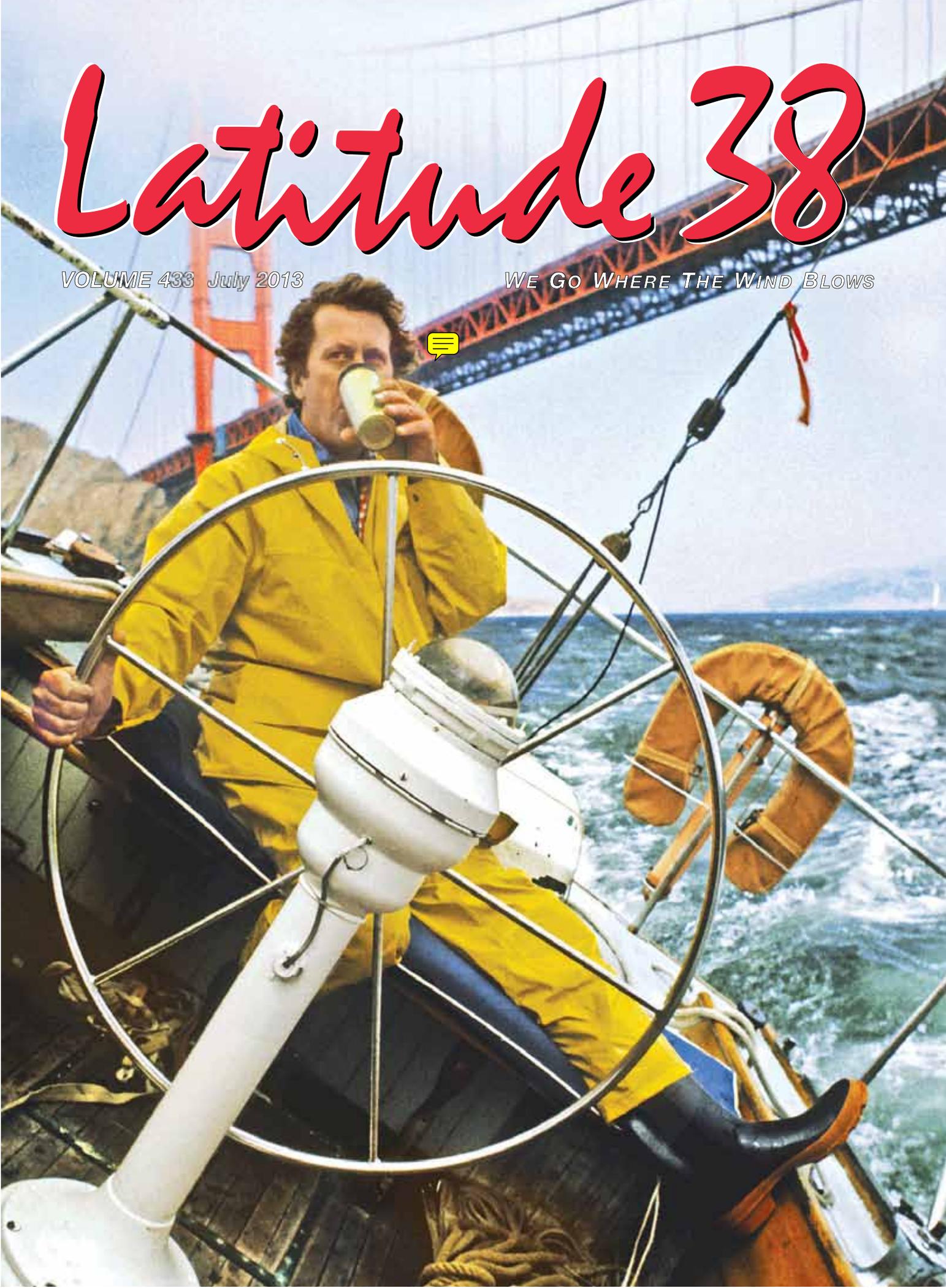
VOLUME 433 July 2013

WE GO WHERE THE WIND BLOWS



JULY 2013

VOLUME 433



MASTER MARINERS REGATTA 2013 —

Jay Gardner was having a great time crewing aboard his former boat *Ingwe* during the Master Mariners Regatta May 25, until the finish line was in sight. It was then that he noticed his wedding ring was missing. With *Ingwe*, a 38-ft Ingrid ketch, on pace to win the Marconi II division, he only had time for a cursory look around before repacking the mizzen staysail and getting back on deck to witness the finish with his wife Pam and the boat's new owner, Ava Roy.

After a hard-fought battle, *Ingwe* did indeed triumph in her class, beating such formidable MMR regulars as Dee and Dean Lozier's *Unda* and Bob Rodgers' *Sunda*. Skipper Roy was ecstatic about her first win with the boat — despite Jay's troubled mood as he went

ashore for the post-race party at the Encinal YC — an event almost as legendary as the regatta itself!

If you're not familiar with this annual Memorial Day weekend contest, it's the highlight of the spring and summer season for lovers of classic and traditional boats. And for many who compete, it's the one day of the year when they measure the speed of their vessels on a race course.

This year's turnout was as fine a spectacle as ever, with 48 starters — ranging from 23 feet to 85 feet — in 13 divisions. All sorts of classics were represented, from salty gaff schooners and ketches to sleek sloops and cutters. There were newcomers like *Waterwitch*, new owners like *Ingwe's* Roy, and the return of former MMR competitors such as the 40-ft Chapelle schooner *Bluenose* and the Farallon Clipper *Ouessant* — the latter returning to the race with a new owner, plus fresh paint and varnish, after a six-year absence.

With sunny skies and a fair breeze on most of the course, conditions were generally ideal.

But there were some light spots. A few boats even had to anchor at Southampton Shoals to keep from losing ground in the ebb, while a half-hour later they were screaming to the finish.

Due to the disparity of rig and hull types, courses ranged from 12 nm for the little Bear Boats, to 14 nm for small gaff sailboats, to 17 nm for Ocean Class sailboats.

Few regattas on the Bay can claim the Master Mariners' heritage. The first race was run in 1896 with real working



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The Chapelle gaffer 'Bluenose' was impressive, finishing nearly 10 minutes ahead of the always well-sailed 'Brigadoon'.

ships competing, and the proceeds went to widows and orphans of sailors who'd been injured or lost at sea. The boats were sponsored, as they are to this day. And competition was often fierce. Despite a few lapses over the years, the regatta is still going strong. And while this year's turnout may have been a bit smaller than previous fleets, it's still one of the largest wooden and classic boat fleets in the country.

As always, the starting line was off the Cityfront near the St. Francis YC, and this year all but three starters crossed the finish line behind Treasure Island. The MMR is set up as a 'pursuit' race, with many different starting times based on handicaps. (The slowest boats start first; the fastest, last.) This simple handicapping system makes it easy to



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If you've ever noticed how low-slung the boom is on a Bird Boat, you know why the winning crew on 'Curlew' wore helmets.

over the boat several more times in a fruitless search for his ring. He finally decided if it had to be lost, what better time and place than aboard the boat he and Pam had owned for 30 years — and what better place and time than a division win at the 2013 Master Mariners.

Actually, it would be tough for anyone to maintain a long face after such a great day of sailing, especially after coming



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MAGIC ON THE WATER



but there's also usually fierce competition in several classes. And in several classes there is more than just bragging rights and a trophy at stake — there is family honor to protect! Protests are rare, as the overall emphasis is on good-natured fun. Many of the boats, such as Terry Klaus' 50-ft Herreshoff schooner *Brigadoon*, have competed in the regatta over 35 years.

As the name implies, the largest boats are in the Big Schooner division. Each year the schooners *Seaward*, *Alma*, *Gaslight* and *Freda B* sail hard and fast to try take home the prize. The

scow schooner *Alma*, built in 1891, is owned and operated by National Park Service, and is the last working scow of her type. Her competition are all local charter boats: Billy Martinelli's replica scow schooner *Gas Light*, SF Bay Adventures' *Freda B*, and *Seaward*, which is owned by the Sausalito nonprofit Call of the Sea.

This year competition was particularly hot among the big schooners. Martinelli had planned to sail *Gaslight* as a spectator boat this year. But he had a last-minute change of heart, and made a very strong showing in the race. All the schooners sailed hard, but *Freda B* sailed the best, taking her first win from the faster Marconi-rigged *Seaward*. *Gaslight* and

Seaward were hard on *Freda B*'s heels during most of the race, but *Freda B* inched ahead to cross the finish line first.

Freda's captain, Paul Dines, figures that pre-race training with his race crew paid off. "We got a very good start," recalls Dines, "but *Gas Light* was close to us through the whole race. They were tough to catch, but after the Southampton mark, *Freda B* was able to point a little higher for the final beat to the finish."

The smallest one design boats in the



The replica scow schooner 'Gas Light' held off 'Freda B' early in the race, but 'Freda' eventually got by her to win the Big Schooner class.

fleet were 23-ft Bear Boats, designed in the 1930s. Most were built at Sausalito's Nunes Brothers Boatyard over several decades, and many are still going strong today. Seven Bears made it to the start this year. Margie Siegal's *Huck Finn* squeaked out a win over Dave Sandry's *Puff* by 10 seconds, with Peter Miller's *Kodiak* arriving a minute later.

Another San Francisco Bay-centric one design class that's still very active is the Bird Boat (30 feet). Having raced continuously since their introduction here in 1922, they are the oldest one design

tell which boat wins each class: the one that crosses the finish line first.

While most of the boats are 'woodies', a few are non-wood 'classic' designs and are thus accepted in the fleet. In fact, the three largest schooners — the 79-ft *Freda B*, the 82-ft *Seaward* and the 72-ft *Gaslight* — all have steel hulls, despite their traditional designs and rigs.

The fleet is divided between gaffers and Marconi rigs, then further divided by size. Overall, the competitors' attitudes could be described as friendly rivalries,

Below: The bright-finished 'Olive' is chased to the finish by 'Morning Star' and 'Puff' off Treasure Island. Spread: Wonderful woodies.



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MASTER MARINERS REGATTA 2013 —

class on the West Coast. This year, Bill Claussen's *Curlew* beat James Joseph's *Skylark*, with William Stuckey's *Polly* in third, not far behind.



Launched the same year as the Great San Francisco Earthquake (1906), 'Polaris' is a tangible connection to a bygone era.

To recap some of the other classes: In Gaff I division, Dennis Pietso's *Bluenose* pulled a surprise win over the often-indomitable *Brigadoon*, and Doug Tiffany's *Waterwitch* took third. Peitso recently brought *Bluenose* back to the Bay after a 20-year hiatus in Southern California. For him and his crew, it was an unforgettable day: "The race was incredible. There were literally dolphins at every mark — Harding, Yellow Bluff, etc. — it was just magic!" Thanks for bringing *Bluenose* back to the Bay, Dennis, and thanks for bringing out the magic!

Waterwitch, a copy of Joshua Slocum's famous *Spray*, was built at the (now defunct) Allemand Brothers Boatyard in San Francisco over a period of

"The race was incredible. There were literally dolphins at every mark."

21 years by shipwright/sailor George Knoller. She was launched in 1991 as *Stormalong*. Tiffany bought her in rough shape, long after Knoller had passed away. He restored her to her original seaworthiness, renamed her *Waterwitch* and brought her out to strut her stuff in her first-ever Master Mariners.

In the Gaff II division, Spaulding Wooden Boat Center's ever-popular gaff-rigged sloop *Polaris* (built in 1906),

battled Steve Carlson's *Seaqwest* and Hans List's *Sequester*, finishing in that order, but with only 37 seconds separating second and third. According to owner Hans List, *Sequester*'s crew found the wind so light near the Southampton Shoals mark, "we had to anchor briefly to keep from drifting astern!"

The largest class in terms of number of boats, and one of the most competitive, is often the Marconi I division. This year six boats tried for a win, with the 51-ft ketch *Pegasus* taking the trophy from the elegant, 48-ft *Elizabeth Muir* (second) and Tim Murison's ever-competitive 44-ft Island Clipper *Bolero* (third).

The Marconi II division featured Roy's surprise win aboard *Ingwe* over *Unda*, *Sunda*, and *Kismet*. The 'surprise' was not only that Roy had bought the boat only two years before, but that her boyfriend Charles Gurke sailed with her — against his own father, Dean Gurke, who owns *Unda*! Similarly, father Tom List raced aboard *Polaris* against his son Hans on *Sequester*. Talk about divided loyalties!

The Marconi III division saw longtime Etchells champion Kers Klausen sail his restored Hurricane sloop *Random* to a win over *Vectis* and *Viking Red*. *Random* has been in Klausen's family for 54 years, and was restored in recent years with the hope that she'll still be competing in another 50 years.

Eos took honors in the Marconi IV division, with *Olive* and *Morning Star* finishing second and third. Keith Dunlop explained that he and Steve Mavromihalis bought *Eos* eight years ago as a derelict boat in Los Angeles and restored her. Dunlop also may have felt some of the magic Dennis Peito described earlier: "Sailing this year's race was a perfect venue for her light cedar hull and hard-chined bottom, with some very fast off-the-wind performance," said Dunlop. "Oh yeah, that and some new sails from Hood."

Boats in the Ocean I class sailed the longest course — 17 miles. In it were two 38-ft Farallon Clippers, *Credit* and *Ouessant*, and George Kiskaddon's 33-ft S&S sloop, *Spirit*, which took division honors. Although *Ouessant* finished only third, it was the debut Master Mariners race for new owner Jennifer Hinkel and she was thrilled.

The last class to start was the very competitive Ocean II division, which also sailed a 17-nm course. The race's

last starter, Ron MacAnnan's tirelessly restored M Class sloop *Pursuit*, may have been favored to overtake her competition and win, but the necessity of a minor rigging repair prior to the start made her 15 minutes late to the line, leaving the Seaborn 46 *Kate II* and the S&S 52 *Bounty* to joust for the division win. In one of the fleet's closest finishes, *Kate II* beat *Bounty* by less than a minute, with



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the mighty *Pursuit* charging across eight minutes later.

After the race, the owners and their crews enjoyed the warm hospitality of the Encinal Yacht Club. All agreed that it was a good day to race, and for Paul Dines, Ava Roy, Kers Klausen, Dennis Peitso and few others, an even better day

to win.

And Jay's ring? Upon bringing *Ingwe* back to her new home berth at Point San Pablo Yacht Harbor, owner Ava Roy repacked and stowed all the gear. Remembering that Jay had lost his ring while packing the mizzen staysail, she took that sail out of its bag, and checked its folds and creases. Nothing. So she began stuffing it back in its bag, and on

nearly the last fold, the ring literally fell into her hand.

And that sums up what the Master Mariners was all about this year: a little 'magic' for everyone, and a storybook ending for Ava: winning her class and finding the ring.

— **john 'woody' skoriak**

For complete results visit the MMBA website: www.mastermainers.org



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LATITUDE / ANDY



LATITUDE / ANDY



Clockwise from upper left: 'Bounty' charges; 'Sequester' leads 'Makani Kai'; Ron Mac-Annan shares tactics with helmsman Doug Finley on 'Pursuit'; 'Bolero' looking sweet; a forest of woodies at EYC; 'Spirit' roars toward the finish; the Encinal docks were packed; 'Random' shows her winning form; 'Kate II's big chute drives her to victory.

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WOODY SKORIAK

MADE IN SANTA CRUZ

Made in Santa Cruz Race Week came in like a lion and went out like a lamb. But the excitement built from the beginning, on Memorial Day weekend, to the end, on the first weekend of June.

Like many great ideas, MISCRW was conjured up over drinks at the bar. “This was hatched at the Santa Cruz YC bar by builders and designers who thought we should have a homecoming for boats born here,” said Regatta Committee Chair Beau Vrolyk. “Bret Gripenstraw, the event chair, has been working on this for more than three years.”

Express 37 Regatta

The Carl Schumacher-designed Express 37 was built by Alsberg Brothers Boatworks in Santa Cruz in the '80s. Seven of them raced at MISCRW, including *Escape*, borrowed by builder Terry Alsberg. With the majority of boats based in the Bay Area, the small fleet requested to race on Saturday and Sunday in order to use Memorial Day Monday for the delivery home. The wind topped 30 knots on both days.

Sunday started out light enough for a postponement before the breeze built to a steady 30 at the top of the course. For the last race, they were given a three-times-around course. “At the final windward mark rounding, everyone was primed to hoist,” said *Golden Moon* skipper Kame Richards. “We saw 30 knots and we bore away. I said, ‘Hold, hold, hold.’ It was too windy.” *GM* had enough of a lead that they didn’t need to set. Halfway through that final run, the wind settled down to 26 knots and they finally hoisted the kite.

Golden Moon won four out of five races. Brendan Busch’s *Spy vs. Spy*

other Express 37 sailors gave props to Jack Peurach’s *Elan*, the only one of them who had completed Friday’s even windier Spinnaker Cup to Monterey.

PHRF Regatta

Overlapping with the Express 37s were the PHRF MISC boats, racing on Sunday and Monday. “Sunday was a good day for us,” said Jack Gordon, skipper of the SC50 *Roller Coaster*. “It didn’t blow over 30, so that was more tolerable than the Spinnaker Cup, which got up to 40. In the third race, we lost the main halyard, and we just kept going on the #3 jib while we got the main back up on a spinnaker halyard. We really didn’t slow down. We never had to jibe — we brought the pole all the way back and sailed a little by the lee.”

Gordon described “a mishmash of boats” in PHRF — the Olson 30 prototype *Pacific High*, Jay Crum’s Olson 30 *Piñata*, the SC40 *Camelot*, and the SC50 *Deception*, which joined them on Sunday on the way north from the Spinnaker Cup. Shana Bagley, crew on *Deception*, said, “The forecast was for not more than 20, but it was breezy, lumpy and wet. We had the wrong layers on. It was a lot of fun though — makes the delivery home easier to digest.” Another *Deception* crew, Sue Alexander, said, “After Spinnaker Cup, we sailed up here Saturday in this. I thought I’d get to see some whales. Instead I got to see some barf.” *Deception* took advantage of Monday’s weather window to high-tail it home to the Bay.

Monday turned out quite different, as a weak low-pressure system dragged

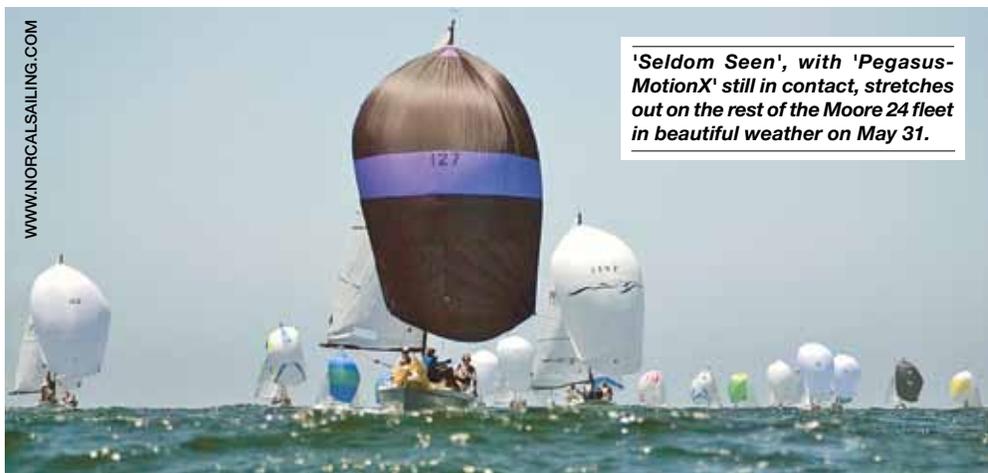


#1 for the first race,” said Crum. In the second race, the wind died at the leeward mark, and the race committee shortened course. “Sunday we hung on for dear life; Monday we prayed for wind,” said Rainy Bassano of *Pacific High*. “But we didn’t crash, didn’t break anything, and no one got hurt.”

Three partner-couples — Dennis and Rainy Bassano, Don and Susie Snyder, and Ellen Neale and a surfboard shaper by the name of George Olson — designed and built *Pacific High* 35 years ago.

“We were sailing home from Hawaii on *Merlin* after the Transpac in ‘77,” explained Susie. “We wanted to design a boat that could beat the Santa Cruz 27s. We sailed into the Pacific High during the delivery and that’s where the name comes from. We conceptualized and built the boat in five months. Before we were even done, someone from Santa Barbara offered money to George to build the Olson 30. He built the mold, but it’s not quite the same. We sailed with them in one design before they caught on and kicked us out. By then they had enough boats that they didn’t need us.”

“*Pacific High* is 200 lbs lighter than the Olson 30, with a narrower waterline,” observed Jay Crum. “They do really well in light air. The Olson 30s do better in breeze.” *Piñata* liked Sunday’s wind. “We



‘Seldom Seen’, with ‘Pegasus-MotionX’ still in contact, stretches out on the rest of the Moore 24 fleet in beautiful weather on May 31.

won the second race but had to sit out the last due to a crew injury, leaving Bartz Schneider’s *Expeditious* with the second-place spot on the podium. The

in some low clouds, a bit of drizzle, and much less wind. With a southerly shift, the left side of the course (closest to sea) paid off. “We were at the top of the

RACE WEEK



The Express 37 fleet found big wind in Santa Cruz on the last weekend in May. "It was blowing stink all day," said Eliza Paulling, crew on 'Golden Moon'.

had a great second race. We lit the boat up on the run." At 55, Crum was the youngest skipper in the PHRF regatta, which he won.

Jester Regatta

The love that poured out over all the MISC boats during the week was withheld from the lowly Jesters. The 8-ft fiberglass dinghies can't be confused with more revered El Toros, which have their origins in sheets of plywood. Unlike El Toros, the Jesters seemed to inspire derision. Also unlike El Toros, Jesters have not been raced in 10 years, most likely due to the aging of their owners. As Bill Lee claims, "I'm too big for those now."

Although El Toros made in Santa Cruz were invited, none showed up to play in the dinghy races on Thursday, but 16 Jesters were dug out of garages and sailed in three races from the hoist in the West Harbor to the harbor entrance and back. Each race was won by a different sailor: Chris Watts, Mike Holt, and Dennis Bassano, who enthused to the crowd back at the hoist, "I pulled off the old port-tack start at the pin end."

Morgan Larson had signed up to race, but was still rigging his new-to-him Moore 24 for the next day's Nationals, so his mom Janie sailed the first two races, with Morgan taking over for the

third. For all the grumbling about the uncomfortable little boats, the racers certainly seemed to be having a grand time sailing them.

Concours d'Elegance

The Concours d'Elegance immediately followed the highly entertaining Jester Regatta. Some of the notable boats among the 20 entries included the Moore 24 prototypes *Summertime* and *Grendel*. Mario Golsh has owned *Summertime* for 20 years and has refurbished her with the original paint scheme. The plug for the Moore 24 mold, she was built in '69 and discarded, until a group decided to make a boat out of her. *Grendel's* beam was widened with 2x4s to make *Summertime*. *Grendel* won honorable mention as the oldest boat in the under 30-ft category, and *Summertime* received honorable mention for the best paint job.

Judging were Skip Allan, Dave Wahle, Eileen Sundet, and their ringleader, Bill Lee. "This was the first ever Concours d'Elegance at Santa Cruz Harbor," said Lee.

Big Boats Over 30 Feet had two entries, the SC52 *Elyxir* and SC50 *Octavia*. "Fortunately, I didn't have a conflict of interest in this class," quipped Lee, who built both. *Octavia* won. Winner of the Wooden Sailboat division was *Sparkle*, built last year to a 12.5-ft Herreshoff

design. The Human-Powered division got two entries, Mark Pastick and Toby Goddard's rowing dories. Both had been lovingly restored, but Mark's boat, built by the 60-year old Aeolus Boats in Daverport, had been sunk for two years.

Sailboats Under 30 Feet received six entries: *Grendel*, *Summertime*, *Pacific High*, *Cahoots* (a 5o5), and the Moore 24s *Rocket Science* and *More Uff Da*, the latter of which got honorable mention for presentation. The division winner was *Pacific High*, whose lady skippers just happened to be hosting a cocktail party at the dock during judging. At 35, *Pacific High* was due for a facelift, and they had just finished restoring her fiberglass, gelcoat and nonskid. The judges decided that Best in Show didn't have to go to one of the division winners, so they gave it to "the best sailboat in the world," a 5o5 — Paul Tara's *Cahoots*, built in 1985 by Larry Tuttle of Waterat Sailing Equipment.

SC27 and Moore 24 Nationals

The Santa Cruz 27 and Moore 24 National Championships capped off the week's activities. Both designs would have taken the breeze-on conditions of the previous weekend in stride, but instead they got three days of light air with big direction changes. Matt Vecchione on the Moore 24 *Paddy Wagon* described Friday's racing: "The first race was reasonable, but only really windy at the top of the last windward mark. We

Ron Moore brought pictures. "My husband is an artist," asserted his wife Martha.



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were hiking hard and put up the #2 for the second race because we were 100 lbs light and we thought we needed it." The wind switched from a westerly to an easterly after the second Moore race. The SC27s postponed, then sailed two races in the easterly.

Sydney Moore (no relation to the builder), who has owned her Moore 24 *Nobody's Girl* since 1989, had "awesome" racing on Friday. "We're on a blind date," she said. "We usually doublehand, and we haven't sailed with our other two crew before. It's been love at first sight."

Magdalena Naef's all-female crew on the SC27 *Magic* found the light breeze to be kind of tricky. "On the start line in the first race we hit the pin boat and had to do penalty turns. We'd like more wind." On the SC27 *Shibumi*, Michael Irish found the conditions surprisingly less predictable than San Francisco Bay.

Corinna Stolp was glad *Shibumi* had just acquired a #1. "We needed it all day," she said.

Snafu had plenty of Moore 24 owners aboard and only one 'just' crew. Gilles Combrisson owns *Blue Angel* (ex-*Numa Boa*), and Kevin Durant owns *Double Trouble*. Karl and Angie Robrock own *Snafu*. Synthia Petroka joined them. Angie was supposed to stop her husband from starting any crazy boat projects, but — despite a broken thumb — he decided to take the winches apart at 8:30 on the first morning of racing. The plastic bearings cages fell on the ground and exploded. The crew put them back together and they reportedly "worked okay because it wasn't very windy."

Morgan Larson's beautifully restored Moore 24 *Bruzer* is in Oregon, so he bought another boat, "which hasn't raced in about a thousand years." Sec-

ond and third generations carrying on the Moore 24 tradition included Josselyn Verutti, who'll start high school in the fall, sailing her late father Joel's boat, *Mercedes*, and the even younger Lee Faraola, skipper of *Sora*. His grandfather died and his non-sailing father has been struggling to keep the boat for Lee.

Saturday featured the long distance race, to Natural Bridges and back twice. "There was some wind once you got around the bend, up to 20 knots," said Patrick Diola, tactician on the SC27 *Hanalei*. "On the second leg, the wind was moving out in the transition from the westerly to the easterly." Diola likes the long distance race because "you go around permanent buoys so you can rely on GPS." He won the Long Distance Trophy, which is a memorial to his dad Dave Diola, *Hanalei's* previous tactician.

The highlight of competition on

RACE WEEK



RICK LINKMYER



LATITUDE / CHRIS



LATITUDE / CHRIS



RICK LINKMYER

Top row from left: The wind held for Wednesday's beer can race; the newly repainted 'Summertime' took a spin around the harbor on Thursday; the crew in winning form on 'Golden Moon'; the start of a Jester race; Dave Giles, Bruce Mahoney, Mark Christensen and Shark Kahn raced 'Pegasus-MotionX' to a Moore 24 National championship. Middle: a Moore 24 start; sailors 'occupy' Santa Cruz Harbor; the second generation crew of 'Adios' (l-r): Amy Ely, Emma Drejes, Hilary Walecka, Boris Baggerman, and Joe Crum. Bottom: the Santa Cruz-based SC27 'Gotcha'; 'Yellow Belly' may have a yellow belly, but she's got green topsides; 'Piñata's' spinnaker was a bright spot on a gray Monday; line heaving is one of the skills tested at the hilarious Moore 24 trailer races.



ALL PHOTOS WWW.NORFALSAILING.COM EXCEPT AS NOTED

Saturday may very well have been the evening's Moore 24 trailer races. This was explained to the uninitiated as a decathlon — a whole series of events to test important skills — in the trailer yard. *Wildfire* and *Scott Free* made it to the finals, and *Scott Free* won the ultimate bragging rights.

Meanwhile, over in SC27-land, Andy Schwenk from the Washington-based *Wild Rumpus* walked over to *Shibumi* and said, "You might want to measure your forestay." They did, and it was four inches too short, so they bought a toggle piece for the forestay and installed it. "That four inches increased our speed a lot," said Corinna Stolp. "We moved up to a fifth place and were actually competitive. We bought them a case of beer."

On Sunday, light southerly and northwest swells were messing with each other. The Moore 24s didn't fare so well

in the light wind and lumpy water. In the first race, Bill Erkelens' *Eclipse* was pretty far ahead of everyone, headed for the leeward gates, which turned into the finish line when the race committee shortened the course. The other boats spotted trouble and jibed away, but Erkelens got stuck in a hole. Then the wind shut down and everyone pulled up and parked. In the search for more wind, the RC moved the course way out to sea before the second and last race. At their start, the Moore 24s had three general recalls — the third because the SC27s were coming down through the start line on their way to the finish line.

Back at SCYC, commodore Rob Schuyler welcomed the sailors who packed into the clubhouse. "The two greatest fleets ever were born here," he proclaimed at the beginning of the awards ceremony. Joe Hagen and John

Ross' SCYC-based *Gotcha* won the 17-boat SC27 Nationals with Blake Davis, Ben Amen, A. Lehman, and Chris Winnard onboard. "We had wide ranges of wind strength and direction each day," reports Hagen, "making constant sail changes and correct course-side decisions necessary for staying competitive." The SC27 bullets were spread among four boats. "*Gotcha* had an OCS in Race 4 and had to come from dead last and finish third to stay in the hunt," Hagen continued. "*Hanalei*, a many-time past champion, finished just ahead of *Sumo's* crew, which has been racing together for 30+ years and has an average age of 67! *Hanalei* had a courageous comeback after losing a halyard in Race 3. They performed an on-the-water jury rig to preserve their finish and their confidence. Ed Mabie's beautiful *Yellow Belly* had not been raced in 15 years, and yet

MADE IN SANTA CRUZ RACE WEEK

Ed dazzled the fleet in Race 5 with a first around every mark and the bullet."

Before the Moore 24 awards, Ron Moore commented, "My life and this story has been a complete improv. I never thought this could happen. I'm blown away. The boat picks the people who sail it. It's made history, and I'm proud to be part of it."

Morgan Larson took second place in the 31-boat fleet. "About six weeks ago we spotted *Seldom Seen* in Monterey," he said of his 'new' Moore. "She needed some love so Mom and Dad came up from New Zealand to help. The original owners helped, too. We'll pass it on to a good owner who will keep it racing."

The new Moore 24 National Champion Samuel 'Shark' Kahn of *Pegasus-MotionX* attributed his victory to his crew. "I came in at the last minute and they dragged me around the course."

MISCRW was as beloved as (most) of the boats it honored, but has it got legs? "We were really thinking that there would be more PHRF and big boats," re-



A page out of 'Pacific High's scrapbook, this photo was taken at her launch party in 1978.

flected event chair Gripenstraw, "so we will work harder to get them here next time. We'd like to combine MISCRW for the 50s, 52s and 70s with the Windjammers Race in 2014, with the return of all the MISC boats in 2015."

— **latitude / chris**

EXPRESS 37 (5/25-26; 5r,0t)

- 1) **Golden Moon**, Kame Richards, 6 points;
- 2) **Expeditious**, Bartz Schneider, 16; 3) **Spy vs.**

Spy, Brendan Busch, 17; 4) **Stewball**, Bob Harford, 18. (8 boats)

PHRF (5/26-27; 4r,0t)

- 1) **Piñata**, Olson 30, Jay Crum, 6 points; 2) **Roller Coaster**, SC50, Jack Gordon, 7; 3) **Pacific High**, SOB 30, Susie Snyder, 16. (4 boats)

JESTER (5/30; 3r,0t)

- 1) **Yiiiikes Mommy!**, Chris Watts, 8 points; 2) **Tequila OJ**, Mike Holt, 9; 3) **Drunken Clam**, Ian Klitza, 11; 4) **Egg**, Paul Tara, 11; 5) **Smeg**, Dennis Bassano, 16. (16 boats)

SANTA CRUZ 27 NATIONALS (5/31-6/2; 7r,1t)

- 1) **Gotcha**, Joe Hagen/John Ross, 10 points;
- 2) **Hanalei**, Rob Schuyler, 17; 3) **Sumo**, Henry Cassady/Jim Livingston, 20; 4) **WiLd RuMpUs!**, Stephanie Schwenk, 24; 5) **Yellow Belly**, Edwin Mabie, 30; 6) **Giant Slayer**, David Garman, 36; 7) **California Zephyr**, Ron Boehm, 43; 8) **Jersey Girl**, Peter Woodhouse/Geoff Boraston, 47. (17 boats)

MOORE 24 NATIONALS (5/31-6/2; 8r,1t)

- 1) **Pegasus-MotionX**, Samuel Kahn, 19 points; 2) **Seldom Seen**, Morgan Larson, 29; 3) **Eclipse**, Bill Erkelens, 34; 4) **Tortuga**, Caleb Everett, 39; 5) **Mooregasm**, Stephen Bourdow, 42; 6) **Moore Wave Ohs**, Kurt Lahr, 59; 7) **Moore Cowbell!**, Kathryn Meyer, 65; 8) **Rocket Science**, Terry Hensley, 70; 9) **Banditos**, John Kernet, 73; 10) **Paddy Wagon**, Sean McBurney, 92. (31 boats)

More at www.madeinsantacruzraceweek.com

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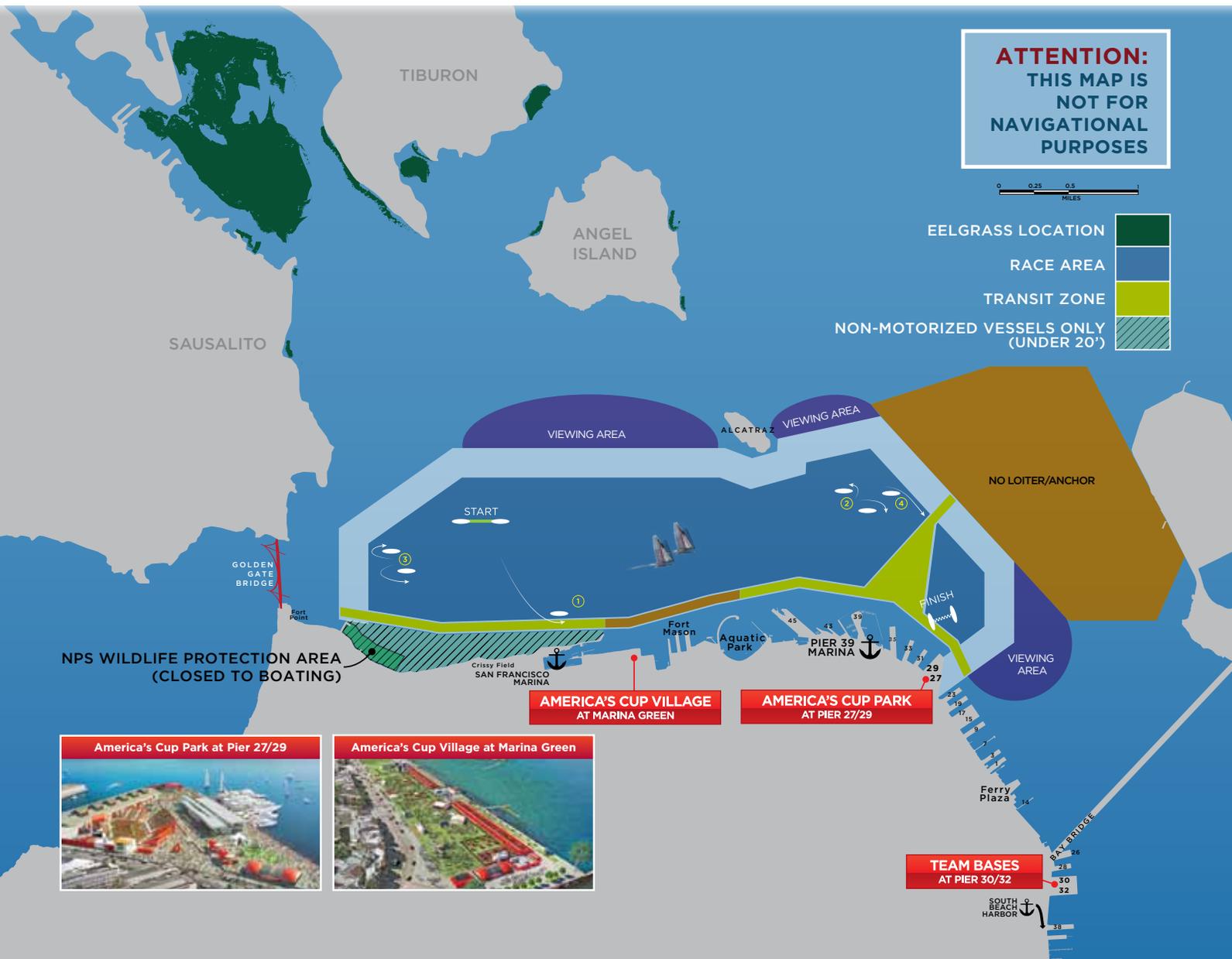
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34 SAN FRANCISCO 2013 AMERICA'S CUP®



BOATER GUIDE TO SAN FRANCISCO BAY

PREPARED BY





THE 34TH AMERICA'S CUP

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

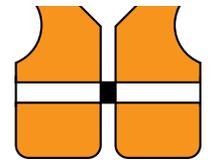
BOATER SERVICES

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



SAFE BOATING INFORMATION

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



Operating Restrictions

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

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

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

Protected Areas

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

Who to call

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

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

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

ENVIRONMENTAL PROTECTION

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

Invasive Species Control

Clean before you come & Clean before you go.

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

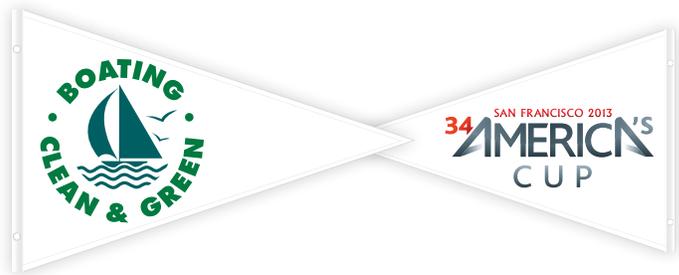
Introduced by visiting boats, invasive species can spread throughout the Bay, where they foul structures, displace native plants and animals, threaten public health, and upset the local ecology. Please make sure invasive marine pests are not part of this event by doing the following:



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

Marine Mammal & Seabird Protection

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



CLEAN BOATING PRACTICES

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

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

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

Other helpful clean boating links include:

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

FOR MORE INFORMATION

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

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

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

AMERICA'S CUP 34 VIEWER'S GUIDE —

Ever since 1851, when the narrow bow entry of the schooner *America* raised eyebrows among British competitors, extreme design innovations have always been an inherent part of America's Cup competitions. But never before have innovations been more radical than in this,

North Beach, especially during the America's Cup Finals in September. As an indicator of the potential turnout, at last summer's 'warm-up' event, the America's Cup World Series, it was estimated that more spectators lined the shoreline than have ever before witnessed a sailing event. This year, considering the edgy nature of the larger, faster AC72s, coupled with the Bay's inherently challenging conditions, AC 34 should be one heck of a show, with a huge fan base to share in the thrills of lightning-fast action.

of which any team was likely to quibble with. But as we went to press, the three challenging teams (Emirates Team New Zealand, Luna Rossa Challenge, Artemis Racing) and the defender (Oracle Team USA) were still reportedly deadlocked about the issue of rudder elevators, loosely analogous to the flap-like "elevators" on the back of an airplane that help control stability — in this case while the AC72s are foiling. According to some news sources, ETNZ and LRC don't like the rule, possibly because they've found methods of controlling their boats without them.

In any case, we are cautiously opti-



ACEA / GILLES MARTIN-RAGET

The wild card in this edition of the Cup is foiling technologies. Note the stowed windward horizontal dagger above. The team that's most successful at foiling is expected to win.

the 34th edition of the quest for the Auld Mug. Thanks to the recent addition of daggerboard foils — supposedly due to a loophole in the current 'box rule' — the AC72s that you'll see practicing and racing in the Central Bay this summer will not only be blasting along at phenomenal speeds, but they will literally be flying above the surface.

Having demonstrated speeds in the 40+ knot range in winds typical on the Bay, these are probably the fastest sailboats ever to be constrained within a relatively small around-the-buoy course. And with a wetted surface of only a square meter or two (when hydrofoiling), the AC72 is arguably the most distinctive craft to ever race for the Cup.

As if those characteristics aren't special enough, there has rarely been an AC venue that promises winds as consistently strong as the Bay's, accompanied by strong tidal currents. And there has never before been a race venue more accessible to shoreside viewing. As a result, a huge turnout of both diehard sailors and non-sailing sports fans is expected to line the shoreline from Crissy Field to

Unless you've been hibernating under a fishing dory on some lonely beach, however, you know that this edition of the Cup has not been without controversy thus far. But then, if there's one thing the America's Cup

is known for — beyond design innovations and gutsy performances by the world's top sailors — it's controversy.

By the time you read this, hopefully the hotly contested debate over adopting 37 new "safety regulations" will be settled. (They were proposed by Regatta Director Iain Murray in the aftermath of the May 9 breakup of Artemis Racing's *Big Red*, during which crewman Andrew Simpson was killed.)

Much of that list specified the enhancement of personal safety gear, such as body armor and crew-locator devices, and support services such as defibrillators, paramedics and fully rigged divers on each crash boat — none

ACEA / GILLES MARTIN-RAGET

After decades of failed attempts, the America's Cup has finally come to San Francisco Bay, and the AC72 action promises to be exhilarating.



THE CUP TAKES FLIGHT

mistic that an agreement or compromise can be reached before the July 4 Opening Ceremonies. But if nothing else, the whole squabble illustrates how dramatically important design differences are between competing boats today, just as they always have been. In modern times the Cup has been contested by the world's top sailors. But from the very beginning it has *always* been about design innovation, and barring crew mishaps or catastrophic gear failures, the faster boat usually wins. The four teams have employed some of the top designers in the world to create their warhorses, but we won't know until the racing begins if

one boat has a clear structural advantage over another.

Extreme design innovations have always been an inherent part of America's Cup competitions.

We had hoped to publish a racing schedule as part of this guide, but the July calendar of events is still in a state

of flux, not only due to slow adoption of the safety regulations, but because Artemis' second-generation boat is not expected to even be out on the water until early July, and not ready to race until late in the month. So we'll refer you to www.americascup.com for the latest schedules of both shoreside events and races — with the expectation that the latter may still see further refinement. (Due to uncertainty, bleacher seat tickets have been refunded for the entire round-robin schedule of the Louis Vuitton challenger series, as well as the Semi-Finals.)

The July 4 Opening Ceremonies at the AC Park on Piers 27/29 will undoubtedly be big fun, and the summer's one and only AC72 fleet race is scheduled for July

5. It's been on and off the schedules, but at this writing it's a go, so we highly recommend you make plans to witness the action in person. We think most spectators would agree that fleet races during last summer's AC World Series were much more thrilling than the match racing.

Speaking of fleet racing, while you're marking your calendar, we want to give a big plug to the Red Bull Youth America's Cup races, September 1-4. International teams of 19- to 24-year-old sailors (including talented girls!) will compete in a series of fleet races aboard the hugely successful AC45s that were used in the ACWS. Although started as a minor side event, this series promises to be one of the most positive developments of the 34th incarnation of Cup competition.

For as long as we can remember, local sailors have been itching to see Cup racing in San Francisco Bay. Now that it's finally here, we suggest you make the most of it. We'll see you there.

— **latitude/andy**



ACEA / GILLES MARTIN-RAGET



AMERICA'S CUP 34 VIEWER'S GUIDE —

Although there's plenty of controversy swirling around the boat designed for this edition of the America's Cup, there's no debate whatsoever about the caliber of the event's competing crews. All are world-class sailors who have distinguished themselves in the highest levels of competition. We'll introduce you here to some of the superstars of each Cup campaign. Throughout the summer events, there will be a number of opportunities to meet them in person at the America's Cup Village or AC Park.

Artemis Racing

Iain Percy (GBR). Artemis' sailing team director/tactician, is an Olympic medalist who won gold in the Finn class in 2000 (Sydney), and silver in the Star in 2012 (Weymouth). His first America's Cup stint was with +39 campaigning for the 2007 Cup. When asked where he thinks his career may have taken him if he hadn't become a professional sailor, the talented Brit says, "I think I used to say train driver... but seriously, if I had not been a professional sailor I would have liked to still work within the sport I love. It would



Iain Percy, AR

SANDER VAN DER BORCH

be nice to think I would have been a producer of dinghies or rigs; I have always found the technical side of the sport a fascinating, never-ending challenge."

Nathan Outteridge (AUS). The youngest helmsman in the 34th America's Cup, at 26, Outteridge is racing in his first America's Cup. It's not been the easiest of times for the five-time world champion (four in the 49er and one in the Moth) and winner of Olympic gold in the 49er in 2012. He was steering Artemis' AC72 'Big Red' when it capsized in



Nathan Outteridge, AR

SANDER VAN DER BORCH

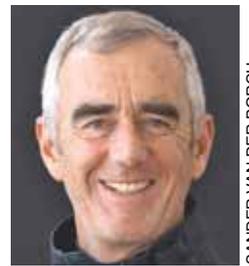
May — widely considered to be the result of structural issues — resulting in the death of crew member Andrew Simpson. Sailing alongside the 'old' guys like Paul Cayard and Loïck Peyron has its benefits, he says. "It's been a great opportunity to gain knowledge from the experienced guys on our team like Paul and Loïck. Both have achieved many things throughout their careers and I'm really enjoying learning about big boat campaigns from them."

Loïck Peyron (FRA). This Artemis helmsman, has played a key role over the past two years in bringing the team up to speed in high-performance multihulls, which is, of course, his area of expertise. Peyron's accolades include winning the Jules Verne Trophy and the ORMA World Championship five times, as well as the Barcelona World Race in 2011. He was co-skipper of Alinghi's giant

CARLO BERLINGHI



cat in the 33rd America's Cup. Peyron's good nature and ever-ready smile are assets to any of his endeavors, whether in extreme racing or short-course Cup racing. He's just as happy setting records sailing around the world or racing in the America's Cup. "I have the chance to be effective in a wide spectrum in this sport. I love to learn something new every day."



Loïck Peyron, AR

SANDER VAN DER BORCH

American **Kevin Hall**, navigator, keeps his perspective fresh as he alternates between dinghy sailing (Finns and Moths) and Cup events (AmericaOne in '00, OneWorld in '03 and ETNZ in '07); Kiwi veteran Cup sailor **Craig Monk** is with the Swedish team for the first time. Monk won the Cup with Team NZ in 1995, and holds a bronze medal (1992, Spain) in the Finn Class.

Luna Rossa Challenge

Max Sirena (ITA). Sirena sailed with Luna Rossa in '00, '03, and '07 as second Bowman. In his new role as skipper, Sirena explains, "I've grown my role from inside of the team, so for me it's always a learning process. I always tell the team, 'I need feedback from you guys, and if you have a comment (about) how I can improve the way I work, let me know.'" The 41-year-old has his work cut out for him managing a relatively



Max Sirena, LRC

GILLES MARTIN-RAGET

TIPS FOR ON-THE-WATER VIEWING

For football fans, there's no better way to catch all the subtle nuances of a game than by tuning in to a live TV broadcast. Still, there's no substitute for the exhilaration you feel when you're actually at the game, surrounded by exuberant fans. The same is true when it comes to watching the AC action. You'll get the clearest understanding of the blow-by-blow action by watching the live TV broadcasts — or the live streaming Internet feeds — as both will be enhanced by the amazing LiveLine graphics we extolled in a feature last month. (See www.americascup.com for updated schedules.)

But given the fact that this incredible show is taking place in our own backyard, it would seem crazy not to get out on the water with all the other crazy fans at least once or twice during the series. Here are some points to keep in mind, however, to maximize viewing pleasure and minimize frustration.

- 1) Given the size of the race box and the no-go zone around it, you can't expect to see much more than glimpses of the boats rushing by, but at least you'll be able to say you were out there.
- 2) If you choose to anchor, put out lots of fenders, have a horn ready to ward off yahoos, and ask all on your crew to keep a lookout.
- 3) If you choose not to anchor, assume the helmsman and at least one lookout will be very busy avoiding other craft.
- 4) Keep alcohol use to a minimum and be prepared to be boarded — there will be a very heavy law enforcement presence.
- 5) Listen to VHF channel 20 for live commentary.

The race box will be bordered by a special access zone.



THE CUP TAKES FLIGHT



Before coming to the Bay, Luna Rossa Challenge trained against ETNZ in Auckland. Their boats are very similar in design.

novice team. However, he says it's way less stressful than his job in the last AC campaign, managing the wing program on Oracle Racing's monster trimaran.

Francesco Bruni (ITA). Afterguard Francesco Bruni has campaigned all kinds of boats from Optimists in his youth to

Lasers, the Stars and the 49ers. The 40-year old has proven his adaptability from dinghies to big boats with successes in the Farr 40 and TP52 classes. He's now in his third America's Cup with Luna Rossa (he participated in 2003 and 2007). With 7 world, 5 European and 15 Italian championships in different classes under his belt, his loyalty to one class is often challenged, but that's the way the multi-talented sailor prefers it, as he explains, "I really like new challenges and I like to know a little bit about being a bowman, helmsman — the complete variety in sailing."

Chris Draper (GBR). High-performance skiff sailor (winning bronze in Athens in '04 and world championship titles in '03 and '06 in the 49er), helmsman Chris Draper benefitted from his experience helming in the Extreme Series before being hired away to join two Cup

teams in the past two years. He initially sailed in the America's Cup World Series for Team Korea before being hired by Luna Rossa in 2012. Draper says he's working "super hard" to learn all he can about San Francisco Bay. "I'm working as closely as possible with the designers and other sailors to develop the boat as much as possible in the time available. I'll also be cultivating the biggest nuts in the fleet; so when crunch time comes we'll be the ones sending it the hardest!"

Back-up helmsman for the Italian team is 30-year old **Paul Campbell-Jones**, a successful 49er sailor who also won notoriety as the 2010 and 2011 Extreme Sailing Series circuit champion. Also new to the Italian team is well-known Spanish sailor **Xabier Fernandez Gaztanaga**, trimmer. Gaztanaga is an Olympic medalist (gold in 2004 and silver in 2008) in the 49er.

Emirates Team New Zealand

Dean Barker (NZL). If there's one AC sailor who desperately needs an America's Cup win, it's Kiwi helmsman Dean Barker. He was maddeningly close to success in the 2007 America's Cup in Valencia, Spain, skipping his team to a Louis Vuitton Cup win

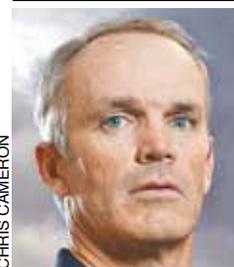


Dean Barker, ETNZ

only to go up against archrival Alinghi for the final match. Barker cut his teeth as a kid in Optimists and P Class boats in Auckland before moving onto 470s and Lasers, a long way from the wild challenges of the AC72. Nonetheless, Barker thinks that racing in a development boat is the right thing in the Cup, noting, "It's always been a design race."

Adam Beashel (AUS). The Kiwis claim they'll institute a strict nationality rule should they win

AC 34. In the meantime they're seemingly content with the skills that Australian strategist Adam Beashel, a former 49er sailor, brings to the team. Sailing's always been a family thing for Beashel whose dad Ken crewed on *Australia II* when it snatched the Cup away from the US exactly 30 years ago. Brother Colin sailed six Olympics between 1984 and 2004, winning bronze in 1996. Beashel is married to former US Olympic windsurfer Lane Butler.



Adam Beashel, ETNZ

Ray Davies (NZL). Multi-talented Ray Davies has long been in demand on the international racing circuit, well-reputed for his helming and skills as a tactician, including his efforts as a helmsman on the winning *Illbruck* in



Ray Davies, ETNZ

TIPS FOR SHORESIDE VIEWING

- 1) Watching from the shoreline anywhere between Crissy Field and Pier 29 should be thrilling and fun, but there's no vantage point that will allow you to see the whole course.
- 2) Take Stan Honey's advice and bring along your iPad so you can keep pace with the action via streaming once the boats are out of your sight lines.
- 3) Wherever you choose to watch from, set up early — races only last 20 minutes, so you can't afford to be late — bring water, snacks and sun protection.
- 4) Panasonic is providing five large LED video boards and 85 flat-panel screens that will be placed throughout the AC Village (below) on the Marina Green, and at the America's Cup Park at Piers 27/29.
- 5) Take public transportation or bike in, as parking will be more insane than ever.
- 6) If you easily tire of standing, consider buying a bleacher seat via www.americascup.com



GILLES MARTIN-RAGET



Francesco Bruni, LRC

CHRIS CAMERON



Chris Draper, LRC

GILLES MARTIN-RAGET

CHRIS CAMERON

CHRIS CAMERON

AMERICA'S CUP 34 VIEWER'S GUIDE —

the 2001-02 Volvo Ocean Race. Davies, who is a long-time buddy of Barker's, has been sailing on the back of the Kiwi boat calling tactics since 2007. Like Barker, Davies is also ripe for a Cup win this time around but fully understands the challenges ahead, "You can only hope for a competitive boat and try and do the job. It would be very easy to be left behind," he recently said.

Also on board ETNZ is **Rob Waddell**, a grinder who started sailing for ETNZ during the 2003 defense, augmenting a career in single sculls where he was twice world champion, and 2000 Olympic gold medalist. Bowman **Jeremy Lomas** sailed the 1997-98 Whitbread with Grant Dalton and since then has done three America's Cup campaigns with New Zealand teams. Grinder **Tony 'Trae' Ray** recently celebrated 25 years

on Kiwi America's Cup teams, first joining in 1987 for the Fremantle challenge.

Team Oracle Racing

Jimmy Spithill (AUS). It's in the way he walks, it's in the way he talks. The famed helmsman/skipper is one confident, no-BS kind of guy, probably due to his Aussie sensibilities. He's single-minded when it comes to competition, whether it be on a sailboat or SUP, and he's primed to win the first America's Cup ever raced in a 72-foot multihull. His



GUILAIN GRENIER

Jimmy Spithill, OTUSA

racing pedigree is the America's Cup, having honed his skills since the young age of 19, across four teams since 2000: Young Australia, OneWorld, Luna Rossa, and Oracle Racing. For Jimmy, his wife and two young sons, "home" has been a moving target, from Spain, to New Zealand, and now the US. "It's a tough lifestyle but I tell you what, I just love it!" Spithill says with a grin.

John Kostecki (USA). One of just two Californian sailors racing in AC34, the soft-spoken, almost shy tactician hails from San Rafael. He grew up racing Sunfish and El Toros on the Bay before going on to achieve the trifecta of sailing: wins in the AC and VOR, and a bronze medal in the Soling (1988 Games). Kostecki thinks that sailing singlehanded boats on his own as a kid set him on his path

INSIDER'S INSIGHTS ON BOATS, SAFETY & THE PENALTY SCHEME

Finer Points of AC72s

Most people won't look any closer than the flag at the top of the wing and the color schemes of the AC72s to identify the teams. But if you look closer, you'll see some interesting differences. These differences show where the design teams put their priorities.



OTUSA's #2 boat has a clean underbelly.

Aerodynamics — Oracle Team USA clearly put a high priority on reducing aerodynamic drag. The underside has no diagonal cables; all the structure is along the centerline of the boat.

Emirates Team New Zealand sacrificed aerodynamics to add diagonal structural members to give their platform added structural stiffness. Luna Rossa bought their design from New Zealand and added Italian flair with a mirror finish. We have not yet seen Artemis Racing's second boat on the water. The only thing we know is that it is blue.

Deck layout and ergonomics — The teams have taken different approaches to layout and ergonomics. Oracle Team USA has opted to reduce drag, putting their crew in cockpits with grinders facing fore and aft.

ETNZ and Luna Rossa have their grinders facing across the boat, some-

times kneeling to reduce windage. Their layout makes it easier for the crew to move across the boat during a ma-



CHRIS CAMERON

ETNZ & LRC crews face sideways.

neuver, while OTUSA's layout is better aerodynamically and is probably safer. Remember that no one was badly hurt during Oracle's capsize last October.

Luna Rossa and ETNZ have the same deck layout. Both have lowered the grinding pedestals to reduce drag.

Foils and foiling — All of the teams

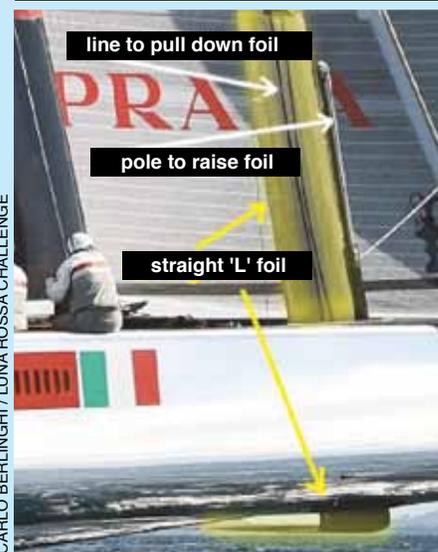


ORACLE TEAM USA

OTUSA cockpits have been lowered.

have experimented with different-shaped daggerboards. The objective is to provide lift for hydrofoiling downwind without adding too much drag when the boats sail upwind in displacement mode. Each

team is allowed ten daggerboards. All the teams have been testing various shapes for their daggerboards, often testing a different shape in each hull. To lift the boat completely out of the water the daggerboards have a "winglet" (or "elevator" as an aeronautical engineer would say).



CARLO BERLINGHI / LUNA ROSSA CHALLENGE

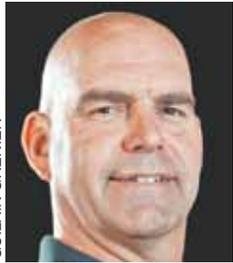
One of several LRC foil shapes.

ETNZ started with S-foils but has recently been using a gentle C-curve. Luna Rossa has experimented with S-foils, C-foils and straight, or L-foils.

When the racing starts we will see who has got the design right. And we will see who has mastered doing a gybe while staying up on their foils during a race. ETNZ has shown they can do it in practice.

THE CUP TAKES FLIGHT

to become one of the world's top tacticians, "You really have to be your own. We weren't wealthy growing up so it was



John Kostecky, OTUSA

always hard for me to get decent equipment — the gear held me back so I had to make up for it in other ways," Kostecky laughs. "That's probably how I learned to become a smarter sailor."

Ben Ainslie (GBR). Perusing Ainslie's list of sailing accolades is so overwhelming that one wonders how the heck Sir Ben (he was awarded knighthood by Queen Elizabeth II in the 2012 New Year Honours List)

managed to sail his way to so many victories — including five Olympic medals — in just 36 years. Transitioning to Cup competition has meant a move to a completely different style of sailing for the British Olympian, yet he says the basics remain the same.

"What I've learned in small boats is just about hours on the water and trying to become good at making decisions about what's working and what's not. It's the same as what we're doing with the 72s as we develop these boats as quickly as possible."



Ben Ainslie, OTUSA

Australian **Tom Slingsby** debuts with Team Oracle Racing for his first America's Cup campaign, hot off his gold-winning Olympic campaign in 2012. Often touted as the "other Kiwi team," once again the Oracle team has its fair share of New Zealanders, including veteran Cup sailors **Murray Jones** and **Simon Daubney**, along with **Jonathan Macbeth**, **Matt Mitchell**, **Joe Spooner**, **Matthew Mason** and **Brad Webb**. Twenty-four-year old **Rome Kirby** joins Kostecky as the only other American on the US team.

— michelle slade

Readers — Throughout the summer we will bring you AC event coverage monthly in these pages, and at least once a week via 'Lectronic Latitude, at www.latitude38.com.



ORACLE TEAM USA

Note the air bottles and harnesses.

AC72 Crew Safety

Following the death of Artemis Racing crewman Andrew Simpson on May 9, Regatta Director Iain Murry issued an extensive list of safety recommendations. These include more transparent film for fairings, lower wind limits for racing, additional chase boats with divers and rescue swimmers, and structural evaluations of the boats. The recommendations for crew safety include personal underwater emergency air, high visibility clothing, stronger helmets and climbing harnesses.

Penalties & Protests

Unlike in the past, when penalties were judged by on-the-water umpires, these decisions are now made in an umpire booth on shore, fed with data from the LiveLine system. Protests and penalties are no longer signaled with flags, but with the pushbuttons and lights on board the boats.

How it works: To protest, a crew-

man pushes the yellow Y Flag button. The LiveLine system signals both the umpires and the other boat, and turns on the red light on the stern post of the boat that protested. Simultaneously, umpires see that a protest has been made.

Last summer at the AC World Series on the Bay we saw an example of how it works in the match race final between Coutts (USC) and Spithill (USS). Coutts protested Spithill for taking room at the mark when Spithill had no rights to



ORACLE TEAM USA

Penalty lights are mounted on a horn, aft.

room. On Coutts' boat, the green light came on when he entered the zone. The umpires penalized Spithill, signalled by the blue penalty light on the stern of Spithill's boat.

In addition to penalties following protests, penalties are also generated (automatically) if a boat goes past the course limit, or if a boat crosses the starting line early. Any racing sailor who has been in front of a protest committee will appreciate that the LiveLine system 'finds the facts', leaving no need to debate things like whether an overlap existed, or if a boat was in the zone at a mark.



ACEA / LIVELINE

The protest module.

How do you offload a penalty? Not by doing penalty turns, but with a "slow and go." LiveLine calculates an imaginary line behind the penalized boat, which must slow down immediately. When the penalty line catches up, the penalty is paid off. For going outside the course limit or for starting early, the penalty is two boat lengths. For fouling another boat, the penalty is two boat lengths behind the boat that was fouled. In other words, if you foul another boat, you have to let him get two boat lengths ahead of you. There are exceptions and special cases, but those are the basics.

A more complex example was when Luna Rossa crashed into New Zealand in Naples in April. For a complete explanation, including why New Zealand was penalized and why their penalty was increased, see this site:

www.cupexperience.com/blog/2013/4/new-zealand-luna-rossa-crash-penalty-in-naples



ACEA

A blue light aft indicates the boat earned a penalty.

If you have further questions, use the Ask Jack link and I'll find the answer: www.cupexperience.com/ask-jack-2/

— jack griffin

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Emery Cove Yacht Harbor

2013 TRANSPAC

This year's edition of the TransPac Race is shaping up to be a legendary, record-breaker in more ways than one.

Fifty-nine crews representing eight nations on four continents have made the long journey to California to take on the biennial race from Los Angeles to Honolulu. Among them are a 100-footer from Australia and a 73-ft trimaran that each has its sights on the monohull and multihull elapsed time records, respectively. There's also a Volvo 70 from Italy that hopes to play the role of spoiler and be the first monohull to the barn. And a TP52 full of rockstars is aiming to win the whole thing. But to do that, they'll have to beat out close to five dozen professional and corinthian programs from around the world that form one of the coolest collections of ocean racing hardware ever to be assembled for one race.

The 2,225-mile downwind ocean race from Los Angeles to Honolulu is back to the glory days. Entries have jumped, as has the quality of those entries to conduct battle on the long, tactical, high-speed patch of race course that will lead sailors toward an adrenaline-pumping final run down the Molokai Channel before finishing off Diamond Head, one of the most iconic finish lines of any yacht race on the planet.

Beginning on three different start days — July 8, 11 and 13 — depending on boat speed, the fleet will sail a mostly starboard-tack beat from Point Fermin, off Long Beach, toward Lands End at Catalina. Cracking off just slightly after, reaching sails will begin to be deployed. More modern, wider boats will try to take advantage of their hull form stability here, while older, more narrow boats will try to hold on to their time. As the fleet nears the Pacific High, they'll be driven south to stay out of the High's windless grasp. How far south is the million dollar question. This is where the navigators hedge their bets and earn their keep.

In theory, the farther south a boat sails, the more breeze it'll find, but at the expense of sailing additional miles. By the time boats pass the High, the northwesterly breeze found along the California coast will have curved under the High and transitioned into a northeasterly, allowing the fleet to begin setting spinnakers. From this point, it's off to the races.

Farther down the track, the fleet will be well under and west of the High, running in easterly tradewind conditions until

reaching the famous Molokai Channel.

It's not all smooth sailing though as powerful wind and rain squalls migrate across the course all night and sometimes during the day. Play the squalls wrong and you're either bobbing around in no breeze behind one or pulling the last bits of a shredded spinnaker out of the rigging. Play them right and you're rhumblin' straight toward the islands in strong pressure.

Approaching the islands, the breeze will build and go dead easterly. Hopefully you've set yourself up to jibe onto port and begin smashing toward Hawaii on your initial approach. If the navigator has made the right call, you'll lay the Molokai Channel from a few hundred miles out and sail straight for the finish line.

Here, the breeze will again build as it's funneled between the islands, allowing for a final high-speed, shorts-and-t-shirt run of the race before the grand finale off Diamond Head. After that, it's all *aloha* all the time. Parties, celebrations, the famed 'TransPac Row' of exotic racing yachts and a killer award ceremony at the end.

The winning crew must have it all: a fast boat, fast sails, good crew maneuvers in jibes and peels, careful navigation and boat speed in spades. Not to mention more than a little sailor's luck . . .

Here's a class-by-class breakdown of the 2013 TransPac. We'll tell you who to watch, what to watch for and why. No matter what, it's going to be epic.



Dr. Megadeath and his 'Criminals' will have their work cut out for them in Division 4.

Division 1

This year's premier Division 1 has some of the most impressive boats the race has seen in years. Syd Fischer's custom 100-footer *Ragamuffin 100*

traveled from Australia to take on *Alfa Romeo's* four-year old TransPac record of 5d, 14h. Will they succeed? *Alfa Romeo's* record is by no means soft. If the wind blows, *Ragamuffin* has a shot, but it's not a shoo-in.

Another fun one to watch will be Giovanni Soldini's turboed Volvo 70 *Maserati*. The tricked-out canting-keeled, water-ballasted 70-footer just smashed the Gold Rush record from New York to San Francisco. It's unlikely they'll be a major factor on corrected time, owing to a difficult handicap and the fact that the typical 'VMG running' conditions don't favor the VO70, which excels in reaching conditions.

Barn Door winner 2011, *Wizard* (ex-*Bella Mente*) is back to defend her crown. She should get smoked boat-for-boat by *Ragamuffin*, but will be a major contender for the division win and potentially the overall win.

Author's picks: Look for *Wizard* to battle with the Kernan 70 *Peligroso* for the Division 1 win. These two fought for the class win in the last TransPac with *Wizard* earning a two-hour corrected time victory over *Peligroso*. The spoiler is if *Ragamuffin* and *Maserati* can pull away from their pursuers by enough to get into faster conditions where the rich get richer.

Division 2

One of the most exciting and impressive programs in this year's race is that of Isao Mita's Japanese *Beecom*. The former Audi MedCup TP52 was relocated to the Bay Area for a full refit to convert it from a race-winning inshore TP to a TransPac slayer. With an all-professional crew hailing from New Zealand and Japan, *Beecom* is loaded with the most raw talent of any entry in this year's fleet. Its crew list reads like a who's who of Olympic and America's Cup success, *Beecom* is in it to win it. Skip-



RONNIE SIMPSON

RACE PREVIEW



The race's finish off Diamond Head is one of the most iconic — and thrilling — in the world of ocean racing.

LATITUDE/ROB G.

per Mita has just one goal: to become the first Japanese entry to ever claim TransPac overall victory.

To win Division 2, *Beecom* will have their hands full with the Sausalito-based R/P 52 *Meanie*. Sporting some of the Bay Area's top professional talent, skipper Tom Akin and crew have shown that they have what it takes to win, earning an overall monohull win in this year's Newport to Ensenada Yacht Race and, more recently, setting a new course record in last month's Spinnaker Cup to Monterey. With an established brain trust that includes Quantum Pacific's Jeff Thorpe and Skip McCormack, and top local sailors such as Paul Allen, Tim Lidgard, Hogan Beattie and more, you'd be hard-pressed to find a crew in this year's race with more Hawaii race experience and wins than *Meanie*.

Author's Picks: *Beecom* and her crew are going to be an absolute weapon in the downwind surfing conditions of TransPac. Don't discount *Meanie* or the TP52s *Natalie J* and *Lucky*. Division 2 will be one of the most exciting divisions to watch.

Division 3

No TransPac race is complete without the sleds. With a five-boat class sporting three Santa Cruz 70s and a couple of Alan Andrews-designed sleds, Division 3 will offer up a classic race to Hawaii. Overall winner in 2011, James McDowell's Waikiki YC-based SC70 *Grand Illusion*, is back to defend her crown, but will face tough competition from the usual suspects, including *Alchemy* and *Py-*

ewacket. These three boats went 1-3-5 in division respectively in '11.

Author's Picks: *Grand Illusion* is always hard to beat on handicap, but *Pyewacket* has been on a tear this year. Watch for these two to duke it out all the way to Hawaii. Can *Grand Illusion* become the first boat to win the TransPac overall for a third time?

Division 4

One of the Bay Area's longest-running TransPac contenders, Chip Megeath's R/P 45 *Criminal Mischief*, is back again. With a mix of local pros and amateur sailors (including this writer), 'Dr. Megadeath and his Criminals' are the scratch boat for their division and for all boats starting July 11, creating a unique possibility that a Bay Area 45-footer will be the first boat to Hawaii. However, with a greener crew than in years past, and some stiff competition, *Criminal Mischief* will have its hands full.

Resolute and *West Coast Warrior*, both J/125s, will be tough to beat on corrected time. With comparatively small rigs and full bow sections that tend not to submerge, the boats are able to be sailed hard all the time — they're handicap killers. *Resolute* has the experience, but *Warrior* is the sleeper. The lone Canadian entry, she's radio host Dr. Laura Schlessinger's former boat and is a fast, tricked-out platform with a solid crew.

Author's Picks: Division 4 is a toss-up with no clear favorite. *Criminal* has won before, but with two Rogers 46s, two tricked-out J/125s and tough Aussie competitor *Funnelweb*, this will be anybody's race.

Division 5

With a five-boat division including two Farr 40s and two 1D35s, Division 5 also looks to be a toss-up with no clear

favorite. Back for his second TransPac is Alex Farrell and his turboed 1D35 *Alpha Puppy*. The Bay Area-based program will have their work cut out for them with a small but very competitive division.

Author's Picks: This one's wide open. If it's light, expect the Farr 40s to waterline to the two 1D35s. If it blows, expect the 1Ds to sail to their rating and be hard to beat.

Division 6

This is another one of those classic TransPac divisions. Boasting five Santa Cruz 52s, four Santa Cruz 50s and a Davidson 50, Division 6 should be one of the most closely matched fleets in the race, on both elapsed time and corrected time.

The Bay Area's SC50 *Deception* will be one to watch. Having finished second in class to *Horizon* in multiple Hawaii races, they will be the likely beneficiary of any mistake by the class favorites.

A SC52 to watch is Bill Gullfoyle's Santa Barbara-based *Prevail*. With former *Latitude 38* Racing Editor Rob Grant aboard, as well as über-experienced helmsmen Robin Jeffers and Santa Cruz Sails' Dave Hodges, expect *Prevail* to point the bow in the right direction and go fast the whole way.

Author's Picks: The SC50 *Horizon* is the favorite in Division 6. It would be tough to find a crew that's won more Hawaii races together than Jack Taylor and his crew from Dana Point. Highly acclaimed West Coast navigator Jon 'The Hippie' Shampain knows the course better than anyone and *Horizon* is the perfect example of why old-school classics like the SC50 are forever cool.

Division 7

One of the coolest stories in Division 7 is that of *B'Quest-Challenged America*. The Tripp 40 will be doublehanded by two disabled veterans: Urban Miyares and David Hopkins. Miyares is a blind Viet-

nam vet who was incorrectly placed in a body bag and labeled as dead after his combat injury, south of Saigon. Hopkins is a Navy vet with a hearing

impairment. Sailing to benefit disabled sailors, including combat vets, the duo is raising money and awareness for the San Diego-based disabled person's sailing non-profit Challenged America, which Miyares co-founded in 1978.

Sailing the Tripp 40 formerly known as *Trippin'*, Miyares and Hopkins have a proven boat that's been to Hawaii before

The winning crew must have it all . . . plus more than a little sailor's luck.

2013 TRANSPAC RACE PREVIEW

and is well-known in San Diego racing circles. Hopkins knows the boat well and Urban is an avid and well-accomplished sailor who is capable of incredible things on a boat, despite his blindness. "When it's dark and you can't see anything at night anyway," he said a few years back, "who better to pull off the jibe than the blind guy?"

Author's Picks: Division 7 is anyone's guess. With an incredible four out of eight boats coming from Asia (three from Japan and one from Thailand), there are a lot of relative unknowns in this class. Mix in the *J/105 Creative*, as well as *B'Quest-Challenged America* and this class is looking wide open.

Division 8

The 'cruiser' division in this year's TransPac has some great historical entries, including Bay Area icon *Dorada*. Matt Brooks' classic S&S 52 yawl won the TransPac in 1936 and is back in 2013 after an extensive refit. In March, she won the Cabo Race's PHRF division on corrected time, by nearly seven hours. *Dorada* is anything but fast, but with a

rockstar crew that knows how to sail her to her potential, she should correct out well. And she's not bad looking, either!

On the theme of TransPac history, Division 8's entries include the Lapworth 50 *Westward*, which has carried the Bell family to Hawaii and Tahiti for so long that there's now a third generation sailing the wooden boat with the gold winches across the Pacific!

Author's Picks: *Dorada* is looking good in Division 8. The program is well-run, they've spent the money in the right areas and they have a crew who knows how to sail her to her rating.

Multihull

There are two multihulls this year, and they're both on the bleeding edge of cool, albeit in very different ways.

First up is the turboed and lengthened ORMA 60 *Lending Club* (aka *Tritium*), skippered by John Sangmeister. The 73-ft trimaran was previously owned by Artemis Racing as an AC72 wingsail development platform and is attempting

to break Bruno Peyron's 16-year-old TransPac record of 5d, 9h set on the 86-ft catamaran *Explorer*.

With an all-star crew that includes arguably America's best offshore sailor, Ryan Breymaier, expect big things from Sangmeister and company. Breaking the record should be a very attainable goal, but with something as "arbitrary" as a pre-determined start date, the weather window is anything but certain.

Just a tick slower, but equally as cool is Lloyd Thornburg's Gunboat 66 *Phaedo*. The all-carbon ultra-high performance cruising cat is loaded with pros and has been campaigned aggressively in many of the world's premier regattas including the Fastnet Race, Transatlantic, Caribbean 600 and now the TransPac.

Author's Picks: Final ratings haven't been published as of this writing, but I would expect *Phaedo* to have a more realistic rating to sail to than *Lending Club*.

The TransPac starts July 8. Follow the tracker at www.transpacrace.com.

— ronnie simpson



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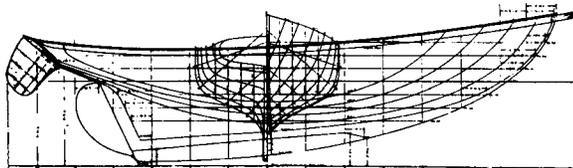


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HF SINGLE SIDEBAND —

In a few short months several hundred sailors will enter the cruising lifestyle for the first time, as they sail south into Mexican waters with the 20th Baja Ha-Ha rally or independently. Although they have all spent months, if not years, upgrading and outfitting their boats, many will probably be poorly prepared to use their High Frequency (HF) Single Sideband (SSB) radios successfully.

My wife and I have been cruising Mexico for the past five years. With a background of more than forty years in communications, I started helping other cruisers with radio problems. I've found that many of their issues stem from bad advice and myths about HF SSB, typically from non-cruising Ham operators.

One misconception is that Amateur (Ham) radio is one kind of communications and High Frequency (HF) Single Sideband (SSB) is yet another. With respect to the cruising world, Ham and HF SSB are the same type of communications. Outside the cruising world, a Ham may use a lot of other communications methods. But the primary difference for cruisers is that Ham and Marine HF SSB bands are assigned different frequencies within the HF band.

What do I Need to Cruise with HF SSB?

Licenses — When you depart the United States or Canada you must have a ship station license. This license covers all transmitting devices on your vessel: HF SSB marine radios, VHF radios, radar, EPIRB, and even AIS transmitters. The license provides you with an international call sign and a unique Maritime Mobile Service Identity (MMSI) number.

In the US, many boaters have ob-

tained a MMSI from BoatUS instead of obtaining a ship station license. The BoatUS number is valid only for operation of transmitting devices within US waters. If you had a Boat US MMSI number programmed into your transmitting equipment, the MMSI is not authorized for use outside the US. All transmitters must be programmed/re-programmed with the MMSI provided by your ship station license.

Many cruisers add to the Marine HF SSB radio a Pactor modem so they can use SailMail, an HF SSB email system for vessels at sea. No additional federal licenses are required to use HF SSB email.

Most Canadian cruisers come to Mexico with a Ham license. For some reason many cruisers from the United States do not realize they need a general class Ham license to cruise more effectively, until they arrive in Mexico and find out what other cruisers are doing. In many cases they were told a Ham license is not needed. Can you get by without a Ham license? Sure you can.

Within a short time after arriving in Mexico, cruisers without Ham licenses realize the best weather and help comes from shore-based Ham operators. On the early morning Sonrisa net (3,968.0 KHz) weatherman Baja Geary provides the best micro-weather report in the Sea of Cortez and Mainland Mexico. It's a Ham net! On 14300.0 there are three nets that cover approximately 7x16 hours of the cruising life. They seem to always be there and want to help cruisers. Shore-based Hams can make phone patches so you can call home, log your position onto one of several boat tracking systems, check the weather forecast for your area, and many more free services. While you could just listen, you cannot ask questions without a Ham license.

As an added plus, Hams also have access to a free email system called Winlink. This service is provided by shore-based Hams at no cost to the cruisers.

Each year more than 50 North American cruisers take the Ham tests here in Mexico so they may join the Ham nets.

Hardware — The best solution for an HF SSB radio is a marine radio capable of digital selective calling (DSC). At this time only Icom and SEA systems provide that class of radios. The Icom IC M802 seems to have taken over the cruising

market. As a result, the M802 is the example HF SSB used for this article. Some boats do come to Mexico with older versions of Icom marine radios. The older, less-capable, radios will still work, but the advantage of having a DSC-capable radio will become clear if you get into trouble while at sea.

The red distress button on an HF SSB radio will send out a distress call automatically for thousands of miles, and let



you talk directly to responding search and rescue (SAR) teams. DSC calls are also monitored by every 300-ton-and-greater vessel at sea, so help could be just over the horizon.

The Icom IC M802 may be legally opened up for use of Ham and other frequencies by pressing 4 buttons at the same time (1.6MHz to 29.999MHz). That does not mean you can transmit on every frequency available on the radio. You are authorized to transmit only on the frequencies that you have a license to transmit on. Typically cruisers use only the Marine and/or Ham frequencies. However, in an emergency you could transmit on any frequency that might help.

Some cruisers come to Mexico with illegally modified Ham radios so they can talk on marine bands. Ham radios may be cheaper, but as a result you get much less.

Technically oriented Hams usually have no problems operating the many buttons and switches on a Ham radio. But what happens on your boat if the Ham operator is having a critical medical situation? Who will now run the radio to get help for the Ham? There are Hams that go cruising and cruisers that become Hams. Cruisers that become Hams use HF SSB radio as a tool and need to keep radio operation simple so they can use the radio effectively.

Before making a mistake with a Ham radio on your boat, consider the following facts. Ham radios:

- do not have DSC that makes it easier to call for help in a distress situation.
- do not have DSC that makes it easier

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

Important Note: If you have an Icom M802, emergency calls are made simple using the Digital Selecting Calling (DSC) feature of the radio.

MADE SIMPLE FOR CRUISERS

to use HF SSB to call friends.

- do not include the International Telecommunication Union (ITU) marine channels.

- only have 100 user-programmable channels vs. Marine 160 channels.

- are 100-watts radios vs. 150 watts that is standard for marine radios.

- are much harder to operate with more required adjustments.

- are frequently not compatible with other marine products and require work-arounds or special wiring instead of plug and play installations.

- must be illegally modified in order to use on the marine band frequencies.

- are not designed for the at-sea environment, and as a result may fail when you most need them.

Factor modems — Get a Factor modem with a USB connection if you plan to do HF SSB email. Frequently, when a cruiser has an issue with their Factor modem connection, it is because they have a Factor modem that has an RS232 connection to the PC. Unfortunately, PCs do not have RS232 connections any more so you are stuck with an RS232 to USB converter. The converter is not the problem, but the driver for the converter can become an issue as cruisers upgrade operating systems or change computers.

A few cruisers try to save money in this area and use software solutions. These sailors often have the most issues with email, if they get it at all. While a Factor modem is expensive, it makes HF SSB email simple.

Which computers work best? — Get a Windows PC for the communication. While Macs may be better computers, most of the marine software is written for Windows PCs. A few folks run emulators for a Windows PC on a Mac. Those who are super Mac smart are successful. If you have limited knowledge about using a Mac, consider getting a small PC to eliminate a daily challenge.

Getting the Marine License

The licensing process varies from country to country. In the United States, the Federal Communications Commission (FCC) is the regulating source for licenses. Before installing a HF SSB radio on your boat, you did not need a ship station license for the other transmitting equipment on your boat. Now that you are heading off to another country, you are required to have a ship station license for all transmitting equipment on board.

As mentioned earlier, it is only one

license for all equipment (VHF radio, radar, EPIRB, AIS Transmitter, and HF SSB radio for operation on Marine band frequencies).

To get a license, you first need to obtain an FCC Registration Number (FRN). You can complete the FRN application online and it only takes a few minutes. The FRN will be the reference number you will use in the future for all FCC licenses. See: <http://wireless.fcc.gov/uls/index.htm?job=home>

After obtaining your FRN, you may apply for a ship station license. If you bought a used boat that already has a ship station license, make sure the broker insists that the seller cancel the old ship station license. These licenses are not transferable and only one ship station license is authorized per vessel.

If you purchase a boat with an existing Icom IC M802 on board, you only have two times you can enter the MMSI number in the radio and then further changes are blocked. If you get blocked, you can send the radio back to Icom to

re-initialize the two tries for MMSI entry. Very Important: A BoatUS MMSI should never be put into an Icom IC M802. HF SSB radio is considered long-range and requires a ship station license even if you are in the U.S.

Alternately, you may purchase the cloning software, CMS802, with a special cable. This will allow you to re-enter your new MMSI as well as turn on voice compression. Voice compression will significantly increase the average voice output of your M802. Having the cloning software will also make it easy to change and organize the user and email channels.

The ship station license may be applied for online by filling out a government form. There is no test to pass to obtain this license. Some of the questions are applicable to fleets of boats only, so remember you are only applying for a pleasure craft ship station license throughout the process. The license costs \$160, is valid for ten years, and may be paid with a credit card.

Next, you will need to apply for a restricted operator permit. There is no test

PRINCIPAL PACIFIC COAST HF RADIO NETS

Zulu	Local Time Difference**	Name	Frequency USB/LSB Alternate Frequency	Coverage	Comments
Winter Summer	6:00				
~ 24 X 7		14.300 Nets	14.300 USB	East/West/South	Intercontinental / Maritime Mobile / Pacific Seafarers
11:00	#REF!	Intercon	14.300 USB	Carib & Pacific	From 07:00 - 12:00 ET
12:00	#REF!				
13:30	#REF!	Picante	6.212 USB	Mexico	Net controls Puerto Vallarta.
14:00	#REF!	Pan Pacific	8.143 USB 8.137 USB 8.155 USB	Central America	Pacific: South Pacific to Panama, Ecuador & the Galapagos and occasionally out to South Pacific.
14:00	#REF!	Amigo	8.122 USB 8.294 USB 8.297 USB	Mexico	Mexico and Puddle Jumpers (Alt Frequencies 8A and 8B)
14:30	#REF!	Amigo	4.149 USB	Mexico	Approximate Time for Short-range net
14:30	#REF!				
13:30	#REF!	Sonrisa	3.968 LSB	Mexico	Weather at UTC 13:45 Summer & 14:45 Winter.
15:30	#REF!	Chubasco	7.192 LSB	Mexico	Warmup.
15:00	#REF!				
16:00	#REF!	Baja California	7.2335 LSB	Mexico	Weather 15:15 / 16:15.
16:00	#REF!	USCG Amature	14.300 USB		Saturday Only
17:00	#REF!	Maritime Mobile Service	14.300 USB	Carib & Pacific	From 17:00 - 03:0, Rene (K4EDX)
16:00	#REF!				
17:00	#REF!	USCG Amature	14.327 USB		Saturday Only
18:00	#REF!	Manana	14.340 USB	Mexico	Monday-Saturday
22:00	#REF!	Pacific Maritime	21.402 USB	Pacific	
0:00	#REF!	Happy Hour	3.968 LSB	Mexico	
0:55	#REF!	Southbound	8.122 USB	Mexico	Coverage area: Mexico
3:00	#REF!	Pacific Seafarers	14.300 USB	South Pacific	Warmup 03:00 and roll-call 3:25 for underway vessels

** Enter offset from UTC as a positive value, e.g. -7 hours is entered as "7:00".

		Marine SSB	
Summer		Amature SSB	Winter

HF SINGLE SIDEBAND MADE SIMPLE

to pass to obtain this license. This is just another government form that you can fill out online. The restricted operator permit costs \$60, is valid for a lifetime, and may also be paid by credit card.

If you are challenged by filling out the forms online, your Icom vendor may help you or my book *Icom IC M802 Starting from Scratch* will walk you through the licensing process step by step.

Getting the Ham License

As discussed earlier, some cruisers come to Mexico without a Ham license, either because they did not know how important it is to have a Ham license or because someone gave them bad advice, telling them a Ham license is not needed. In the U.S. you are required to pass a test for each class of Ham license. To be ready for cruising and to use your marine HF SSB radio for Ham frequencies, you will need to pass both the technician and the general license tests.

The Ham license exams are given by local Ham clubs and other groups in some communities. Since some cruisers come to Mexico without a Ham license, two groups in Mexico have tried to fill the void by providing testing in Mexico. In La Paz, Dennis Ross of Ross Marine Services and Consulting is the lead Volunteer Examiner (VE) at Club Cruceros. He does testing several times a year. (Email: sailboat@sprintmail.com)

FREQUENCY RANGES

High Frequency Single Sideband (HF SSB) Marine and Amateur radio transmission is very different for day and night operation. HF SSB uses the ionosphere to reflect the signals back to earth which results in the long range capability of HF SSB. The table below provides approximate ranges for HF SSB as a result of the changing ionosphere. Hourly ranges may be determined by using a propagation tool.

HF SSB Approximate Range		
MHz	Range in Miles	
2	100 - Day	750 - Night
4	100 - Day	1500 - Night
6	500 - Day	1500 - Night
8	700 - Day	2000 - Night
12	100 - Evening	3000 - Days
16	???? Evening	4000 - Days
22	Day only - - - World Wide	

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

In Nuevo Vallarta, Radio Rob is the lead VE for the Vallarta Yacht Club. He tests potential Hams on the last Sunday of the month during the cruising season. (Email: radiorob@gmail.com)

The technician and general exams have 35 multiple-choice questions each. When you pass the technician exam, you may then take the general exam at the same testing session at no additional cost. The cost for the exam is minimal, around \$15 or less, to cover administrative costs.

The examiners are all volunteer Hams with the Amateur extra class licenses, and are also certified as VEs. (While in the US I was a VE in the San Diego area. Now, cruising in Mexico, I help with the Ham exams in La Paz and Nuevo Vallarta when I am in those ports.) If you are cruising Mexico and now realize how important a Ham license is, contact Dennis or Rob for upcoming test dates.

To prepare for the exam there are books, courses and online sample testing using the same questions that will be on your real exams. All the questions for the tests come out of a large pool of questions that are occasionally revised. Make sure any books you use to study for the exam are current with the present pool of questions. You'll find practice tests online at these sites:

- www.eham.net/exams/
 - www.qrz.com/ht/
 - <http://aa9pw.com/>
- See also, the Ham online training and testing at:
- www.hamradiolicenseexam.com/index.html

Preparing Your Radio for Mexico and Beyond

Nets — On the Communications page of my website is a detailed net schedule list in Excel. See:

www.made-simplefor-cruisers.com/communications

Most of the published net schedules have errors in them as a result of chang-

es. Since they are in PDF format they are not editable, so I put the schedule together in Excel on my site so cruisers can update the schedule with changes while cruising. The schedule includes separate pages for West Coast, South Pacific, Panama, Panama to Bahamas, and the East Coast. If you download the schedule and find errors or changes, let me know. I will keep my schedule up to date.

Programming your Radio — The M802 comes with the user channels pre-programmed. The programming includes marine and Ham frequencies. Unfortunately there are many channels that are unusable by cruisers, and the order in which the channels are programmed is at best random. This can be very frustrating for a new HF SSB user. Reprogramming your radio with what you actually need as a cruiser can make the HF SSB radio seem simple to operate.

Posted on my Communications page is a downloadable better solution for Mexico Cruisers. See:

www.made-simplefor-cruisers.com/communications

To keep it simple, I program emergency channels from channels 1-20; Ship to Ship alpha channels starting at channel 21 (2A, 2B...25G); WWV and WWVH at channels 94 to 99; Nets being used are 101 to 120; and then the Marine Operator starting at 121. To go to the emergency channels press "1" and then "Ent". For Ship to Ship press "21" and "Ent". Press "101" and "Ent" to go to the first net in the morning. If you need to check the time for nets just rotate the "CH" knob down to WWV. There's no paper required to find programmed channels. Just remember 1, 21, and 101 and then use your "CH" knob to select the specific channel.

If you buy the CSM802 software, I would be happy to email you the user channel programming that more than 150 cruisers now use in Mexico. The programming also puts compression on and sets up DSC for ease of use and extended range. (Email: p-t_on_sunyside@live.com)

Cruising is a great life and even better if you establish the right communications tools before heading out on your journey into the cruising lifestyle.

— **terry l sparks**

A retired US Navy commander, Sparks has authored six popular Made Simple for Cruisers books. Learn about them on his website: www.made-simplefor-cruisers.com/

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BAJA HA-HA MELTING POT

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

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

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

You'll find occasional updates about this year's event on 'Lectronic Latitude'. Check it out at: www.latitude38.com.

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MEET THE FLEET

Among the important dates to note (on next page) is *Latitude's* annual Mexico-Only Crew List and Ha-Ha Party, September 4. There, hundreds of potential crew mix and mingle with Ha-Ha boat owners who are looking for extra watch-standers. Get a head start on the process at our constantly updated Crew List site at www.latitude38.com. As many Ha-Ha vets will confirm, the best way to prepare for doing the event in your own boat is to crew for someone else first.

IS THE PACIFIC PUDDLE JUMP IN YOUR FUTURE?

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

We call that annual springtime migration the **Pacific Puddle Jump**, and report on it heavily in the pages of *Latitude 38*. Making that 3,000-mile passage is one of the most thrilling accomplishments in the realm of sailing. Learn more about it at www.pacificpuddlejumps.com.



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IMPORTANT DATES

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

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



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 Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.

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MAX EBB

"Lee!" I shouted up to the small figure dangling from a bosun's chair up above my second spreaders. "What are you doing up there?"

I hadn't asked her to be at the boat this early, and I certainly hadn't asked her to go up the rig. As far as I knew there was nothing up there that needed fixing. But she there she was, hanging on to the shrouds between the second and third spreaders, doing something with a roll of rigging tape.

"Just making the boat go a little bit faster," she shouted back down at me. "It's totally an easy fix."

"But Lee," I pleaded. "There's nothing broken up there, and the sailmaker and I spent hours getting the tuning just right. Please don't change anything."

"Almost done," she said, "I'll explain when I'm down."

That was not the least bit reassuring. I unlocked the cabin with visions of my rig being completely re-adjusted on the basis of one of Lee's incomprehensible theories of aerodynamics.

Lee had apparently recruited the mainsheet trimmer to work the halyard winch while she went aloft. I went below to stow the sandwiches and bring up the spinnaker sheets. A couple of minutes later I heard the eased halyard snubbing around the winch drum, followed by Lee's feet hitting the deck.

"Here's the sitch," Lee said as I climbed back up the companionway ladder to get the explanation. "You have three shrouds close together going up from the chainplate: the D-2, the D-3 and the cap shroud. This makes three circular cylinders in the air flow, all separated by about two shroud diameters of space. It's like, high drag without any benefit. All I did was tape them together so they are tangent, for much reduced air resistance. It's a no-brainer."

I examined her work. The three shrouds had to remain spaced slightly apart at the chainplate and at the first spreader, to match the fittings. But for most of their run in between, Lee had bound them together into a single bundle. Same with the two shrouds that run between the first and second spreaders. After Lee's judicious application of rigging tape, the shrouds touched each other for most of the distance between the spreaders above and below.

"Are you really sure there's less drag this way?" I asked. "Seems to me that the round cross-section is more aerodynamic than the bundle of three you turned them into."

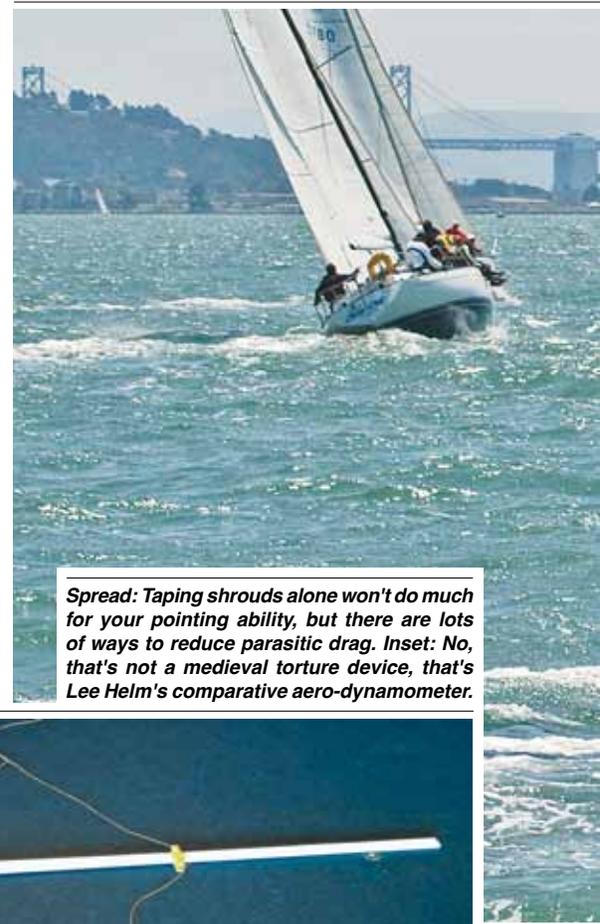
"I totally knew you'd need some convincing," Lee continued. "The theoretical proof is gnarly, so I brought an experimental apparatus to demonstrate. It's up in the parking lot in my friend's car — be right back."

With that she was off the boat and down the dock, returning in a minute as promised with a contraption that looked like three broken fishing rods lashed between small fragments of broken sail battens.

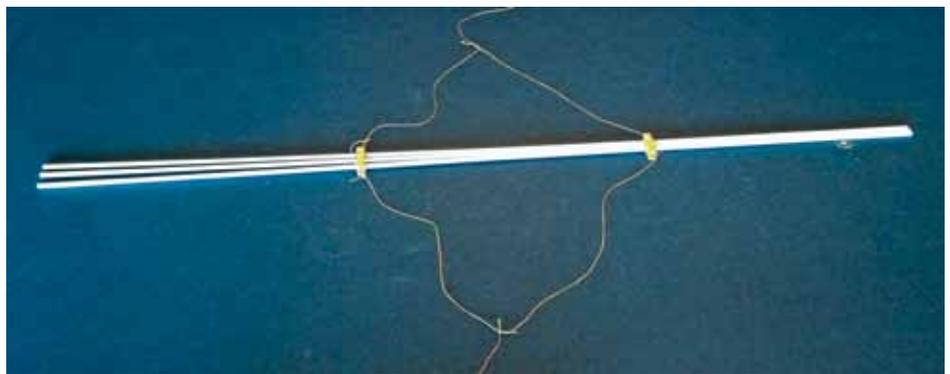
"This is a comparative aero-dynamometer," Lee announced proudly as she presented the device.

"A what?"

"Okay, it's really just, like, three plastic rods lashed together," she shrugged. "Except on one end they're spread apart, like your shrouds before I taped them, and on the other end they touch each other, the way your shrouds do now, after taping."



Spread: Taping shrouds alone won't do much for your pointing ability, but there are lots of ways to reduce parasitic drag. **Inset:** No, that's not a medieval torture device, that's Lee Helm's comparative aero-dynamometer.



They hang from a string at the balance point in the middle."

She demonstrated that the device was perfectly balanced by weight, and also that it had exactly the same length of plastic rods on both sides of the balance point. Then she passed the thing to me.

"Walk out to the end of the breakwater where there's some breeze, and hold it up to the wind. Which side do you think will have more drag?"

"Depends on the wind angle," said the mainsheet trimmer.

"We're only concerned with pointing ability," said Lee, "so the wind should be at the close-hauled apparent wind angle, which is about 30 degrees from the axis of the three cylinders. That's for the windward shrouds. For the leeward side, the flow is following the jib camber, so it's almost zero angle of attack."

She took the gadget back from me, then adjusted the loops at either end so the rods hung with the windward rod a little higher, to get the right angle of attack. If the wind blew horizontally, I could

see that it would be a pretty fair simulation of drag on my standing rigging.

"Which side do you think will be blown downwind?" she challenged.

I never bet against Lee on this sort of stuff. She handed the thing back to me, and we all walked up the gangway and out to the end of the breakwater, where a respectable sea breeze was already blowing. I held up the string to balance the rods in position by a single pivot point. No question, the taped-together side was blown back.

"What happens at zero angle of attack, as if the boat is going straight upwind?" asked the mainsheet guy.

Lee re-adjusted the loops to keep the rods all in the same horizontal plane, and the result was the same.

"Okay, now try 90 degrees."

"That's not a meaningful test of anything," Lee protested. "We don't really care about wind drag on the rigging with the wind abeam."

— DOIN' THE PARASITIC DRAG



SPREAD: LATITUDE / JR; ISNET: MAX EBB

But she set up the experiment anyway, and much to my main trimmer's delight, the result was reversed. Now the three rods that were tangent had more drag than the three rods that were spaced two diameters apart.

"That means there must be an intermediate angle where they exactly balance," observed Lee's friend.

Completely forgetting that we were supposed to be rigging my boat for the day's race, they started testing various angles of attack.

"There's a problem here," noted the trimmer. "This result is valid when the angle is zero or ninety, but at all other angles we're getting lift out of the tangent bundle. Maybe even some lift out of the spaced rods too. So the balance point is not really in the middle of the rods anymore, if you adjust to keep everything in the horizontal plane."

"Too many degrees of freedom," concluded Lee. "Let's add some more string to hold down the bottom so it's totally constrained for all motion except rotation about a vertical axis."

This made sense, even to me, and I watched the new setup demonstrate the superiority of tangent rigging rods even

more conclusively.

"So, Lee," I asked hopefully. "Does this mean we'll be pointing five degrees higher?"

"Maybe point zero-zero-five degrees higher, Max," she answered as we walked back to the boat. "I mean, the pointing angle to the apparent wind is equal to the sum of the two drag angles, aerodynamic and hydrodynamic. And parasitic drag is, like, a really big part of the aero drag angle, so any drag source we can reduce is a big help. Good move getting rid of those old plastic-coated lifeline wires, by the way. The bare rope is thinner diameter for less air drag, but you should have gone to the minimum allowable."

"They made me do that for ocean racing," I admitted. "The offshore equipment rules don't allow plastic-coated wires anymore, and the grandfather period ended a couple of years ago."

"I still prefer bare wire to Spectra," said the mainsheet trimmer. "The required diameter is the same, but the Spectra is harder to see at night. Wire is shiny and reflects points of light."

"Another thing we need to fix," Lee continued, "is those lacing lines between the lifelines and rail up forward."

"Wait, we need those to keep jibs from going over the side," I said.

"For sure. But do they have to be mongo diameter? Use the really, really thin stuff for those lacings. Less drag, more point."

"Okay, but what's this 'drag angle' stuff?"

"Elementary, Max. Drag angle is just the angle whose tangent is drag over lift. If a foil produced all lift and no drag, the angle would be zero. All the force would be lift force, directed at 90 degrees to the direction of flow. It would be a 100% efficient foil. But if drag is, like, one-tenth of lift, then the force vector tips back a little, and the drag angle is six degrees. If drag equals lift, it's 45 degrees."

"Okay," I said. "So how do you get from there to the statement that the pointing angle is the sum of the two drag angles?"

"Easy. If the boat is moving at a steady speed, all the forces from the air equal all the forces from the water. Lift, drag, resistance, parasitic air drag, everything. For the underwater part, lift from the keel and rudder, which is the force to windward, is the lift part of the angle. All the sources of resistance make the drag side. The hydrodynamic drag angle is the arc tangent, or the angle whose tangent is all the drag divided by all the lift. And in the air, lift is the force on the sail at a right angle to the apparent wind. Drag is all the air drag on the rig, the hull, the rigging and everything 'else', including those silly red hats. When you actually plot it out, you find that the only way for the aero and hydro forces to be equal and opposite is for the apparent wind angle to be the sum of the two drag angles."

"You're forgetting induced drag," noted the mainsheet trimmer.

"It's totally included in the drag vectors," Lee answered. "Induced drag is mostly from finite aspect ratio effects, as in wind spilling from high pressure to low pressure over the top of the sail and under the boom."

She had her pencil out and was about to start what would surely be a graphic novel on the back of the sailing instructions.

"Uh, we need to rig the boat," I reminded them.

"Okay, induced drag will be next class. For now, I'll just draw a drag angle diagram. We can't do anything about the underwater part except have a really clean and fair bottom. But the aerodynamic drag angle can always be improved in at least two ways."

"Getting rid of as much parasitic drag as possible must be number one," the mainsheet trimmer guessed. "Tape the shrouds, and use thinner strings wherever they are exposed to the breeze, for

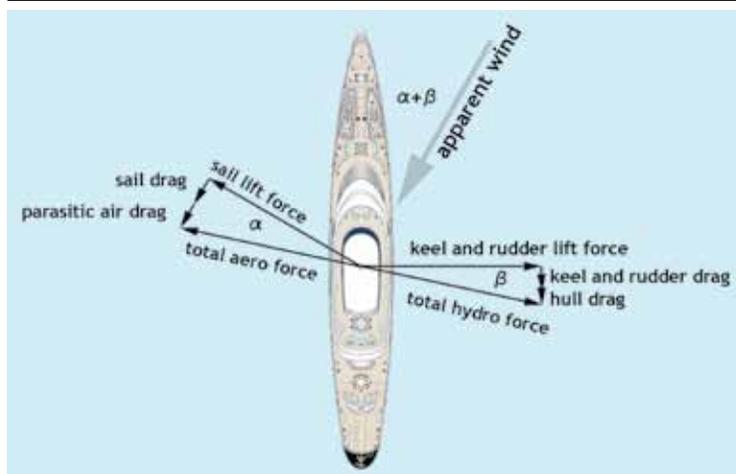
MAX EBB

example the forward lifeline lacings."

He looked around my cockpit and deck for more ideas.

"Send unused halyards to the top of the mast with thin leaders to pull them down only when needed; Don't hang coiled sheets from the lifelines; Keep horseshoe rings and other overboard Lifeslings low on the deck and horizontal; Stow the overboard pole in an internal tube instead of up along the backstay; Don't install big instrument displays on the mast. And keep crew low on the deck, no standing. But what's number two?"

"We can reduce induced drag, too," said Lee. "I mean, you can't make the rig taller, so pressure lost over the top of the sail is gone, gone, gone. But pressure lost under the bottom of sails is, like, something we can stop. Jibs should be deck-sweepers with a foot roach, and main booms should be as low as they can



Aerodynamic and hydrodynamic forces are in balance when the boat is moving at constant speed. The lift on the sails is at right angles to the apparent wind, and the aerodynamic drag angle α is the arctangent of the drag forces divided by the lift. Lift from the keel and rudder is at right angles to the boat's direction through the water (neglecting leeway to keep it simple) and the hydrodynamic drag angle β is the arctangent of the keel and rudder drag plus hull drag divided by keel and rudder lift. The angle to the apparent wind must equal the sum of the two drag angles, so reducing parasitic drag is one way to improve pointing angle.

get."

"I once sailed on a boat where we all had to sit right under the boom to close off the gap," remarked the foredeck crew, who had just arrived on the scene.

"Good call," Lee agreed. "Sometimes that's the best place to put crew when you don't need the weight high or low."

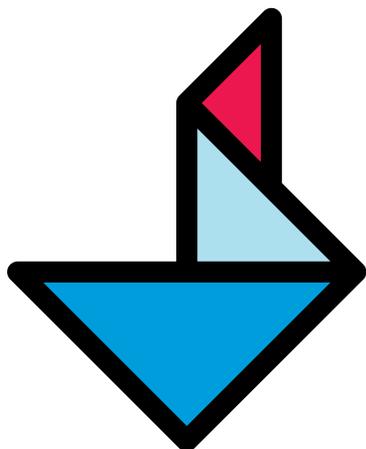
I finally got their attention turned to rigging the boat for the race. Although Lee still insisted on swapping out my jib-restraining lacing lines on the forward lifelines for some much thinner stuff.

That's when my most dangerous competitor and about half his crew strolled by on the way to their boat. The skipper stopped to observe my taped-together shrouds, and I could see the wheels turning in his head.

"You really think this makes a difference going upwind?" he asked.

"No way," said Lee. "Just a few chafe points we want to protect."

— max ebb



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THE RACING

*It's the Double Trouble and Criminal Mischief show here in The Racing Sheet, brought to you by intrepid racing reporter Ronnie Simpson. The two boats battled each other in the **Spinnaker Cup, Duxship** and **Full Crew Faralones** last month, monopolizing much of this month's ink. We did manage to sneak in reports on SFYC's **June Invitational, YRA 2**, the **Delta Ditch Run** and the **Coastal Cup**. And an update on the **Clipper Race**.*

June Invitational & YRA 2

By all accounts, June 8 was a doozy for Bay sailors. While a group of more than 150 boats enjoyed relatively mild winds on their way upriver during the Delta Ditch Run (see page 120 for that report), several fleets were left to deal with truly niking conditions on the Bay.

According to RegattaPRO's Jeff Zarwell, conditions on the Circle were bumpy even before racing began for San Francisco YC's June Invitational (for J/105s and J/120s). "A crew member from the J/105 *Alchemy* got caught in the mainsheet during a jibe and her elbow dented the deck," he reports. Zarwell transported the crew to shore, where she was taken to the hospital, treated for her elbow and a head laceration, and released.

But the fun hadn't started yet. "The wind had picked up but we only saw minor shrimping and a few torn spinners until midway through the third race," Zarwell reports. "That's when God unleashed his wrath with consistent 30 knots of wind and gusts to 40+." More canvas was sacrificed. Then a boom snapped. Finally the mast on Tom Kennelly's J/105 *Wonder* toppled.

All of this on one leg of the course!

Over at Knox, Sausalito YC set up for the YRA 2 races. "It started out as a normal June day, with west winds, a flood

leeward mark twice before finishing."

The average wind speed for the starts was 26 knots. It was much higher for the finishes. "The committee boat's wind alarm had been set at 35 knots and it kept going off," Grenier reports. "We joked that setting it higher would only encourage stronger winds."

It was no joke. The RC saw 40, then 50. "As we were finishing the last few boats," says Grenier, "to our utter disbelief, the wind indicator hit 60 — and stayed there!"

There was thankfully less carnage for the YRA fleets, with one boat retiring due to unspecified damage and another simply because they didn't want to race in such strong winds. Can't say as we blame them!

— *latitude / ladonna*

SFYC JUNE INVITATIONAL REGATTA (6/8; 5r,0t)

J/120 — 1) **Chance**, Barry Lewis, 7 points; 2) **Grace Dances**, Richard Swanson, 11; 3) **Desdemona**, John Wimer, 17. (5 boats)

J/105 — 1) **Risk**, Jason Woodley/Scott Whitney, 11 points; 2) **Godot**, Phillip Laby, 18; 3) **Arbitrage**, Bruce Stone, 24. (17 boats)

Complete results at www.sfyc.org

YRA 2 (6/8)

PHRF 1 — 1) **Red Cloud**, Farr 36, Don Ahrens; 2) **Mintaka 4**, Farr 38, Gerry Brown; 3) **Azure**, Cal 40, Rodney Pimentel. (6 boats)

PHRF 2 — 1) **Shameless**, Schumacher 30, George Ellison; 2) **Mojo**, Ranger 33, Paul Weismann; 3) **Achates**, Newport 30-2, Robert Schock. (7 boats)

ISLANDER 36 — 1) **Windwalker**, Richard Shoenhair; 2) **Kapai**, Richard Egan; 3) **Califia**, Tim Bussiek. (4 boats)

SANTANA 22 — 1) **Tackful**, Frank Lawler; 2) **Oreo**, Garth Copenhagen; 3) **Santa Maria**, Chris Giovacchini. (9 boats)

Complete results at www.yra.org

Spinnaker Cup

The Spinnaker Cup is one of the great offshore races in California that takes sailors from the San Francisco YC start-line to the finish at Monterey Peninsula YC. It's the annual Memorial Day classic, where it's almost always sunny with niking breeze, high-speed downwind surfing runs and late-night adrenaline, followed by alcohol-fueled storytelling with your mates in a quaint yacht club bar in Monterey. And



this year's edition, held May 24, was a classic. The course record fell, there was carnage all over the race course, and it was another one of those days that sailors will be talking about for years.

Days before this year's race, there was talk on the docks of the R/P 78 *Akela*'s 2010 course record falling. Frank Sloodman's R/P 63 *Invisible Hand* (ex-*Limit*) is the newest big, fast boat in town and with a breezy forecast, the big Reichel-Pugh looked as if she might get a very good shot at breaking *Akela*'s three-year-old record. The weather forecast held up and provided the breeze-on downwind surfing conditions that sailors had hoped for. Sure enough, the dock talk came true — the course record fell. But it didn't just fall. It was smashed . . . by more than 41 minutes!

But what's that coming up over the horizon? It's not a big white R/P 63. No, it's a big blue R/P-designed Southern Cross 52. That's right, Tom Akin's *Meanie* crushed it. They broke the course record, pulling off a local offshore racing upset in the process.

Right from the start, *Meanie* was on their game, winning the start. They immediately tacked to port to begin playing the Marin shoreline to minimize the effects of the incoming current. The rest of the fleet followed, including *Invisible Hand*, which took the lead but couldn't



'Azure's crew toughed out a wet ride on June 8 during the YRA 2 race.

current and a forecast of 20-25 knots," says SYC's Ray Kuhn Grenier. "We got off four starts, sending the larger fleets to Pt. Bonita, then #8 to finish, while the Santana 22s went to Yellow Bluff and the



'Double Trouble', winner of the Spinnaker Cup's Class A leading the way to the Gate.

LESLIE RICHTER / WWW.ROCKSKIPPER.COM

pull away. On the beat out to the offshore turning mark, it was *Invisible Hand*, *Meanie*, Chip Megeath's R/P 45 *Criminal Mischief* and Andy Costello's J/125 *Double Trouble*.

After rounding the mark, *Invisible Hand* stayed in a jib top and headed farther offshore, looking for more breeze, while *Meanie* set a kite and began rumbling down the course. *Criminal Mischief* and *Double Trouble* followed suit. The breeze built steadily until it was nuking on the beach at Davenport. With puffs into the 30s and boat speed well into the 20s, *Meanie* was absolutely smashing while *Hand* was nowhere to be seen.

Behind them, *Criminal Mischief* had a full-on yard sale after wiping out at 25 knots. While the *Criminals* cleaned up their mess, *Double Trouble* was able to sneak by, having wiped out only once. Carrying a masthead kite to the finish, *Double Trouble* sailed a perfect race to earn a convincing win, dominating with a 45-minute corrected-time victory over *Meanie*, with *Criminal Mischief* rounding out the podium. All of the fast boats were in the bar and having cocktails before dark.

Behind the newer, faster boats was a vintage collection of Santa Cruz hardware, which added to the classic nature of this race. Three Santa Cruz 50s (*Hana Ho*, *Roller Coaster* and *Deception*) and a 52 (*Lucky Duck*) made it down, with

Made in Santa Cruz Race Week beginning the following day (see page 88 for a full report on that terrific event).

Double Trouble wasn't the only carbon J/boat to grab headlines during the Spinnaker Cup. Trig Liljestrands's J/90 *Ragtime* dismasted 12 miles from the finish and still managed to finish fifth out of eight in their class! An incredible accomplishment for the dismasted boat, which won the coveted Best Half-Mast Finish award. Small boats are always sentimental favorites in long ocean races, and in this one it was Pete Trachy's Moore 24 *White Trash*, which surfed its way to a hard-fought class win, taking it by just seven minutes.

If you haven't sailed in the Spinna-

ker Cup, you're missing out. Whether you're an avid racer or just a sailor who yearns for adventure and a mini-cruise to kick off summer, the Spinnaker Cup is a must-do race for any Bay Area or Monterey Bay sailor.

— ronnie simpson

SFYC/MPYC SPINNAKER CUP (5/24)

CLASS A — 1) *Double Trouble*, J/125, Andy Costello; 2) *Meanie*, Southern Cross 52, Thomas Akin; 3) *Criminal Mischief*, R/P 45, Chip Megeath. (11 boats)

CLASS B — 1) *Tiburon*, SC37, Steve Stroub; 2) *Animal*, Sydney 38, Scott Walecka; 3) *Bustin-Loose*, Sydney 38, Jeff Pulford. (10 boats)

CLASS C — 1) *White Trash*, Moore 24, Pete Trachy; 2) *Aero*, Hobie 33, Joe Wells; 3) *Elan*, Express 37, Jack Peurach. (5 boats)

CLASS D — 1) *RedHead*, Cal 40, Walter Smith; 2) *Carnaval*, Santana 35, Bill Keller; 3) *Escapade*, Sabre 402, Nick Sands. (6 boats)

CLASS E — 1) *Pegasus*, J/35, Marc Sykes. (1 boat)

Complete results at www.mpyc.org

Duxship Race

Marking the second race on the OYRA calendar for 2013, the Duxbury Reef Race was held on June 1 and saw a small but devoted fleet of two dozen boats take to the starting line. The 31.8-mile ocean course is one of the most fun local courses out there. With a quick beat out the Gate and up the coast to Duxbury Reef, a reach to the Lightbucket, and then a breeze-on run back into the Bay, this year's Duxship was a day to be savored. Plenty of sunshine, mostly consistent breeze and everyone in the fleet finishing. What more could you ask for?

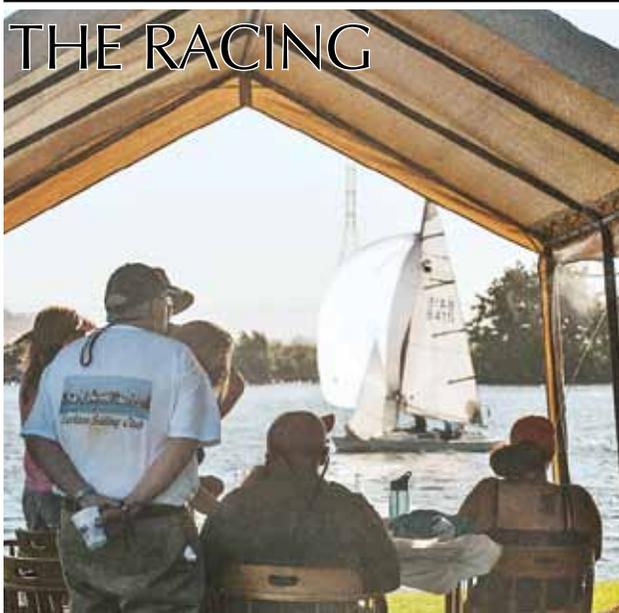
Chip Megeath's R/P 45 *Criminal Mischief* was the fastest-rated boat in the fleet and left little doubt about it. Nearly becalmed past Pt. Bonita, the fleet com-

The 'Criminals' killed it in the Duxship Race.



ERIK SIMONSON / WWW.PRESSURE-DROP.US

THE RACING



Doin' the Ditch — Top row: 'Wild Bunch' took third in the Wabbit division when she crossed the line at Stockton Sailing Club; the bad boys on 'BridgeRunner'; some rides were wetter than others; the 'Intruders' enjoyed life; heading for the barn. Middle: WTF?!; Jonny Goldsberry shadowed — or rather, over ran — the fleet on his Moth; Michael Robinson's Express 27 'Expressway' lost her mast along the way; Bottom: (l to r) 'Rufless', 'Dos' and 'Always Friday' slide past The Brothers; 'Motorcycle Irene' and the gang; Moore fun with 'Wet Spot', 'More Cowbell!' and 'Fatuity'; breakneck speed aboard 'Whiplash'.

pressed a bit as *Criminal* flopped around in a lumpy sea state left over from a front that had passed through the night before. Many boats changed to larger headsails, and most boats were able to carry them all the way to the Duxbury Reef Buoy.

When the breeze returned, *Criminal* sailed away from the fleet, calling a perfect layline to the Duxbury buoy from several miles out. Setting the A3 spinnaker at the mark, the *Criminals* weren't quite laying the Lightbucket, so they peeled to the A7 before bearing away at the Bucket and setting the A2. Coming into the Gate at 20 knots, *Criminal Mischief* claimed line honors by nearly 30 minutes, sailing to a class win in 4h, 13m.

Next across the line was Mark Howe's Farr 36 *War Pony*, which smoked to the finish in just 4h, 42m. In a growing and intensely competitive shorthanded division, Dylan Benjamin's always-fast Bay Area-built Dogpatch 26 *Moonshine* took a well-earned win in this little plywood hard-chined giant slayer.

— ronnie simpson

OYRA DUXBURY REEF (DUXSHIP) RACE (6/1)

PHRO 1 — 1) **Criminal Mischief**, R/P 45, Chip Megeath; 2) **Emily Carr**, SC50, Ray Minehan. (2 boats)

PHRO 2 — 1) **Whirlwind**, Wyliecat 30, Dan Benjamin; 2) **War Pony**, Farr 36, Mark Howe; 3) **Dare Dare**, Jeanneau SunFast 3200, Nicolas Popp. (4 boats)

PHRO 3 — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Ahi**, Santana 35, Andy Newell; 3) **Pilot**, Islander 36, Paul Zingaro. (7 boats)

SHORTHANDED — 1) **Moonshine**, Dogpatch 26, Dylan Benjamin; 2) **Nancy**, Wyliecat 30, Pat Broderick; 3) **Ragtime!**, J/92, Bob Johnston. (7 boats)

MULTIHULL — 1) **Transit of Venus**, Corsair 37, Rick Waltonsmith. (1 boat)

Complete results at www.yra.org

Delta Ditch Run

There's no other race quite like the Delta Ditch Run. Where else can you find 150+ boats ranging from sportboats to skiffs to keelboats to catamarans, all duking it out in close quarters on a winding river? The craziness and quirkiness that is the Ditch Run is something that must be seen to be believed. And

this year's, on June 8, was one for the record books.

With an all-day flood and ultra-hot temperatures hitting triple digits in the Delta, many sailors were expecting a strong thermal breeze and a quick ride to Stockton. But, despite the nearly 60-knot gust at Pt. Blunt, the breeze never fully realized its potential over the course, with winds topping out around 20 in the puffs and many lulls and holes.

Of the 13 mostly large and competitive fleets, two of the coolest classes in this year's Ditch Run were the Moore 24s and Express 27s, both of which boasted huge one-design starts. In the Express 27 fleet, Will Paxton and his venerable *Motorcycle Irene* romped to a convincing victory of more than six minutes while the next three boats spanned just a minute. The 24-boat Moore 24 fleet was won by class stalwart Bill Erkelens and his always well sailed *Eclipse*. The top nine Moores were



PHOTOS: ERIK SIMONSON / WWW.PRESSURE-DROP.US

separated by just 10 minutes. Not bad for an eight-hour race!

While no course records were broken in this year's moderate breeze, one very interesting unofficial record was set. For the first time in Ditch Run history, a fully-foiling boat 'competed' in the race. Former Olympic 49er campaigner and rockstar sailor Jonny Goldsberry sailed his foiling Moth 60 miles to Stockton. How cool is that? Too bad he wasn't an official entry. Speaking of foiling, Philippe Kahn's *Pegasus-Motion X* beach cat was almost foiling, riding on experimental new daggerboards.

Carnage was considerably less than in last year's Ditch Run. Notable exceptions included the Express 27 *Expressway*, which motored into Stockton minus a mast. Two catamarans capsized and couldn't be righted, including Paul Galve's zebra-striped F18 *Le Zebra*, which was pulled ashore at a local boat ramp just as one of the hulls was almost completely full of water and sinking.

After a raging party at the Stockton Sailing Club, the local sailing community was stunned and saddened to

learn of the passing of Santa Cruz sailor Noe Goodman, who had raced on Ray Lotto's Express 27 *El Raton*. According to several reports, friends didn't realize the 28-year-old was missing until Sunday morning, at which point they began searching in earnest. Police were called and the waters of Stockton SC searched by divers. Goodman's body was found near his parents' boat, submerged in about 10 feet of water.

Goodman worked at Santa Cruz Sails, and had previously attended UC Santa Cruz. The *Latitude* staff joins the Bay Area racing community in mourning Goodman's loss.

— ronnie simpson

RYC/SSC DELTA DITCH RUN (6/8)

EXPRESS 27 — 1) *Motorcycle Irene*, Will Paxton; 2) *Magic Bus*, Paul Deeds; 3) *El Raton*, Ray Lotto. (15 boats)

MOORE 24 — 1) *Eclipse*, Bill Erkelens; 2) *Wet Spot*, Mike O'Callaghan; 3) *Moorigami*, John Siegel. (24 boats)

PHRF 1 — 1) *Rufless*, 11:Metre, Rufus Sjoberg; 2) *Golden Moon*, Express 37, Kame Richards; 3) *Dos*, Sierra 26, Brad Butler. (12 boats)

PHRF 2 — 1) *Uno*, Wyliecat 30, Steven Woner; 2) *Lost in the Fog*, Etchells, John Gilmour; 3) *Yucca*, 8-Meter, Hank Easom. (13 boats)

PHRF 3 — 1) *Navasana*, Mull 22, David Paudler; 2) *Shut Up & Drive*, J/24, Val Lulevich/Randall Rasicot; 3) *Puddle Jumper*, Capri 25, James Norman. (10 boats)

PHRF 4 — 1) *Misbehavin*, J/22, Brian Green; 2) *Tortuga*, Pyramid 6.60, Steve Eyberg; 3) *Knot Serious*, Capri 25, Steve Gierke. (7 boats)

SPORT 1 — 1) *Viva*, Melges 24, Don Jesberg; 2) *JetStream*, JS9000, Daniel Alvarez; 3) *Smokin'*, Melges 24, Kevin Clark. (10 boats)

SPORT 2 — 1) *DFZ*, J/70, Tom Jenkins/Erik Kownacki; 2) *Arcadia*, Mod. Santana 27, Gordie Nash; 3) *Baby War Pony*, J/70, Peter Cameron. (13 boats)

WABBIT — 1) *Weckless*, Tim Russell; 2) *Szygy*, Simon Winer; 3) *Wild Bunch*, Aaron Strum. (9 boats)

CRUISING — 1) *Work in Progress*, O'Day 272, Charles Sanford; 2) *Options*, Catalina 30, David Bussey; 3) *Sir Leansalot*, Hunter 40, Tom Lueck. (14 boats)

BAMA MULTI — 1) *Chaos*, Corsair F-27, Travis Thompson; 2) *Centurion's Ghost*, Corsair 28r, Martin Sances; 3) *Khimaira*, F-25c, Mark Zimmer. (6 boats)

F18 — 1) *Casi Listo*, Scott Miller; 2) *Kaos vs. Control*, Charles Froeb; 3) *Nauti Angel*, Daniel DeLave. (9 boats)

MULTI TEXEL — 1) *Hobbledehoy*, Inter 20, Brian Ganz; 2) *Rocket 88*, Spruitt D-cat, Ian Klitza; 3) *Shadow*, M&M Prosail 40, Peter Stoneberg. (7 boats)

Complete results at www.stocktonsc.org

THE RACING SHEET

Full Crew Farallones Race

On June 15, in the first running of the event since last year's *Low Speed Chase* tragedy, the OYRA Full Crew Farallones Race offered the fleet of 33 boats Champagne sailing around the Rockpile under overcast skies.

In the premier PHRO 1 division, Frank Slooman's R/P 63 *Invisible Hand* took advantage of her waterline to decimate the fleet on the upwind beat to the Farallones, and then maintained that advantage to claim line honors by 45 minutes.

In the *Hand's* wake was Chip Meggeath's R/P 45 *Criminal Mischief*, which battled with Andy Costello's J/125 *Double Trouble*. On the way to the islands, *DT* stayed higher on the course while *Criminal* tacked to starboard earlier. As the breeze gradually lifted, *Criminal* was able to point at the island while Costello's crew had height and cracked off for speed. *Double Trouble* was showing some serious upwind legs.

Rounding the islands, both boats set reaching spinnakers. *DT* again went higher, setting up to jibe and head back into the Gate, while *Criminal* pointed for the Gate and got lifted in. *Criminal Mischief* was the second boat in, but the real story is Costello and crew on *DT*.

Finishing just 10 minutes after *Criminal*, they corrected out to a class win by a whopping 40 minutes. *Criminal* claimed second in class while *Invisible Hand* corrected out to a fourth-in-class finish. *Double Trouble* has dominated offshore racing this year, winning whenever they show up.

In the PHRO 2 division, Brad Copper's tricked-out Tripp 43 *TNT* romped around the course just 30 minutes slower than *Double Trouble*, which allowed *TNT* to correct out to a convincing 25-minute class win. Second in class was Rob Theis' J/111 *Aeolus*, followed by Jack Peurach's Express 37 *Elan*.

The clouds parted and the breeze built for a ripping spinnaker run to the finish. It was the perfect memorial to the group of sailors who lost their lives in this race last year.

— ronnie simpson

OYRA FULL CREW FARALLONES RACE (6/15)

PHRO 1 — 1) *Double Trouble*, J/125, Andy Costello; 2) *Criminal Mischief*, R/P 45, Chip Meggeath; 3) *Hana Ho*, SC50, Mark Dowdy. (5 boats)

PHRO 2 — 1) *TNT*, Tripp 43, Brad Copper; 2) *Aeolus*, J/111, Rob Theis; 3) *Elan*, Express 37, Jack Peurach. (14 boats)

PHRO 3 — 1) *Maggie*, C&C 37, Dave Doug-

las; 2) *Ahi*, Santana 35, Andy Newell; 3) *Ohana*, Steve Hocking, Beneteau 45f5. (6 boats)

SHORTHANDED — 1) *Racer X*, J/105, Rich Pipkin; 2) *Zsa Zsa*, 1D35, Stanley Giaros; 3) *Moonshine*, Dogpatch 26, Dylan Benjamin. (8 boats)

Complete results at www.yra.org

Coastal Cup

This year's Coastal Cup, June 11-14, was an epic downhill ride with northwesterly breeze in the teens to mid-20s, making for a fun, fast spinnaker run down the coast. Unfortunately, no one was there to experience it.

An embarrassingly small fleet of just eight boats — down from 26 four years ago — took to the Cityfront start of the 371-mile race to Marina del Rey. Participation has been dwindling for years for a variety of reasons: owners don't want to break their boats before TransPac; the Full Crew Farallones was rescheduled to the same weekend; sailors don't like getting parked up after Pt. Conception. . . the list goes on.

But for all its faults, the Coastal Cup is still a great race. It's California's Rolex Sydney Hobart — an intense, full-on sprint of a distance race, often with a frustratingly slow finish.

Taking line honors in this year's event was Steve Stroub's sleek Santa Cruz 37 *Tiburon*. With a crew that included rockstars such as Will Paxton, *Tiburon* flew down the coast in just 52 hours, taking the class win in a tiny two-boat class.

Less than seven hours later, the Santa Cruz 70 *Retro* came steaming in with an elapsed time of just 34.5 hours, the new reference time for the new course to MdR.

Dave MacEwen's SC52 *Lucky Duck* unluckily broke a steering cable block just 15 miles from the finish and had to finish under autopilot, thereby DNFing. It was the only way that they could turn their steering quadrant!

Racers raved about the dockside reception and hospitality given this year — the Del Rey YC sent out an escort boat and had a welcoming committee on hand for every finishing boat.

PRO Susan Jacquelin of Encinal YC is well aware of the dwindling numbers and is helping to implement changes that she believes will increase participation in the future. "We are addressing rating concerns by averaging boats' NorCal and SoCal ratings, as well as moving the finish to the beautiful Del Rey YC. We may add an offshore turning mark next year to keep sailors in more consistent breeze once they've rounded Conception."

Don't let the Coastal Cup die. Let's rally the troops and get 20 boats on the line next year!

— ronnie simpson

EYC COASTAL CUP (6/11-12)

MONOHULL A — 1) *Retro*, SC70, Doug Team/David Bake. (2 boats)

MONOHULL C — 1) *Tiburon*, SC37, Steve Stroub; 2) *Alpha Puppy*, 1D35, Alex Farell. (2 boats)

MONOHULL D — 1) *Quixote*, X-3625, Jon Eberly; 2) *Azure*, Cal 40, Rodney Pimentel; 3) *Avion*, Bianca 414, Tom Abbott; 4) *Seabiscuit*, Catalina 36, Mark Neumann. (4 boats)

Complete results at www.encinal.org

Clipper Race 2013-14

The Clipper Round the World Yacht

Race has announced that South Beach YC will be the official host of the race fleet when it arrives in San Francisco in April 2014. "I know that their members are very keen racers and our crews will enjoy meeting them, and will enjoy the excellent facilities," said Clipper Race founder Sir Robin Knox-Johnston. "There will be some great sailing opportunities for our partners and their guests."

SBYC's vice commodore, Bill Adams, said, "The fleet is likely to be berthed around Pier 40 and there will be a rota of open boats so that the public can see what life is like aboard an ocean racing yacht." Quite a feather in the cap of the friendly club!

The Clipper Race has also teamed up with the San Francisco-based BritWeek festival to run a competition to offer someone from the Bay an opportunity to fly to the UK for three weeks of training this summer, and then race from China across the Pacific back to their home port as a BritWeek ambassador.

Sir Ben Ainslie revealed the winner — Stephanie Evans, age 28, a publishing editor from Oakland — at the BritWeek 'Sporting Heroes' event sponsored by the Clipper Race at SBYC on June 13. "This means so much to me," she said. "I lost my dad unexpectedly when I was 18. He was a skilled ocean racer. So I set about learning to sail, and the opportunity to cross the Pacific Ocean in the Clipper Race is fantastic."

— latitude/chris



CLIPPER RACE

Stephanie Evans of Oakland will sail from China to San Francisco.



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- **Entries Pass the Half Way Mark**
- **Pacific Offshore Academy June 23rd and October 19th**
- **One More SC 27 to Make a Class**



Photo by David Krausz

www.PacificCup.org

With reports this month on **Charter Boats with Special Access for America's Cup Viewing**, and a look at **Flotilla Chartering Options Worldwide**.

A Front Row Perspective Without the Stress of Boat-Handling

Needless to say, the hottest topic among Northern California Sailors this summer is the America's Cup and its related events. After decades of failed attempts to bring the Auld Mug to the Bay, it's almost hard to believe a San Francisco-based team — Oracle Team USA — will be defending their title right



The replica schooner 'America'.

here in our own watery playground. But it's true — and having AC 34 on the Bay is definitely something to crow about.

As you've often heard by now, never before has an AC race been more accessible from shoreside spectators. But being sailors themselves, *Latitude* readers will likely be tempted to watch from the water instead. If you choose to bring your own boat, we wish you the best of luck in finding a descent spot to hover or anchor. But before you commit to doing that, we'd like to introduce an alternate idea: book a ride aboard one of a select



The swift multihull 'Cat Ballou'.

group of Bay Area crewed charter yachts that have secured special status to moor inside a specially designated zone right next to the course boundaries — and inside the sure-to-be chaotic scramble

of pleasure craft vying for a look at the ultra-fast action.

Only nine sailboats have acquired this special status, and all are well-managed operations run by conscientious professional crews. They will get you as close as possible to the action, serve you snacks and drinks, make sure you are warm, and insure that your viewing experience is as stress-free as possible.

Our understanding is that on any given race day they will be assigned a GPS position where they are required to moor or idle during racing, but they may not know that position far in advance of an actual race date.

As you may have read in our America's Cup Viewer's Guide (page 96), scheduling for the early rounds of the Louis Vuitton challenger series is still in a state of flux, largely due to the uncertainty about when Artemis Racing's new boat will be ready to rumble. But at this writing Emirates Team New Zealand and Luna Rossa are slated to compete July 7, 12, 19, 21, 26 and 28. (See the full schedule at www.americascup.com.) Plus, the defender, OTUSA, has the right to run its boats around the course on all of those days in a separate time slot — just for practice.



The sleek 'Derek M. Baylis'.

So there should be plenty of fast action to hoot and holler about in July. In addition to boat-on-boat match racing the one and only AC72 fleet race is scheduled for July 5. To us, that promises to be an awesome spectacle, even though it's just an un-scored exhibition.

Looking ahead, the Louis Vuitton Cup finals, August 17-25 (with lay days interspersed) should be super-exiting, as will be the AC45 fleet racing during the Red Bull Youth America's Cup, September 1-4. And, of course, you'll want to book a spot well in advance of the America's Cup Finals, September 7-14 (or longer).

With that introduction, let us introduce you to this 'specially privileged' fleet:

Schooner America — This beautiful 139-footer is a replica of the legendary vessel that started the America's Cup in 1851. Amenities include two large TV's which will air live AC action when televised.

- Passenger capacity: 75
- Berthed at Golden Gate YC
- Full-boat charters & individual ticketed trips
- Individual tickets start at \$199; Charters start at \$12,000
- (858) 922-3522

Freda B — This classic gaff-rigged schooner that has all of the amenities of a fine yacht including flat screen TV's, and iPod compatibility. A focus on California cuisine and Napa Valley wines round out this VIP experience.

- Passenger capacity: 42
- Berthed at Sausalito Yacht Harbor
- Full-boat charters & individual ticketed trips
- Price range: Individual tickets \$99-\$595; Charters \$7,500-\$25,000
- (415) 331-0444

Schooner Seaward — This 82-ft stay-sail schooner sails with a professional crew of four to meet all passenger needs. Snacks and drinks, including beer & wine



Healthy snacks aboard 'Freda B'.

will be served as part of the charter sail.

- Passenger capacity: 40
- Berthed at Bay Model Pier, Sausalito

LATITUDE / ANDY

OF CHARTERING



On a daysail last summer to watch the AC World Series, a neopyhte sailor tries her hand at the helm. Participation can be part of the fun.

- Full-boat charter
- Price range: Charters start at \$5,000
- (415) 331-3214

Cat Ballou — This sleek, fast sailing 42-ft catamaran is one of San Francisco's finest private charter yachts. She is very stable and very comfortable.

- Passenger capacity: 12
- Berthed at Schoonmaker Marina, Sausalito
- Full-boat charters
- Prices start at \$1,200
- (855) 724-5736

Derek M Baylis — This custom-built Wylie-designed yacht is sleek, fast and comfortable. She often does programs involving marine research and education on the west coast. AC cruise tickets will include lunch, beer and wine, plus

television viewing on board

- Passenger capacity: 35
- Berthed at Richmond, Berkeley or San Francisco
- Full-boat charters
- Price range: Individual tickets start at \$200; Charters start at \$8,000
- (909) 358-0560

Bay Lady —

This big steel schooner was purpose-built as a sailing yacht for the passenger trade, and sports a huge cockpit that seats 80 people comfortably on cushioned benches with backstops.

- Passenger capacity: 75
- Berthed at South Beach Harbor, San Francisco

- Charters & Individual Tickets
- Price range: Individual tickets start at \$125; Charters start at \$5,000
- (415) 543-7333

Yukon Jack — This former racing sloop is one of the fastest charter sailing yachts on the West Coast. Recently refurbished extensively, she is fast and fun, yet comfortable.

- Passenger capacity: 16
- Berthed at South Beach Harbor, San Francisco
- Charters & Individual Tickets
- Price range: Individual tickets start at \$125; Charters start at \$5,000
- (415) 543-7333

Both **Privateer** and **Santa Maria** are operated out of

San Francisco's Pier 39, making them ideally located to take in the AC action. For the Louis Vuitton Cup Round Robin races they offer scheduled 90-minute sails at affordable prices.

- Passenger capacity: 28 / 44
- Berthed at Pier 39, San Francisco
- Ticketed charter start at \$45 per person
- (415) 378-4887

For more information on these and — must we say it? — powerboat charters, call (415) 972-1818 or email americascup@sfgiants.com. We'll see you out there.
— *latitude/andy*

The Cure for the Stuck-At-Home Blues

Can't get your friends to commit to a bareboat charter? Tired of chasing down deposit money from your potential boatmates? Looking for a unique sailing vacation experience?

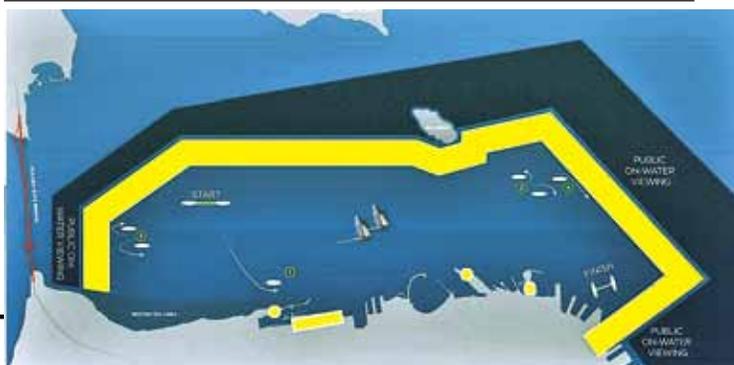
If you answered yes to any of the above questions, perhaps a flotilla charter would be right up your sailing alley.

What is a flotilla you ask? A group of yachts sailing to the same locations, shepherded by a lead boat with experienced crew. Generally, flotillas offer a flexible itinerary, where each boat has the option of as much independent sailing time as its crew wishes, but with a sense of security knowing others are nearby. Kind of like "buddy boating" with a pod of new friends.

Although you can book a flotilla boat with your own group of friends or family, it can be invigorating to simply book a cabin by yourself or with your significant other, and get to know a whole new boatload of people — often from around the world.

From this writer's experience as a 1st/mate chef on crewed yachts, when we would provide 'book-by-the-cabin' charters, whether for individuals or couples, these sailors tended to be gregarious, ad-

Only this select group of charter yachts is allowed in the yellow zone below, which borders the boundaries of the race box.



WORLD

venturous, fun loving and perhaps willing to try a little harder than the norm to be team players. A boatload of strangers soon turned into fast friends, and some even went on to rent bareboats in new venues later with their new-found buddies.

Many flotilla operators organize happy hours, BBQ's and pot lucks for the group to meet at the end of the day to share stories and hang out with like minded adventurers.

If you want a break from the sole responsibilities of navigation, technical issues, anchoring locations, or organizing a whole crew — or you're new to sailing and want an easy introduction to the fun of chartering, check out the following sampling of local and international companies that offer flotillas in a variety of far-flung sailing venues throughout the year.

Bay Area Companies — There are many advantages of booking with a local sailing club or school, such as getting to meet your potential shipmates and lead



AKI KANIEL

Eager to sail in someplace exotic? How about Australia's Whitsunday Islands. Pictured here is Whitehaven Beach.

crewmembers at planning parties, getting lower airfares with group rates. If you are a member of a sailing club, you will get discounted rates on their flotillas. However, non-members can also join in the flotillas.

OCSC Sailing — (510) 843-4200 or (800)

223-2984; www.ocscsailing.com

- Locally, a Benicia cruise in

August

- Thailand — February, 2014
- Tahiti — July, 2014
- Croatia — September, 2014.

Club Nautique — (415) 332-8001 (Judy or Scott); www.clubnautique.net

- Petaluma — late July
- Half Moon Bay — October
- Belize for New Years
- New destinations to be announced soon

Modern Sailing School — (415) 331-8250 or 800 995-1668; www.modernsailing.com

- Delta flotillas this summer
- Thailand this fall
- Check the website for additional upcoming flotillas. (John Connolly, ASA Ocean Passagemaking Instructor, will be the flotilla leader.)



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OF CHARTERING

Tradewinds Sailing Club & School — (510) 232-7999; www.tradewindssailing.com

David Kory, flotilla leader will arrange all the details, including airfare, hotels, transfers, etc. More info may be found on David's website: www.avinautica.com

- Tahiti — November, 2013
- Greece — May, 2014
- Belgium — May/June, 2014
- Several California Coastal trips this summer.

Spinnaker Sailing of Redwood City — (650) 363-1390; www.spinnakersailing.com

- Sardinia & Corsica — September, 2013
- BVI — December, 2013

A Sampling of International Flotilla Operators:

Sunsail — (877) 630-7213; www.sunsail.com

- Caribbean — British Virgin Islands flotillas (nearly year-round except September); also in Grenada, St. Vincent and the Grenadines
- Mediterranean — Greece, Croatia and Turkey
- Indian Ocean — Seychelles
- Australia — Whitsundays

Dream Yacht Charters — (410) 268-2140; chris@dreamyachtcharter.com

- BVI flotillas next season. They also rent individual charters with cabin bookings.

Kiriacoulis — based in Athens, Greece; www.kiriacoulis.com

- They focus on two areas of Greece: Islands of Saronic Gulf and the Sporades islands.



PATRICK SOMERS

Idyllic harbors like this in Greece will leave you thinking you've gone back in time. Ashore, the locals value their cultural traditions.

San Juan Sailing — Bellingham, WA; (360) 671-4300 or (800) 677-7245; www.sanjuansailing.com

- Flotillas in the Caribbean; Victoria, BC and Salish Sea, San Juan Islands and Vancouver, and Desolation Sound
- Lynn Ringseis

Are "Californians Dreaming?"

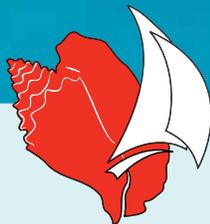
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CHANGES

With reports this month from **Sanctuary** in Dominica; from **Beach House** on troubles trying to cross the Atlantic from Namibia; from **Starship** on a day at Fatu Hiva in the Marquesas; from **Beach Access** on being trapped on the hard in Guaymas; from **Insatiable II** on why Tasmania is so wonderful; from **Esprit** in Malta and Tunisia; and **Cruise Notes**.

Sanctuary — Island Spirit 37 Cat Captain Mark Denebiem Never A Dull Moment (Dominica / ex-San Francisco)

Since my purchasing *Sanctuary* three years ago, my life has seemingly been one Caribbean adventure after another. The first two years I did a bunch of crewed charters up and down the Eastern Caribbean. Then, needing to pursue some land-based business projects, I put *Sanctuary* in a yacht management program with BareCat Charters in the British Virgins.

Despite having one of the smaller bareboat charter cats, we managed to book nine charters from April 2012 to April this year. With my 'owner's time', I focused on captaining the boat for charters for the Interline (Airline) Regatta in Tortola in mid-October, and the St. Barth Bucket in late March. Both times I had five women for crew, making me look like 'Captain Pimp Daddy'.

BareCat rightly insists that their boats be fully functional when they go out on charters, so they set about repairing every little thing — sometimes at greater expense than I expected. For example, \$250 plus labor for a sump pump? But for the most part I thought I was treated fairly. I also had a couple of big items come up — bottom paint, sail-

During a visit to this Dominican pond, Mark met a guy named Adam and a woman named Eve, and slipped on an apple core near a serpent.

drive overhaul, a new genoa — so for the accountants in the readership, I took in about \$5,000 less than I spent. All things considered, I was not unhappy with the experience, although I found the BareCat owner to be a bit of a crabby know-it-all.

Ever dream of running a yacht management company? BareCat is for sale. But be careful what you wish for, as the yacht management business is not easy.

With *Sanctuary* in the yacht management program, I focused on starting new businesses. The first was *www.ParadiseMatch.com*, which offers all-inclusive luxury matchmaking holidays based out of the U.S. Virgin Islands. Once I got that established, I put it on hold so I could move to Dominica to begin development of Camp DominEco, which will focus on educational land and sea ecotours. I also started building a house and a commercial bar & grill, and laying the groundwork for a Dominica-based day and term charter business with *Sanctuary*.

Not having enough to do, I also wrote *Captain Mark's Way*, based on my 34 years of sailing the Caribbean. It features 16 'One Page Wonders' that provide my perspectives on life and the pursuit of happiness. Readers can purchase what I believe is a hilarious tome for only \$6.99 as an eBook from Kindle/Amazon.

Staying in top physical condition is important, so I do a lot of ocean swimming. I took second for men in the 2012 Beach to Beach 2.25-mile Power Swim in St. John, US Virgin Islands, and frequently enjoy mile or longer swims. For example, I swam more than a mile circumnavigating Guadeloupe's Pigeon Island on the way down to Dominica.

Sanctuary and I are currently at Portsmouth, Dominica, where I'm offering day and sunset charters, as well as trips to the beautiful Les Saintes. But by the time this report comes out in print, *Sanctuary* and I will probably be down at our summer base in the Grenadines. Those islands are out of the main hurricane belt and boast lovely sailing conditions. We spent the summer of 2011 in the Grenadines and loved it.

My Dominica enterprises are progressing nicely. The 10-acre future DominEco



Resort, which features 1,000 feet of riverfront, an emerald pool, and the 85-ft Syndicate Waterfall just upstream, is already welcoming birdwatchers and waterfall lovers. The site is 1,400 feet up the slopes of 4,747-ft Morne Diablotins, the second highest peak in the Lesser Antilles. There is so much sun, rain and good soil that we're also farming a couple of acres of cucumber, peppers, pumpkin and grapefruit.

The other venture is the Barb Wire Bar & Bungalows, located above Ross University Medical School at Picard. Darnelle, aka 'Pnut', from Marin County's San Rafael, and I are building a house with a large wood deck using local woods, as well as the Peanut Farm Bar & Grill. Construction should be just about finished in July. It's beautiful here! In fact, the only things I miss from California are the Giants — go Giants! — and dim sum.

— mark 06/04/2013

SANCTUARY



Mark Denebiem, the man with a catamaran and a million ideas.

DOMINICA TOURISM





Spread; Namibia's colorful Sossuvlei Sand Dunes are a popular stop for cruisers. Inset; It's a long, hot and slippery climb to the top.

**Beach House — Switch 51 Cat
Scott Stolnitz and Nikki Wood
South Africa and Namibia
(Marina del Rey)**

April wasn't the best month for Scott Stolnitz of the Marina del Rey-based Switch 51 *Beach House*.

"Our trip from Cape Town to Namibia turned out to be a 72-hour motorboat ride. But it was calm, so my crew Nikki and I could 'see' all the other vessels on AIS. Our plan was to stop in the sleepy mining town of Luderitz, refuel, then head to Walvis Bay 235 miles farther north. From there we would visit the famous Sossuvlei Sand Dunes, then set sail on the long passage across the Atlantic.

"After a short stop at Luderitz, we took

off for Walvis, but soon all hell broke loose. First, the hydraulic steering failed while we were sailing almost dead downwind. The failure was due to a technician in Cape Town improperly bleeding the hydraulic system. Once the steering failed, we attempted a manual course correction. Unfortunately, the steering was then too loose to control the boat, so we had an accidental gybe. When the boom came across the boat, it broke our traveler system and the preventer system, and most importantly, sheared the back bearing right off the boom. So that was that.

"The drama of the moment was that it was blowing 25 knots and building. The main had to come down. Since we couldn't roll it into the boom as we normally do, it had to be lowered onto the deck. As the boat was unmanageable due to the steering failure,

half of the 200-lb main blew off the boat. Twice! Amazingly, Nikki and I were able to maneuver the boat so the wind would start to blow the main back onboard. After a 90-minute struggle, with the wind blowing 30 knots, we got the sail secured. At this point the hydraulic steering seemed to rehabilitate itself as a result of an air bubble having worked its way through the system. We re-arrived at Luderitz wiped out at around 8 p.m.

"The weather was becoming a potential issue, as winter was coming to the Southern Hemisphere and we needed to get north and across the Atlantic. Fortunately, we lucked out and instead of having to blast into the normal headwinds, we were blessedly able to motor 72 hours back to Cape Town.

"Once at Cape Town, we were able to accurately assess the damage. The Forespar Leisure Furl boom was broken or bent in three places. The back end bearing, the front yoke, and the mid-support all had to be replaced. Parts were ordered from Forespar in California. The good news was that Southern Spars, the largest mast manufacturer in the Southern Hemisphere, has a base in Cape Town. They were able to straighten our mandrel! If necessary, they could have made a new one. We also got a newly designed mid-boom roller guide section, support, and a repaired mandrel. We also got a new rear plate with a much thicker outer bearing, one that probably wouldn't have

Scott and Nikki — she's seen here atop Table Mountain — got to visit Cape Town twice. Not that the second time was by choice.

BEACH HOUSE



A bent Leisure Furl boom is not a good thing.

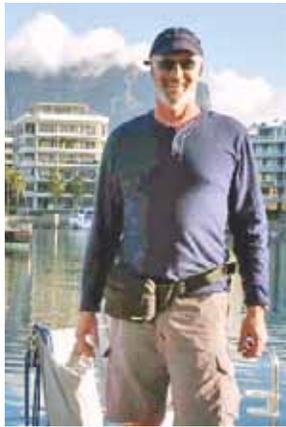


BEACH HOUSE

CHANGES

broken, as it is welded on the inside and outside of the plate. We also upgraded the Harken traveler system.

"What we most lacked confidence in



Scott, having sailed more than halfway around the world, is feeling good.

was the hydraulic steering system, which took about five iterations to resolve. First, it was determined that air in the system had caused the failure. Second, Meridian Technologies really went over the system. They made custom pistons for our steering rams and used a 'gas/liquid' seal. Not only did they get the steering completely tight — meaning responsive — but they managed to fix the rudder synchronization issue as well. Next, the boys from Associated Rigging took over and did a great job of repairing the 300-lb boom, then reinstalled it.

"With the repairs done, we headed back to Luderitz in preparation for sailing across the South Atlantic.

Update One: "We arrived in St. Helena after an 8.5-day sail from Namibia. While here, we climbed the 699 steps and learned they are planning to build a runway so 747s full of tourists can visit this island in the middle of nowhere that's less than half the size of Catalina.

Update Two: "After a short stop at St. Helena, we took off on the 700-mile passage to Ascension Island, which is also in the middle of nowhere. We arrived on June 13, having had the most beautiful sailing conditions ever, and at one point

The new rear plate and outer bearing on 'Beach House's Leisure Furl boom worked great across the Atlantic. But not the hydraulic steering.



BEACH HOUSE

did 105 miles in 11 hours. If the sailing conditions were like this everywhere, everybody would be sailing the oceans of the world.

— scott 06/13/2013

Readers — *Is there anything more infuriating than a repair that's not a repair at all? As you'll read in Cruise Notes, Beach House continued to have serious rudder synchronization problems across the Atlantic.*

Starship — Islander 36 Chris and Anne-Marie Fox A Day in the Life at Fatu Hiva (Victoria, British Columbia)

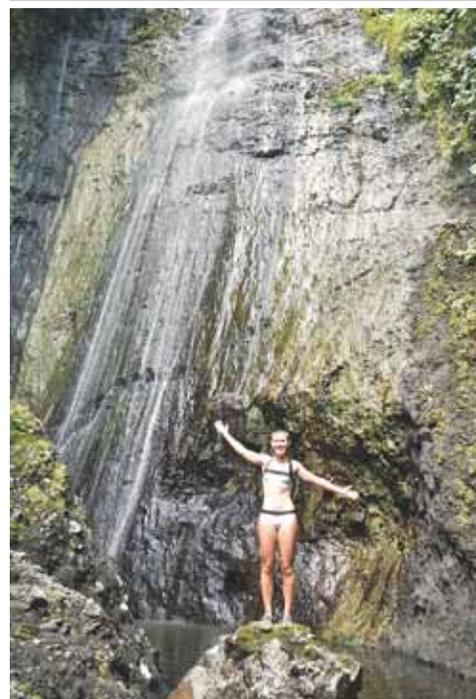
We loved the *Lectronic* and *Latitude* write-ups of our Puddle Jump, but there was one mistake. We averaged 650 miles per gallon of diesel, not just 340 miles. Now let me tell you about a typical day here in the Marquesas.

I, Anne-Marie, often wake up at 7 a.m., earlier than everyone else. So I would sit in the cockpit and enjoy the spectacular scenery of Fatu Hiva: the lush mountains, the steep cliffs plunging into the anchorage, and the spires that resulted in the anchorage being named the Bay of Penises. I could often hear the neighing of mountain goats and the cock-a-doodle-doo-ing of wild roosters on the hillside.

On the morning of May 5, I began preparing a breakfast of scrambled eggs with caramelized onions, mushrooms and canned pork. The smell soon woke up my husband Chris and crew Jonathan Busby. We dined in the cockpit.

Shortly after breakfast, Sopi, a local wood carver, pulled alongside in his small aluminum skiff. Soon Jonathan was trying to figure out what he wanted in trade for his carvings — line, fishing supplies, our 50-liter water jug? Sopi finally indicated that we should visit his home to see his carvings and discuss possible trades.

The three of us headed to shore in our dinghy at about 10 a.m. Our plan was to hike to the waterfall that has a big enough pool at the base for swimming. On the way, we passed by Sopi's house. He didn't have too many carvings, but they were nice. We would soon learn that Fatu Hiva is full of carvers and carvings. Busby also inquired about wild boar hunting and direc-



tions to the waterfall.

Although Fatu Hiva is very small, Busby still had to ask for directions to the waterfall as we went along. We finally found the right turnoff, a two-track 'road' of grass and rock for most of the distance to the falls. As we walked along, we were struck by the beauty of the area. Although it was in the middle of nowhere, it seemed as well-kept as a garden.

The final stretch to the waterfall was over a rock-strewn trail by a river. A group of people were leaving the waterfall as we got close, and when we got to the falls at about 1 p.m., we found that we had it all to ourselves. Yippee!

The waterfall was a beautiful cascade down the side of a rock cliff. There were beautiful and fragrant flowers everywhere, as well as gorgeous views. We sat on some large rocks in the shade to rest up, and ate the snacks we'd brought, including oranges we'd bought from Sopi. What a great setting!

After our snack, Chris and I went swimming. Busby wasn't interested — until he discovered that the pool was

IN LATITUDES



STARSHIP

worked in our favor.

On our way back to the boat at about 5 p.m., we noticed that our friends on *Nyon* had arrived. We hadn't seen them since La Paz in December! A short time later we had them over for dinner, with Busby treating them to some delicious seared yellowfin tuna we'd caught a few days before, and flambéed banana dessert. It sure was fun to see familiar faces on the other side of the world.

As we settled down for the night at 9 p.m., the wind started to sweep down the steep cliffs and valleys — as it often does at night. The anchorage is deep and falls off quickly, which often causes problems for boats that haven't anchored well.



The deep anchorage causes problems for cruisers.

At 10 p.m., I awoke to the sound of an anchor windlass running. A boat upwind of us had dragged and was having trouble getting their anchor up in the dark. When they started to re-anchor directly upwind of us, we decided it was time to get dressed, as it meant they would surely end up on top of us soon.

To make a long story short, by the time the other skipper realized the bad position he was in, it was nearly too late. As a result of his gunning the boat to get out of the way, she came within inches of our bow, and the solar panels passed over our bow pulpit! After the boat got a bit away from us, the windlass jammed and they were blown back to within five feet of us.

As the ordeal was taking place, the captain of the other boat screamed insults and obscenities, the likes of which I wouldn't yell at a dog who had bitten me, at what we presume was his wife. The presumed wife was like a deer in headlights, terrified to do anything besides the orders so harshly shouted at her.

The anchorage at Fatu Hiva, surrounded by lush vegetation, is sometimes called 'The Bay of Penises'. Nobody seems to know why.



Chris, Anne-Marie and Busby, being young and energetic, packed a lot into 24 hours at beautiful Fatu Hiva in the Marquesas.

deep enough to jump into from a cliff. Then he couldn't resist. After a hike in the tropics, the cool, fresh water felt wonderful.

After a much faster walk down the mountain, we arrived in town at about 3 p.m. and started looking for other wood carvers. The Marquesas is known for wood and bone carvings, but since Fatu Hiva has no airport and is therefore less connected to the other islands, the carvings are more unusual.

Busby took us to the house of Tava, an artist he had met the day before. Tava not only had more carvings than Sopi, they were of better quality and cost less. We enjoyed inspecting them. Then I spotted a tiki that called to me. It was a pregnant tiki holding her belly, and engraved with a Marquesan cross — the same symbol that's in the middle of my turtle tattoo. The sticker on the bottom said \$180 U.S., but after some tough negotiating I got Tava down to \$80 in cash and some items off the boat.

We asked Tava to carve his initials and the year into the bottom of the tiki. When we returned with our trade items from the boat and to pick up the tiki, we discovered he had carved the year 2014! Rather than be disappointed, I was pleased, as I took it to be a sign that I'll be pregnant in 2014.

Another carver by the name of Topi, noticed us at Tava's house and waited patiently outside to ask us to see his carvings. He had a great selection and his work was excellent. I was keen on getting an elaborately carved bowl, but the \$300 price was a little steep. After some really tough negotiation mediated by Busby, we got him down to the following: The bowl in trade for \$120, plus one headlamp and 12 batteries, books, pencils and other supplies for his kids, lotion and a decorative key chain for his wife, plus four lures and a few dozen fish hooks. Without an airstrip and with infrequent stops by ships, things are often more valuable than money at Fatu Hiva. It



ELCIE CATMARAN SAIL TRAINING

CHANGES

and even more terrified about fulfilling those orders incorrectly.

They finally got the anchor up and left the anchorage to get things sorted out, giving us a much needed break from the chaos. Having heard all the commotion, the crews of a half-dozen other boats had come on deck. Fortunately, the third time was a charm for the other boat, although we stayed up awhile to make sure they wouldn't drag again.

As far as I'm concerned, the dragging boat terrified me more than anything — including our crossing — in our first year of cruising. It was certainly the closest call we've had while at anchor, and goes to show that even if you do everything right, the biggest danger may be a neighbor who didn't.

So that was our day: beauty, exercise, meeting locals, dining with old friends, and a little terror.

— anne-marie 05/10/2013

Beach Access — Lagoon 380 Glenn Twitchell, Debbie Jahn Trapped in the Yard, Guaymas, Mexico (Newport Beach)

We've had quite the boatyard adventure in Guaymas. Debbie and I brought *Beach Access* into the slipway at the shrimper boatyard next to Marina Seca Guaymas (MSG) on May 20 so the former's Travelift could lift our cat out of the water. Why haul at one yard to be put on the hard at the yard next to it? The Travelift at MSG isn't big enough to accommodate the 22-ft beam of our cat. So our option was to haul at the commercial yard, then be set on land at MSG.

Debbie and Glenn still manage to smile after three unwanted weeks of being on the hard at Guaymas. It was not the fault of MSG.

But MSG's Gabriel gave us one caution: MSG is in no way affiliated with the commercial yard, and therefore doesn't have any control over their schedule.

This didn't seem like a big deal — at least until May 25th when I visited the office to schedule our relaunch. On the way to the office I noticed that the slipway we'd come out of had been dammed and drained! True, there was a replacement slipway, but it was under construction and far from being completed. Our cat was trapped!

The best I could get from the conversation between the yard foreman and the manager of the construction project, held entirely in Spanish, was this: "Posiblemente próximo fin de semana." According to the Google Spanish-to-English translation, the literal meaning was: "The couple who want to get their 38-ft cat launched soon are screwed."

The other thing to remember is that *Beach Access* has a bit of history here. It was five years ago that 150 feet of a 12-ft-tall cement block wall tumbled onto the cat and four other multihulls. It caused relatively minor damage to one boat, but caused dream-ending damage to the three other boats. Despite our then-indeterminate stay, I remained confident this time would be less traumatic.

June 13 Update: Maybe my confidence was misplaced. It's now 18 days after the date we had hoped to be relaunched, and our "absolute splash date" has been moved back several times already. While we're one of several couples eager to get boats back in the water, there are at least six boats waiting to be hauled and put into summer storage at MSG. Everybody's plans have been messed up,

but in this heat we'd rather be in the water than on the hard.

When I think of the situation here for the last three weeks, it brings to life the expression 'a bunch of monkeys f--king a football.' For after building the new slipway to accommodate a bigger Travelift for bigger fishing boats, it was decided, as an apparent afterthought, that the slipway had to be seven feet deeper. So now they have a bulldozer digging out the dirt, something



I fear could lead to the eventual undermining of the earth supporting the newly-built concrete ways. But the most frustrating part is the false hope they give with their bullshit deadlines. It's difficult to tell whether they are telling us whatever it takes to make us go away, or whether they have no clue as to when they will get the slipway operational.

Those who haven't already been here for three weeks are getting their hopes buoyed by the fact that one of the shrimp boats is supposedly ready to splash, so the yard manager is allegedly putting major pressure on the construction company to complete the slipway job. Those of us who have been around aren't so sanguine, for a week ago we were falsely cheered by the news that the construction company contract called for the job to be completed on May 31 — or else. That deadline passed like all the others.

June 17 Update: After telling us on Tuesday, June 11, that they would not open the slipway for another two weeks,





PHOTOS COURTESY BEACH ACCESS

Top left inset: When the Lagoon 380 'Beach Access' was hauled at the shrimp boat yard in Guaymas, everything seemed hunky dory. Spread; But without Glenn or Debbie being told, the slipway was then filled before the new one was completed. Lower left inset; boats on the hard at MSG.

the next day they said they would be opening the slipway — but only long enough to put three shrimp boats in and as many pleasure boats as they could in the time allowed. After that, they said the slipway would be closed for another month!

On Thursday, June 13, they started the process of digging out the dammed slipway, and soon the yard put one of the shrimpers in the water. We were encouraged that they would have enough time to get us in the water, too, but then we learned three more shrimpers needed to be hauled first.

It was stressful enough without the aggressive lobbying on the part of one pleasure boat owner. Despite the fact he was way down the line of those waiting to get launched, he was giving Javier, the manager of the commercial yard, the most grief. Those of us with more

experience in Mexico were concerned that he might irritate the yard manager to the point that he'd just give us endless promises of *mañana*, which means 'sometime in the future', not 'tomorrow'. Mexicans respond very positively to friendly requests for assistance, but they are immune to demands by angry *gringos*.

On the morning of Friday the 14th, 80% of the dam was clear and another shrimper had gone in. This meant the first shrimper that had gone in was now so far back that the backhoe was having difficulty removing dirt from the

slipway.

I came by as part of my semi-daily observation. I'd been doing this for three weeks, so all the workers knew me and my situation, and we exchanged friendly greetings. I noticed that the queue-jumper seemed to be approaching the yard manager with an aggressive stance one again, so I tried to be the opposite of him.

Then things got a little strange. The Travelift operator approached me and said that our boat would be hauled on Monday. After a lot of back and forth, he confessed that he was lying — and that they'd be coming for our boat in just 20 minutes to sneak us in between the shrimp boats. If we could be ready.

"We've been ready for three weeks," I told him, and we both had a good laugh.

They indeed put us in the water — and started to shove us out of the slipway before I could get the engines running properly. With the remaining dirt from the dam in place, the opening was very narrow. Then there were the two shrimp boats in the slipway, waiting to be hauled and blocking the channel. They used a small boat to push them over to the side to give me some room, but I still had one engine dying plus a crosswind. Finally we were clear, but poor Debbie began to swoon from the combo of hot sun and adrenalin. I got her on the deck with an ice pack on her neck and she soon recovered.

We were free and happy at last!

— glenn 06/17/2013

Insatiable II — Sayer 46

**Jim and Ann Cate
Old Fart Cruisers and Tasmania
(Australia / ex-San Francisco)**

We just read the Wanderer's June *Changes* piece about the Caribbean. Nicely done, mate! We also thought that

The former penal colony of Tasmania now seems more English than England. This is Hobart, Tazzie's only big city.



TASMANIAN TOURISM

CHANGES

while it surely shows why the Wanderer keeps going back to the Caribbean, the combination of crowds, cost and "pulsing nightlife" are the reasons that we will stay away. Different strokes and all that.

We're sure that the spectacle of the rich at play is attractive in some ways, but Ann and I are lousy spectators, and I doubt if there would be many invitations for 'Z-List yotties' to join in the fun.

Besides, it's a hell of a long way from the South Pacific!

Anyway, it looks as if we'll continue to be stuck down there for some time. You see, two years ago Ann had both knees replaced with marine grade titanium in California. After a year or so they started failing. The warranty must have run out. But she toughed it out while we sailed down to Tasmania again.

What fun we have in Tasmania! We enjoyed volunteering for the Wooden Boat Festival in Hobart, cruised the D'Entre Casteaux Channel, and had a good trip around to the wild southwest coast. We spent awhile in Port Davey — a wonderful place! — sitting out a pretty good Southern Ocean storm, and then returned to Hobart to consult with an ortho guy. "Get on a plane tomorrow and get those knees fixed," he told Ann. Rats!

Ann is now trying some palliatives, hoping to avoid revision surgery. But the jury is still out, so we're enjoying the California summer weather while our pals in Tassie are freezing their butts

This photo shows ruggedly beautiful Hannant Inlet, Stephens Bay and Mt. Rugby. The area is subject to winds from the Southern Ocean.

off. Nonetheless, we'd rather be back home on our boat. There are drawbacks to being aging cruisers, but we're going to hang in as long as possible.

For those who don't remember, we left the Bay Area in the '80s aboard our Standfast 36 *Insatiable*. After a dismasting in '96, and spending a shocking amount of money rectifying that indiscretion, we carried on as before until 2003. Having put 86,000 miles on our beloved Standfast, which had been our home for 17 years, we decided to move up to our current boat, as we wanted a little better performance — as well as room for our two adult children and their children. Thus the Sayer 46. We were helped by the fact that the Aussie dollar was very low — just the opposite of right now. Having put tens of thousands of miles on *II*, we love her.

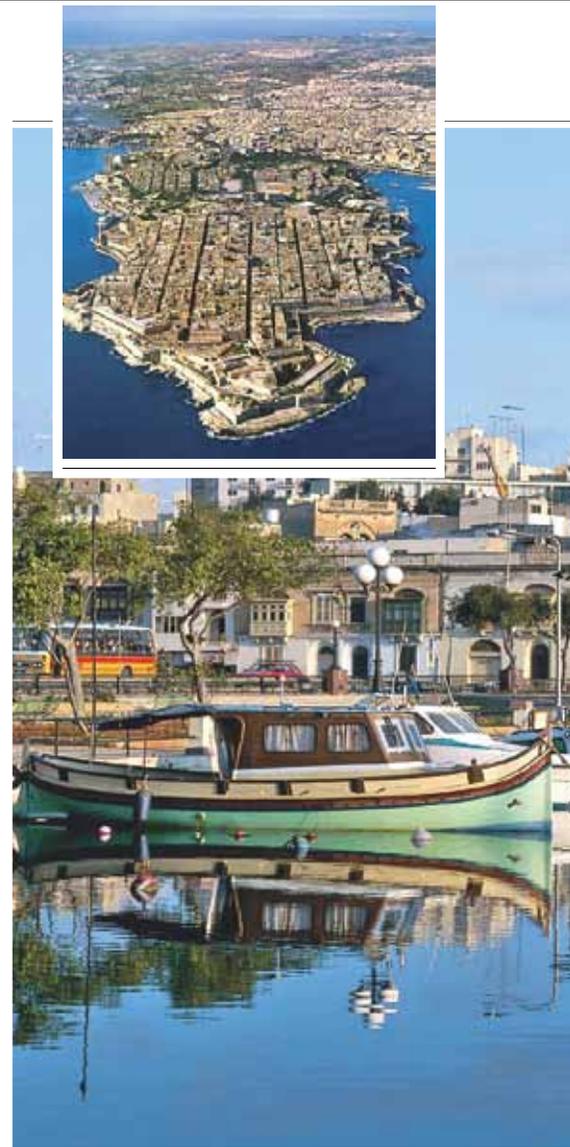
By the way, 'good on' the Wanderer and his singlehanding his Olson 30.

— jim 06/01/2013

Jim — It's true that much of the Caribbean is crowded, and all of it is quite expensive, especially when compared to Mexico. But few people appreciate the pleasures that we and other proud 'Z-List yotties' get from periodically watching the 'spectacle of the rich at play'. Half of the spectacle consists of checking out and playing on the spectacular nautical sculptures that are a result of their unlimited funds and some really talented craftsmen; and half of it is rolling with laughter at some of the buffoonery of some of the really rich. But trust us, after seeing people dressed in \$10,000 casual outfits and boats costing tens of millions become daily occurrences, you become indifferent to the supposed attractions of great wealth. At least we do.

Esprit — Peterson 44 Chay, Katie, Jaime McWilliam Malta and Tunisia (Boulder City, Nevada)

Having been in the States since February, we returned to *Esprit* in Malta to resume the circumnavigation that we began with the Baja Ha-Ha in 2003. After nine days of getting her ready for re-launch — new Coppercoat bottom, hull waxed and polished, survey for insurance — we got her back in the water and moved aboard. We soon had the watermaker and refrigeration running. But our expensive Lifeline AGM batteries — which



are supposed to be good for five to eight years — weren't holding their charge. Chay emailed Lifeline and got a prompt response that advised equalizing the batteries every other day. We were skeptical, but it seems to have worked.

Chay also learned the art — as well as the challenge and frustration — of eye-splicing double braided line, which we needed for new dinghy davit lines. This gave him an even greater appreciation for the favor done for us by Andrew of *Nueva Vida*, who made new lazy jacks for us several years ago.

Malta, which covers an area of about 30 miles by six miles, and is one of the more densely populated places in the world, is primarily comprised of Malta and Gozo, the two main islands. Independent since 1964, Malta has been of strategic importance throughout history, and a succession of powers — including the Phoenicians, Romans, Arabs, Normans, Aragonese, Habsburg Spain, the Knights of St John, the French and the British — have ruled the islands at



'Insatiable II' looking fine under spinnaker.



IN LATITUDES



MALTA TOURISM



Spread; One of Malta's many places of worship. Conflicting religious beliefs have played an enormous role in the history of the island. Insets right and left; Malta is one of the most densely populated places in the world. Who would have known? The bottom inset is the St. Julian's area.

one time or another. Malta is where the Knights of St. John fought off the Muslim Turks and 'saved' Christianity. In more recent history, Malta was important because it's halfway between the Strait of Gibraltar and the Suez Canal, a stop on the way between Britain and India, and was a strategic Allied stronghold in the Med in World War II.

After a 15-mile passage to Gozo, we spent a few days at Mgarr Marina, which we loved. With all the weather forecasters predicting 15 to 20 knots of easterly wind — meaning from astern — and one-foot seas, we expected a wonderful downwind sail to Tunisia on June 6.

Having done that passage, we now know that wishing someone 'following seas' isn't necessarily a nice thing. For after about four hours, we found ourselves in gale force winds. The 6 a.m. weather report hadn't mentioned a gale, but the 10 a.m. one did. As best we can

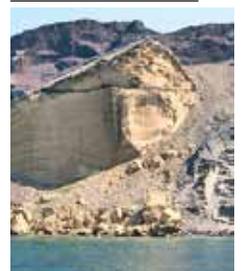
determine, we saw up to 40 knots of wind and 20-ft seas. As you might expect, we were dreading an overnight passage in those conditions.

But anyone who says miracles don't happen isn't paying attention. While saying the Rosary to himself in the late afternoon, Chay passed the navigation station. As he did, he glanced at the chart and noticed the very small Italian island of Linosa was just five miles off our rhumbline. And that the two-square-mile island has two small bays on the west side that would offer a safe haven.

We made our way to Linosa and anchored in one of the small bays with some fishing boats that also had taken shelter from the gale. Our anchor held well, but unfortunately the wind swung

around in the middle of the night. At 1 a.m. we were awakened by a banging/crunching sound. Not good! We got up, checked everything, then took in some chain to pull us away from the rocky area. Just two hours later we were

banging on the rocks again. This time we woke up Jaime and moved to the other bay. Anchoring there was no easy trick, as the bay was 'Y'-shaped and surrounded by rocks and reefs. And there was no moon. But when we awoke the next morning, we



Linosa, any port in a storm!

found that we couldn't have picked a better spot to anchor for the night.

After walking around the small island in the morning, we set sail for Tunisia again that afternoon. By that time the wind was down to 10 to 15 knots and the seas had calmed. We had a beautiful close-hauled sail until the offshore breeze from the Sahara Desert turned the winds more westerly. After we tacked to the north to get back on our rhumbline, the wind shifted back to out of the north, so we were able to lay Tunisia and arrive at 4 p.m. the following day.

Although we had a 'reservation' at Monastir, a resort town of 75,000, no one answered our radio call when we arrived. So, as recommended by our cruising guide, we tied off to the fuel wharf. We were quickly greeted by officials. Customs decided they needed to board our boat to confirm what we'd declared. Once everything was confirmed to be as we said it was, they asked for *baksheesh*, which depending on how you look at it, is either a small gift or a bribe. We gave them two bottles of wine and four packs

This marina complex 12 miles outside of Monastir, Tunisia, is not the one the McWilliams stopped at, but shows the Western influence.



TUNISIAN TOURISM

CHANGES

of cigarettes. We'd purchased the cigarettes for just this purpose, but that had been in Malaysia in 2010. So they might have been a little harsh. After a typical Third World check-in, we took a berth at Marina Cap Monastir.



Tunisian revolution!

In late 2010, Tunisia's long-time corrupt president and confessed "unabashed shopaholic" wife were thrown out in the Tunisian Revolution. It had been precipitated by high unemployment, food inflation, poor living conditions, lack

of free speech, and corruption.

The Tunisian officials were friendly, but the locals seemed to have mixed feelings toward the United States. Some said they loved Obama, but they weren't so enamored with our U.S. flag. Based on our experience, Tunisia is a Muslim country which has a bit of western/European influence — it used to be French — much like Turkey.

We came to Tunisia for three reasons. One was to reset the clock on our Schengen Visas, another was to get cheap fuel, and a third was to see another country. Restaurant prices were extremely reasonable — in fact, less expensive than eating aboard *Esprit*. We've also enjoyed the fact that many other cruisers and locals have stopped by to chat. But once we get a weather window, we'll continue on.

— chay 06/05/2013

Cruise Notes:

Jim and Kent Milski, who finished

Jim and Kent of 'Sea Level'. Like almost all current circumnavigators, they went by way of South Africa and the south Atlantic.

off their Schionning 49 **Sea Level** from a kit in Vallejo, recently completed a 37-month circumnavigation at Zihua. We enjoyed a couple of meals with them in the Punta Mita / La Cruz area in June, and will publish our interview with them in the August issue.

"This spring more than a few cruising boats in the Sea of Cortez have stopped at Bahia Candeleros — eight miles SSE of Puerto Escondido at Ensenada Blanca — to enjoy the wonderful food and amenities at **Villa del Palmar**, report Judy Lang and Bill Lilly of the Newport-based Lagoon 470 **Moontide**. "The spacious resort has three restaurants, although only one is open for dinner. There are six swimming pools, all beautifully laid out in the form of a giant turtle. If you're feeling decadent, you can have your meal(s) served to you poolside. The resort is immaculate, with nice touches such as fresh flowers and hand towels in the restrooms. Visiting cruisers — who are welcome — can buy food and drink off the menu. Or you can splurge as we did and pay \$65/person for all the food and drink we wanted between 10 a.m. and 6 p.m.. Villa del Palmar also has tennis, volleyball, ping pong, water aerobics and a luxurious spa. There isn't anything else like it in this part of the Sea of Cortez, and we thought the splurge was well worth it."

For the record, on June 13 at nearby **Loreto** it was 94° with an expected low of 75°. The humidity was 61% and the wind was out of the southeast at 12 knots. The weather in **Cabo San Lucas** was almost identical, except the humidity was only 28%. Over on the mainland at **Puerto Vallarta**, it was 89° with a low of 75°. The humidity was 55%, the wind was out of the SSE at 10 knots, and there was a chance of scattered thunderstorms. The water temperature in all these places was just below 80 degrees.

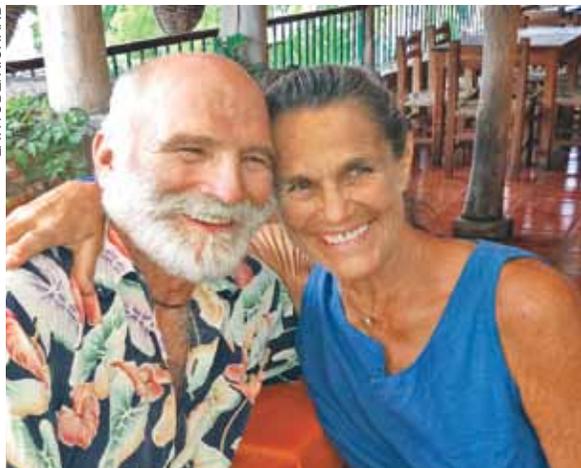
Richard Mogford, who has a 36-ft boat in La Paz, wrote in asking for more details about taking the Clipper Route back to San Francisco. We forwarded his questions to Alan Olson of Mill Valley, who has done more Clipper Route trips home than anybody we know.

"I have sailed the Clipper Route eight times," replied Olson, "each time leaving from Puerto Vallarta or farther south between March and May. And I have followed the track of four other Clipper Route passages. I suggest anyone thinking about taking that route study



the pilot charts for those months in that part of the Pacific. The weather is mostly mild, However, headwinds of 20-30 knots should be expected for a three-day period somewhere above 32° north. That can be when the wind turns from northeast to north then to the northwest. Hopefully you'll be far enough west — about 200 miles — and north — about 34° — when you tack onto port. I always choose the Clipper Route over the Baja Bash because I prefer ocean passages and because there are fewer hassles offshore. But every passage is different."

Consulting the **pilot charts** is an excellent recommendation, but it reminds us of a comment made half in jest by Sam Vahey after he sailed his Ranger 37 **Odysseus** back to California one winter in the '80s after a Singlehanded TransPac. "The pilot charts indicated that the average wind speed for the



LATITUDE/RICHARD

IN LATITUDES



LATITUDE/RICHARD

The Villa del Palmar, the only resort of its kind north of La Paz in the Sea. If the photo looks odd, it's because we flipped it for the layout.

month of December was 20 knots. The pilot charts were accurate, as half the time it blew 40 knots and half the time there was no wind at all." For another way of evaluating the possible weather on a Clipper Route home, we suggest following **Passage Weather's** graphic of the North Pacific conditions for about a month. It's fascinating and educational.

Speaking of the Bash, we received the following report from Wayne Hendryx of the Brisbane-based Hughes 45 **Capricorn Cat**, who was bringing the FP 56 **Dolce Vita** to California for owner Mai Dolce of Belvedere: "It's 1 a.m., we're about 30 miles south of Baja's notorious Sacramento Reef, and I got nobody to talk to. So I thought I'd try this new-fangled email thing. The last couple of

times I've been through Turtle Bay, **An-nabel's** fuel *panga* got to me first, and what am I supposed to do, say 'no' and go to **Gordo's**? Annabel has two buoys, her fuel barge comes alongside carefully, and 'Bob's your uncle,' as they say. Plus, when we came south on **Sunbaby 2** late last year, they offered to cook us dinner, too! So as were motoring into Turtle Bay, who cuts right past us at warp speed on their way to Annabel's buoy? **Sunbaby 2!** Just then Gordo's *panga* found us and gave us the usual pep talk, which is the same one that Annabel's people give us: "Their fuel is no good", "Their fuel has water in it", "Our fuel is super clean." Gordo's has a floating dock that's easy to tie up to, and in addition to fuel, has water,

garbage service and *pangas*. Gordo Jr swore that their fuel was 'super filtered' and showed me their filter, a four-foot tall, eight-inch diameter vertical pipe, all painted up nice. Seeing that I was skeptical, he pumped a gallon of the clearest, cleanest diesel I have ever seen into a plastic jug. So we bought 146 gallons. The only two problems were that they didn't take credit cards and the exchange rate was a lousy 11 to 1, even after haggling. It came to just under \$5 gallon. That said, the fuel we got from Gordo was really clean, while the stuff we got at Cabo San Lucas was filthy. We're now down to just two knots in an effort not to pound. The seas aren't big, but these damned short-period swells are murder!"



Dirty diesel is no good for your engine(s).

One of the many cool things about world cruising is that you sometimes find yourself in the right place at the right time to experience amazing natural phenomena. That was the case the first week in June when **Teahupoo** (Cho-Poo), Tahiti's world-famous surf break, was hit by an epic swell. "We knew the swell was coming," report Will and Sarah Curry of the Vancouver, BC-based Beneteau First 405 **Hydroquest**, "as we could feel it the night of May 31. Huge waves were crashing over the protective reef on Tahiti's west coast, turning the normally calm anchorage and mooring area into a surging mess of water. Some waves even broke inside the reef."

The Currys, along with fellow Pacific Puddle Jumpers Lionel and Irene Bass of the Perth, Australia-based Gunboat 52 **Teahupoo probably has the most dangerous wave in the world, but spectators can get close. Teahupoo is Tahitian for 'broken skull.'**

The Currys, along with fellow Pacific Puddle Jumpers Lionel and Irene Bass of the Perth, Australia-based Gunboat 52

Teahupoo probably has the most dangerous wave in the world, but spectators can get close. Teahupoo is Tahitian for 'broken skull.'



CAROLINE OF ORKESTERN

CHANGES

Kiapa, and Jeff and Melody Christensen of the Anacortes, WA-based Lagoon 440 **Double Diamond**, as well as a Swedish couple on the sloop **Orkestern**, drove out to Tahiti Iti, an appendage of the main island, in rental cars, and then hired a launch to witness the **Teahupoo** show from just a few feet away. "We nailed it on the timing and caught one of the biggest swells of the year," said Curry. "Words can't describe how amazing it was to be right off the break when the sets came through."

"I want to thank the Wanderer for bestowing the title of **La Reina del Mar** on me, and I will strive to live up to it," reports Patsy Verhoeven of the La Paz-based Gulfstar 50 **Talion**. "But he reported that I have done five Ha-Ha's. Wrong! *Talion* and I have sailed six Ha-Ha's, and hold the record for having sailed all the way in the most Ha-Ha's. Anyway, I'm now in the northern Sea of Cortez on a six-week exploration of the area. After living in La Paz for almost six years, I'd say it's about time. The northern Sea is a beautiful place, with fabulous sailing, warm water, afternoon breezes and calm anchorages. The islands get more rugged



LATITUDE/RICHARD

As you might expect, La Reina del Mar knows the importance of hydration in Mexico. If you're not drinking water, you should be sitting in it.

as you go north, and there are zero cell towers. But the geology is breathtakingly reminiscent of a float down the Grand Canyon. Plus the sky is always blue, the sea is full of life, and the birds are every-

where. I will return to La Paz in a couple weeks and head north to California the last week in June with hopes to spend the 4th of July in the good 'ol US of A."

Eleven years and 55,495 miles after taking off, Kurt and Katie Braun have tied their Deerfoot 74 **Interlude** to the dock behind their home in Alameda. Two weeks of gale force winds kept them in Ventura for 16 days, but they made the most of it. Katie got to visit her childhood shopping mall in Thousand Oaks, and they both got to meet up with folks on a Sundeer 60 they had first met in Indonesia. Once the wind calmed down, they motored north in a light breeze, reaching their dock in 34 hours — including the time it took to get the Alameda bridges to open up. If you think 55,000 miles is enough for Kurt and Katie — who live by the great motto "To go boldly until we are no more" — you'd be wrong. After the America's Cup fun, they plan to continue cruising. Maybe another short hop down to New Zealand.

"One week prior to our planned departure for the Marquesas, a blocked coronary artery necessitated a successful

An aerial photograph of a small white motorboat on clear, turquoise water. The boat is in the lower center of the frame, with a rope extending from it towards the bottom edge. The water is very clear, showing some ripples and a shadow of the boat. The sky is bright blue with scattered white clouds. The horizon is visible in the distance.

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cardiac stent placement," report Cissy and Derek Elliot of the San Francisco-based Anacapa PH 40 **Octavia**. "With postoperative recovery time etching into the time we wanted to explore islands and culture of the South Pacific, we decided to stay in Mexico for another season. We're currently in the Sea of Cortez for a summer of sailing, and look forward to crossing with the 2014 Puddle Jump. But we're following the progress of this year's Jumpers with gusto."

"We got over a major hurdle yesterday, as we now not only have the new teak decks on, but we've got all the fiberglass surfaces painted, too," reports Greg King of the Long Beach-based 65-ft schooner **Cocokai**. "We were lucky getting the paint on, as there was only a morning drizzle instead of a rainstorm here in Phuket, Thailand. Now it's time to clean up and put the boat back together. But there's still lots of work to do."

"Greg King is the hardest working man on the planet," writes Jennifer Sanders of Los Angeles, who is the owner of **Cocokai**, and who, along with daughter Coco, has sailed the schooner most

of the way to Thailand over the past six years.

"Greg has been slaving away long hours seven days a week in 95° heat and 95% humidity! He's really impressed the other yachties with the amount of work he's completed in just three months. Truly amazing! List **Cocokai** as we thought about doing a while back? No way, she's looking gorgeous!

"After 10 years," Sanders continues, "I finally got to meet the original owner of the schooner. He wandered by the yard when I was in Phuket and saw her. So I was able to find out the who, where and when of the boat's adventures before she was sold to a drug dealer in Bali in the mid-'90s.

"We had so much fun traveling in Cambodia and Vietnam last summer that I want to highly recommend it as a road trip for all cruisers when they reach



Thanks to the labors of Greg King in some of the worst working conditions, 'Cocokai' is beginning to look brand new again.

Southeast Asia. I'm just bummed that we ran out of time before getting to see Laos and Myanmar, and that Coco's school schedule won't give us enough time when we return to the boat in Phuket in June. Indeed, we'll start fast-tracking the second half of the way around the world right away. I have to laugh, as it's taken us six years and over 30,000 ocean miles to see what we have of the first half of the way around the world, and we hope to be in Brazil just nine months from now. Coco and I will be flying back to Southern

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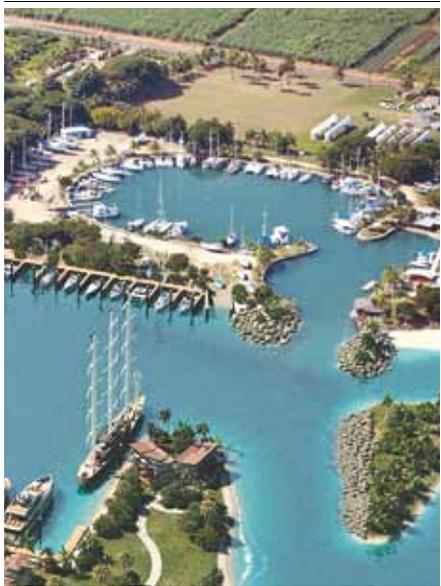
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CHANGES

California from Cocos-Keeling at the end of August for high school, leaving Greg aboard with the crew of Libby, a friend from South Africa, and Joe, a friend from L.A. Greg will probably need crew next January for crossing the Atlantic to Brazil. Anybody interested?"

"After spending six months exploring French Polynesia, the Cook Islands, Samoa and Tonga, we decided to spend the last cyclone season in Fiji rather than making the passage to New Zealand or Australia," report Bill and Cat Russell of the Peterson 44 **Island Bound**. "We were wisely apprehensive of Fiji's prominent location in the middle of the South Pacific cyclone belt, but with approval from our insurance company, decided to hole up at Vuda Point's "cyclone safe marina." If any members of this year's South Pacific cruising class are considering doing the same, we can report that Vuda made a wonderful home for us in the off-season. The marina is well run, the staff is friendly, and there is a small store with basic provisions such as fresh bread, eggs and fruit, as well as frozen meat and other basics. The meals at the



VUDA POINT

The top of this graphic shows Vuda Point as it now exists; the bottom shows part of a proposed marina for superyachts.

onsite Boatshed restaurant are reasonably priced, and they even show outdoor movies three nights a week. We did ride out *Evan*, a Category 4 cyclone, without a scratch. The rainy season turned out

to be mostly limited to March, giving us ample time to explore the Mamanuca and Yasawa islands while they were nearly deserted. We have enjoyed Fiji so much that we have extended our visas and plan on staying through the 2013/2014 cyclone season, too. Until then we will cruise Fiji's other big island, Vanua Levu, and surrounding areas including the Lau Groups, before settling in for the rainy season at Sevu Sevu again."

Not all cruises work out. "Lorraine and I have returned to Australia after a very 'interesting' sail from Kona, Hawaii, on what was supposed to be the first leg of our sail to our new home," reports Marc Cohen of the Olympia, WA-based Lord Nelson 35 **Gant Man**. "About 450 miles north of Kiritimati (Christmas) Island, we ran into a gale with 30-40 knot winds, a 20-ft swell, and worst of all, lightning. Our boat was struck by lightning — think of all the radios smoking — and all our electronics went down. It was night, so we had no compass light, no radio, and no means of starting the engine to give us power. As everything was fried, we had no electric bilge pumps either.



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I checked the bilges to make sure that the lightning hadn't blown a hole in the hull. Other than the water coming in through the anchor hawse, we were all right. But we also took five waves over the stern and into the cockpit. Even worse, Lorraine hurt herself running up the companionway, and one of the waves smashed me into the coaming so hard that I broke my coccyx. We discussed our predicament and decided that the best course of action was to return to Hawaii. We had five days of strong winds beating back, during which time we were both in pain. Once back in Hawaii, we assessed the damage to the electronics and decided that the cost to repair and replace everything would far exceed our budget. So we reluctantly put our boat up for sale. We gave it our best try."

We're sorry to hear about your bad luck. Getting hit by lightning while far out at sea is one of a sailor's biggest nightmares.

If any Californian has gotten more bang for his cruising buck in the Adriatic Sea than Andrew Vik of the San Francisco-based Islander 36 **Geja**, we

don't know who that person is. So far Andrew and various friends have spent part or all of four summers in the Adriatic, mostly along the east coast of Italy or in the waters of Croatia. Is Vik going again? "I've got a few more work responsibilities this year," Vik told *Latitude*, "so there won't be a major Med marathon again this summer. But yes, I'm hoping to get in a few weeks of cruising near Split, Croatia in August."

Scott Stolnitz of **Beach House**, whose *Changes* appeared earlier in this section, has subsequently made it from Cape Town to Ascension Island in the middle of the Atlantic Ocean aboard his Marina del Rey-based Switch 51 catamaran. But not without problems.

"Despite getting new everything for the hydraulic system in Cape Town, the two rudders don't remain in exact sync. Mine eventually 'toe out', and resetting



Andrew Vik, right, excels in international relations. He also destroys unfair stereotypes about males who live in San Francisco.

them once a day is a pain. Plus, I don't like to venture on the back steps to do it while Nikki steers manually. I know a 'fixed' hydraulic system is what everyone recommends, but I can't see how I'd do it on my boat. There are also electronic and manual rudder synchronizers or what not, but I'm not up to speed on them. My new hydraulic pumps are never challenged, and the new autopilots — the old one was hit by lightning off Durban —

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CHANGES

work great, but the steering problem is a real pain and I'd like to get to the bottom of it. I know *Latitude* had problems early on with **Profligate's** hydraulic steering, and would love to know how you solved it."

Our solution was simple. After battling the hydraulic steering problems for about 18 frustrating months, we threw the whole system in the trash. We replaced it with a Mambo bevel box and rod system, which is now marketed by Lewmar. We basically have two independent steering systems that are connected by a rod running through an aluminum beam we had to add to the back of the boat. We were only able to install this steering system because the boat had no interior at the time. But we strongly empathize and sympathize with you. Are there any owners of hydraulically steered cats out there who have solved the rudder slippage problems that Stolinitz has been experiencing? If so, please let us know.

Twenty-eight-year-old **Alexander Rust** of Indiana, who had completed a circumnavigation last year aboard his

Fast Passage 39 **Bubbles**, unexpectedly died in his sleep at a guest house in the Varanasi area of India. He had been recovering from typhoid fever. The spirited Rust had become an inspiration to several members of recent Pacific Jumps who had gotten to know him, and who are terribly saddened at his passing.

When Rust returned to Indiana after his circumnavigation, he was jailed for five days on a 'failure to appear' warrant. He viewed the experience with mixed feelings: "With air-conditioning, three warm meals a day, and a floor to sleep on where I didn't get water splashed on my face, jail felt more like a resort than punishment. Then again, there was that absence of freedom that I had only recently known too well in its purest form. I quickly received the nickname 'Magellan', and 'story time' was the one part of the day when the methheads, drunks and thieves in my crowded cell all seemed to get along. A childish dreamlike state would overtake them as they sailed

the oceans of the world with me aboard *Bubbles*."

"We're chilling out in Tikehau in the Tuamotus following our Puddle Jump," report Verdo and Gabriela Verdon of the Australian-based Catalina 42 **Larrikin**. "There are only two other boats in the whole lagoon, and we never want to leave. We do miss parts of Mexico, which we loved, but this gin-colored water and waterman's playground just can't be beat. We have no plans to continue on to the Societies yet, so we're sorry to say that we're going to miss the Pacific Puddle Jump festivities in Tahiti."

The quickest way from Ventura to Sitka, Alaska? Capt. Rick Fleischman of the 54-ft Ventura-based **Polar Mist** reckons it's by way of Hawaii. He calculates 2,500 miles to Honolulu, then another 2,500 miles to Sitka. As soon as they get there, they plan to start their Southeast Alaska cruise, ending up in Washington by September. That's covering a lot of water in three months.

If you're cruising this summer, **we'd love to hear from you**. A short note and a few high res photos are all we need.

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14-FT SNIPE, 1996. Livermore, CA. \$7,600. Race-ready Snipe with like-new trailer and new sails. (408) 497-6107 or elcbrooke@comcast.net.



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



24-FT J/24, BURSON, CA. \$5,500. J/24 US 2381. Trailer, potty, cushions, interior/exterior lights all work. Turn-key fun-ready. Call Ray. (209) 772-9695.



22-FT PEARSON ENSIGN, 1965. Brisbane, CA. \$10,000. Designed "Electra" by Pearson. Restored to very good condition. Heavy fiberglass hull. 1st place winner of the 2012 Plastic Classic boat show!

25 TO 28 FEET



28-FT WYLIE CUSTOM, 1982. Richmond. \$24,000. Lightly sailed single-handed ocean racer or Delta cruiser. Built by master shipwright. Bristol condition. Custom mahogany interior. 7 bags of new carbon, Twaron racing sails plus cruising sails, storm trysail/storm jib. Self-tailing winches, 35-gallon water tanks, new standing rigging, lifelines, high-output alternator, solar, charger, 6v Trojans, solar. Autopilot, Pioneer stereo, 2013 nonskid, bottom paint, carbon fiber rudder, Delrin rudder bearings, Airex spinnaker, chainplates. Many more, upgrades, gear and spares. Contact (707) 484-9486 or winefood@sonic.net.



26-FT RANGER, 1973. Ventura Keys. \$5,000. Gary Mull design. Had a successful racing career in its day. One owner 20 years. Overall Ranger in GOOD condition. Near-new stainless steel standing rigging, mainsail and roller furling jib. Near-new 9.9hp 4-stroke Honda with electric starter. Automatic Navico Tillerpilot and near-new bimini cover. (805) 644-5598 or (213) 610-4037 or rstewart@srkarchitectsinc.com.

25-FT CATALINA, 1981. Willits. \$3,850. Swing keel, pop top, jib furler, newer main, aft w/electric start. Rebuilt. Clear Lake summers only. Nice condition overall.

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

25-FT CORONADO, 1968. Moss Landing, CA. \$2,500. Great boat for beginner/budget sailor. Dry hull, 9hp LS outboard, Porta-Potti, extra winches, 4 extra sails, including, genoa, 2 jibs, spinnaker. The sails and motor alone are worth \$2,500. Will send pictures. (209) 499-4746 or doug2205@gmail.com.

28-FT ALERION EXPRESS, 2002. Sausalito. \$65,000. Hoyt boom, boom extender, custom rigging, B&G instruments, Navman GPS, North sails, Dutchman sail flaking, Yanmar diesel, MaxProp, Dripless shaft seal, BottomSider cushions. Original owner, professionally maintained, blue hull, excellent condition. (707) 479-1400 or arabella.ae28@gmail.com.



26-FT NORDIC FOLKBOAT, 1961. SF Marina (East). \$10,000. Brandt-Moeller Nordic Folkboat (wood). Completely restored 1991. Professionally maintained. Excellent condition. New cover from Covercraft. Cruising gear, 4.5hp two-stroke, long shaft Nissan outboard included. See ad at: <http://sfbayfolkboats.org/classifieds.html>. Email wmadison@joneshall.com.

27-FT CATALINA, 1974. Alameda. \$3,500. Excellent for Bay or ocean. Good for Baja Ha-Ha. Settee model, sleeps six, stove, '95 Johnson Seamaster 9.9. Fuel tanks, genoa, needs TLC. Call Dave for info. Best offer this month takes. (408) 378-3700, (408) 334-0233 (cell) or davidperry222@gmail.com.

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

27-FT CATALINA 270 LE, 1994. Alameda. \$21,500. Catalina 270 LE, Luxury Edition, offers rewarding performance along with a "big boat" style cockpit and interior. Meticulously maintained, this boat is in great condition. Priced to sell direct from owner. Contact (510) 918-2453 or martin@spenergygroup.com.

26-FT CONTESSA, 1978. Santa Cruz, CA. \$12,000. Small sailboat that'll take you anywhere. Tabernacled mast. Good-new main, 4 jibs, spinnaker, non-installed Harken furler. Yanmar 2GM diesel. Tiller autopilot. 2 Bruce anchors. Fresh bottom paint over barrier coat. (831) 566-0442.

25-FT CAL, 1966. Sausalito. \$1,000/obo. Wonderful memories on the Bay. Equipped with electric starter, 8hp Nissan outboard motor, good sails, VHF, Porta-Potti, anchor, spinnaker pole. Berthed at Clipper Yacht Harbor, Basin 3. Contact: (415) 673-0608 or gail@ie-center.com.



27-FT NORSEA, 1992. Redondo Beach. \$54,000. It is hard, but it is time to put up our beloved *Bluechablis* up for sale so that someone can do the things with her that we wanted to do. For sale: *Bluechablis II*, hull #416. Aft cabin with trailer. The Nor'Sea 27 is the ultimate portable heavy weather cruiser. She was designed by Lyle C. Hess to be one of the world's strongest production boats. She's heavily built and heavily rigged and has long-range fuel/tankage. The interior is a masterpiece of the woodworker's art. Her 8' beam provides trailer capability for exploring distant waters. More information at <http://floydsbrain.blogspot.com/2013/05/bluechablis-ii-for-sale.html>. Contact (310) 372-1127 or bluechablis@gmail.com.



27-FT CATALINA, 1983. Sausalito. \$7,500/obo. Universal 11hp diesel in-board with low hours. Rugged for heavy air. All lines led aft, Tiller steering, Dinette model, enclosed head w/tank, sails = 1 battened main, 1 spinnaker, 120, 90 and 70 jibs, all Pineapple (good condition), VHF radio, autopilot, traveler above companionway. More at <http://plus.google.com/photos/100812583125198105975/albums/5852426468985232481?authkey=CMiB7pKcwl2B>. Contact (415) 717-4726 or powpowsail@gmail.com.



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ERICSON 25+, 1979. Marina Bay. \$2,000. Weekend cruiser with electric start Yamaha OB for sale by old buck. Needs bottom job (some barnacles) and TLC by young buck. Interior in great shape. www.ericson25vornad.shutterstock.com. Contact (707) 291-5472 or rjm5678@msn.com.



27-FT CATALINA, 1982. Delta Bay Marina. \$9,700. Price reduced. Main, roller furling, both in good condition. Atomic 4 runs good. Autopilot, wheel, 2 anchors, electric bilge pump. Too much to list all. (707) 469-9163 or (925) 698-1100, upde@comcast.net.



27-FT CHEOY LEE, 1965. Alameda. \$12,000. Teak deck, cabin and interior, fiberglass hull, Yanmar diesel, new bottom paint June 2011, 2+ sets of sails, pressure and pump water, stove, head, new upholstery, boat cover. In great shape. (408) 267-9262 or cptjohn@pacbell.net.



27-FT ANTRIM, 1999. Pt. Richmond. \$30,000. Well equipped sportboat with lots of gear. Nexus, SSB, GPS (3), dodger, custom ocean interior and lots of other gear available (Cat.1). Fun day sailer or racer. Price depends on all gear wanted. Call for more information. (925) 934-5197 or (925) 586-7554 or email tony.english@comcast.net.



26-FT RANGER 26-2, 1980. Kelseyville, CA. \$6,000/obo. Hull #4. Fresh-water boat, located on Clear Lake, CA. This is a Mull-designed lightweight boat with a lifting keel, fractional-rigged with a sail plan similar to a J/24. Includes single-axle trailer. Equipment includes main, 4 jibs, 4 spinnakers and a new 4hp 4-stroke outboard, Coast Guard equipment and new Porta-Potti. All running rigging replaced 2 years ago. Tuff Luff on headstay. (707) 278-7024 or wwhallenbeck@gmail.com.

29 TO 31 FEET

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

ISLANDER 30 MK II, 1972. Emeryville. \$12,500. Full mast off retrofit '07. Garhauer traveler and rigging, Harken furler, autopilot, cockpit-fed lines, icemaker, Yanmar diesel runs great. Awlgrip hull paint. Cleanest, most updated Islander 30 on the Bay. www.youtube.com/watch?v=M8WhtoAgBPK. Contact (510) 388-5976 or elvis_beetyoo@yahoo.com.



29-FT SEAFARER, 1973. Richmond Marina Bay Yacht Harbor. \$4,950. One owner for 40 years, near-perfect condition, good family boat, ideal boat for Bay, Delta and coastal cruising, new 10hp outboard in Jan. 2013, fully equipped incl. Edson wheel steering, Harken roller furling jib and spinnaker gear (no spinnaker). (925) 686-0593 or einsegler@yahoo.com.

29-FT COLUMBIA 8.7, 1977. Paradise Cay #71. \$6,000. Widebody 10' beam, A-4, new carb, prop, roomy interior, private head, great liveaboard, micro, reefer, inverter, TV/DVD, surround stereo, 40 gals water, HT, DS, tiller, 2 jibs, very clean and ready to sail. (209) 631-2221 or deweyb123@yahoo.com.



31-FT BENETEAU 31, 2008. Richmond Marina D-4. \$102,000. One owner, excellent condition, well maintained. New sails in 2012. Currently enlisted in Tradewinds Sailing Club. (510) 734-2314 or (510) 215-8737 or jlm-ii@sbcglobal.net.



30-FT BIRD BOAT, 1928. Sausalito. \$35,000. The Bird Boat story is the history of sailing on the San Francisco Bay. "Nothing sails like a Bird". Six Bird Boats are still racing on the Bay from the original 24 built between 1921 and 1945. For sale: John Alden-designed Bird Boat, *Petrel*, #8. Full maintenance just completed. Ready to sail. Diesel motor, sails, marine radio. Owned and raced by Pierre Josephs for 15 years. Want to sell to someone who will sail her in our racing season. Am selling to get funds to finish restoring the *Puffin*, #12, which I will then race. Comes with Sausalito Yacht Harbor dock plus parking permit. (415) 924-2731.



30-FT CATALINA, 1984. Sausalito. \$19,000. Very clean. Well maintained. Universal 21hp diesel engine (rebuilt 2009), new batteries, roller furling jib, self-tailing winches, galley with 2-burner stove and oven. Updated: electrical, head, sails and cushions. Slip in Sausalito. (415) 565-9258 or michelleraymondsf@gmail.com.

ISLANDER 30 MK II, 1973. Sausalito. \$7,500, or trade for small farm tractor. Priced for quick sale. Ready to sail and live aboard. Roller furl, Autohelm, new fuse panel and charging system. Rebuilt Palmer P60 engine. Needs bottom paint. Contact reinhard.breuning@gmail.com or (415) 407-0079.



ERICSON 30+, 1984. Oakland Marina, Oakland, CA. \$13,800. Great pleasure sailboat. Sleeps 6, galley and bathroom. 2-cylinder diesel Universal model M20 engine. Light fiberglass hull with maroon stripes and blue canvas. Mainsail, genoa and spinnaker included. (510) 655-5599 or nakim@winlaw.com.



30-FT PEARSON 303, 1984. Vallejo. \$24,500. Quality built, excellent condition, new bottom paint 3/2013, no blisters found, roller furling, autopilot, Edson wheel, mast stepped on keel, Yanmar inboard engine, Harken adjustable traveler, shower, teak interior, large V-berth, new head, much more. (707) 252-7135 or rvjohnson1000@comcast.net.



30-FT BRISTOL CHANNEL CUTTER. 1997. \$120,000/obo. 30-ft Lyle Hess Bristol Channel Cutter, *Tigress*, 1997, sistership to the Pardeys' famous *Taliesin*. Extraordinary craftsmanship. Mahogany on oak. Teak cabin and decks. Hull so fair many think it's fiberglass. Amazing teak and birdseye maple interior. 27hp Yanmar. Well equipped: roller furling, storm trysail, spinnaker, sea anchor, radar, chartplotter, autopilot, windvane, refrigeration, VHF, 110V electrical, inverter, Force10 heater, Force10 stove/oven, windlass, 9-ft Fatty Knees dinghy with sailing kit, much more. Pristine like-new condition. More at www.tigress-bcc.com. (650) 868-0348.

30-FT RAWSON, 1965. Sausalito, CA. \$3,900/obo. Spinnaker, 2-burner stove, sleeps 6 comfortably. Call for pictures and info.



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30-FT CATALINA C30, 1984. Bruno's Island. \$19,800. Very well maintained, varnish inside, shiny outside, hauled 5-08-13, bottom paint, boot stripe, zincs, etc., all new 2 years or less - Harken roller furler, 110 genny, carpet, dodger, wheel cover. Includes autopilot, diesel engine, wheel steering, perch seats, hot/cold pressure water, enclosed head with shower. Wind speed/direction, depth finder. Onboard battery charger. 135 genny. Double reef main with lazy jacks. Wheel cover, main sail cover, CNG stove and oven. Shore power cord. Just replaced all filters, oil, and coolant. Fresh water boat. (408) 225-5484.



NEWPORT 30 MK III, 1982. Berkeley. \$19,750. In excellent condition, fast and comfy, 2006 Doyle main, 3 jibs, 2 spinnakers. Low hours diesel, teak interior, wheel, roller furler, new standing rig, all lines aft, sleeps 6. Contact (510) 524-2609 or lebontraks@yahoo.com.



32-FT GULF PILOTHOUSE, 1986. Coyote Point, San Mateo. \$35,000. Great for year-round cruising, radar, microwave, fridge, many extras. Email for photos and more info, gulf32coyotepoint@live.com.



33-FT CS (CANADIAN SAILCRAFT), 1981. Alameda. \$24,900. Well built Canadian boat in very nice condition. Dutchman flaking, crisp clean sails, wheel steering, diesel, Force 10 propane stove, Garmin GPS Map 492 mounted at helm, Uniden UM525 VHF w/remote, recent fuel tank replacement, CD player with iPod connection, new lifelines, full-size chart table, drop-leaf teak table, sleeps 5. Sails the Bay comfortably and fast. PHRF 150's. Survey available from June 2012. Contact (510) 325-4420 or bradkerstetter@yahoo.com.



30-FT BABA, 1978. SoCal. \$35,000. Classic canoe-stern cruiser shape. Recent refit, professional finish, professional package, s/t with 2006 engine. Lying SoCal. and priced to sell at \$35,000.

COLUMBIA 34 MK II, 1971. Alameda, CA. \$7,000. Famous Bill Tripp design, Mexico vet, non-working gas engine, refrigeration, copper plumbing, boat is a project, but worth it. 6'2" head room, fresh bottom job, currently out of the water, can send pics. (415) 205-5267 or rj4sail@hotmail.com.



ERICSON 30+, 1985. Alameda Marina. \$24,999/asking. Well-maintained, classic. Mahogany-paneled interior with new upholstery (sleeps up to 6 comfortably). Fully-equipped galley and stand-up, enclosed head with shower. Many other upgrades. Fully outfitted and sailaway-ready for weekend enjoyment, club racing or even longer cruising. Contact (408) 728-1587 or (951) 201-3453 or derekvenema@gmail.com.

32 TO 35 FEET



33-FT INTERNATIONAL ONE DESIGN, 1946. San Francisco, Pier 39. \$12,000. International One Design sailboat has been a consistent winner in San Francisco Bay for over 65 years. Beautiful long lines of classic wooden boat. Recent survey is available. All new sails and new outboard motor. (415) 444-6900 or Jacksonwrights@yahoo.com.



33-FT HANS CHRISTIAN, 1984. Bocas del Toro, Panama. \$119,900. An outstanding example of a Hans Christian 33, this stout cruising sailboat is ready for continued adventures. Properly outfitted, everything is included from tools to linens and even a bottle of rum. Custom stern rail/swim platform/davits, Corian counters and more. Located in the Western Caribbean (Panama). Full details of *Bruadair* are at website, www.hanschristianforsale.blogspot.com. Please email at dsarin@yahoo.com or call us at country code (507) 67-14-0032.



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



30-FT BABA, 1979. Marina del Rey, CA. \$43,000. Classic canoe-stern cruiser. Mexico veteran. Major refit in 2003: new engine, rigging, fuel tank, electrical system and much more. Well cared-for. Details at website: www.boats.com/boat-details/Ta-Shing-Baba-30/142922651. Contact (310) 310-5718 or baba30sale@gmail.com.

34-FT CAL, 1968. South Beach Harbor, San Francisco, CA. \$13,500. Good condition, Atomic 4 engine, runs and sails great! Call or email for info. (408) 315-4254 or Sullivan_const@yahoo.com.



32-FT WESTSAIL, 1975. Pillar Point Harbor. \$25,000. Hull #417. Original owner. Boat has new stainless steel exhaust, new prop, engine controls. 3 jibs 1 drifter, staysail, main needs replacement, needs some work on exterior. Haulout in May 2013. Lots of gear. (650) 712-1425 or (650) 303-3901.

34-FT CATALINA, 1994. Stockton Sailing Club. \$10,000. Beautifully maintained. Paco's 2006 engine, 2006 Universal MD38, 2006 SSB, EPIRB, Open transom. Portaboat and Yamaha 5 horse.

33-FT SPAULDING, 1969. \$25,000. *Auroral*, built 1969 by pattern maker Ivan Davies. Hull made of bruynzeel, plywood deck, cabin house sides made of teak. Fastened with bronze, Monel. Grey marine engine low hours. Set of sails and equipment. Email jonah_ward@hotmail.com.

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

32-FT ARIES, 1981. Bair Island, Redwood City. \$18,000. *Dolley Grey*. Strong double-ender. Good Perkins. New shaft. Muir windlass. Chain, large anchor. Radar. Ritchie compass, autopilot. Diesel stove. Good bottom. Strong lifelines. Holding tank. Refrigeration. Documented. (408) 245-9226 or barmite@yahoo.com.

33-FT NEWPORT, 1984. San Rafael. \$22,000/obo. Perfect SF Bay boat, liveaboard, six-foot-plus headroom, Universal diesel with 830 hrs, set up for singlehanded sailing, bottom has some small blisters. (415) 717-8520 or (415) 453-7624 or harp5290@gmail.com.



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



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



32-FT DOUBLE-ENDED ARIES, 1981. Kona, Hawaii. \$47,000. "One of a kind", self-sufficient vessel that produces her own electricity from her two 185w Eco-Solargy and one 64w Uni-solar panels, Ampair wind generator, and Thoosa 7000HT hydroelectric propulsion motor. No more dangerous propane, gasoline, diesel or kerosene on board. Two-burner Kenyon electric stove for cooking and Monitor wind vane for short-crew passages. Brand new electronics and sails. Moving to a bigger, self-sufficient vessel. Contact mauriciobarbis@hotmail.com or (808) 747-6001.



32-FT PEARSON, 1979. Monterey. \$17,750. Beautiful blue hull, Yanmar diesel, full batten main, lazy jacks, furling, 3 jibs, dodger, autopilot, depth, wind generator, solar, VHF, standing rigging 2008. New bottom paint. Lewmar electric windlass. www.flickr.com/photos/82835498@N06. Contact (831) 402-9799 or cwurzner@yahoo.com.

32-FT PEARSON VANGUARD, 1963. Marina del Rey. \$14,500. Solid cruiser, well equipped: solar, wind gen, 25hp diesel, stove/oven, EPIRB, SSB, radar, 12v fridge, lots of sails, propane heater, beefy rigging. Sailed regularly. Could use paint. More at <http://losangeles.craigslist.org/wst/boa/3823339287.html>. Contact (831) 402-9069 or Heidyg28@gmail.com.



32-FT ISLANDER, 1978. Alameda. \$25,000. New sails, canvas with full cockpit enclosure. New standing rigging, and lifelines. New varnish, and cockpit cushions. New interior upholstery. Engine perfect, with new batteries, charger, and alternator. New dripless cutlass shaft seal. Interior in brand new condition with fresh paint, varnish, and carpet. New head and holding tank. New stove/oven. Have survey for boat. Bottom cleaned in May '13. Extra gear not installed: Schaefer roller furling unit (2100 series). Pedestal guard. This boat is ready to sail - no work needed. Really, this boat is perfect. More at www.flickr.com/photos/75382361@N04. Contact (415) 912-9692 or (415) 271-2429 or leo@leosolomon.com.

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

35-FT C&C LANDFALL, 1982. Tiburon. \$23,000. Recent engine work, new transmission, newer rod rigging, upholstery. Harken furler, B&G instruments, 2-speed self-tailing winches. Great Bay boat! Contact markvoss@sonic.net or (707) 291-7867.

36 TO 39 FEET



36-FT CRUISING CUTTER, 1978. Newport Beach, CA. \$29,500. A no compromise cruising boat, designed for a couple to cruise. Fiberglass. VERY solidly built. Long, cruising keel, with cutaway forefoot. Large, warm, wooden interior - large tankage, large locker space and much in the way of storage. Center cockpit, cutter-rigged. A cozy aft cabin, with much storage, and a comfortable, athwartship double bunk. Main cabin has an L-shaped galley, large settee area (convertible for sleeping), much storage, full head, and separate shower. A solid, roomy, cozy boat - perfect for living aboard, extended weekends, or long-distance liveaboard/cruising. Contact (949) 500-3440 or nb92663@hotmail.com.

36-FT JEANNEAU 36.2 SUN ODYSSEY. 1998. San Rafael. \$84,000. Immaculately maintained, ready for cruising. Recent haulout, beautiful inside and out. Rerigged for singlehanded sailing. See web address for pictures and equipment list: <http://hitchcraft.net/Zingara>. Contact (415) 299-0263 or miglopra@gmail.com.

36-FT BOAT AUCTION: JUNE 20-JULY 31. Berkeley, CA. Beautiful flush deck sloop: Palmer-Johnson Standfast 36. Owner in Tibet. Highest bid takes her. This was Mark Spitz's TransPac Boat. Volvo diesel starts first time every time. 16 bags of sails. Stainless rod rigging. Harken furling jib. Traditional solid white oak interior. Complete kitchen. Minimum bid: 16K. Market Value: 45-50K. Sound boat. Excellent sailing condition. Excellent live-aboard. Contact Roger. (510) 917-2377.

38-FT ALAJUELA, VENTURA, CA. \$175,000. New, custom-built BoatBuilder. 175K miles bluewater experience. Newly finished boat! Beautiful mahogany interior! Spruce spars, bronze hardware. NO interior veneer! For pics go to website: www.alajuelayachts.info. Contact (805) 256-5110 or (805) 200-6089 or traime69@hotmail.com.

39-FT FREYA, 1978. Berkeley Marina. \$78,000. Very clean, turnkey, ready for cruising. Professionally built and maintained, beautiful. Custom light interior, maple sole, ash bulkheads, rigged for singlehanded, loaded with equipment. Don't miss this opportunity to own a legend. Contact (510) 917-5229 or dalydolphins@aol.com.

36-FT CATALINA, 1984. Transferable Monterey Bay Marina slip. \$49,750. In immaculate condition with extensive upgrades. Low (817) engine hours, electric toilet, new (3) battery system, upholstery, Raymarine instruments and autopilot mounted on new NavPod along with new instrument panel with new oil, tach, and temp. gauges. New O.M.C. wiring harness - new wiring throughout. Dodger, rich oiled teak interior. Must see this well maintained classic to appreciate. She is beautiful. Bob (831) 601-5177 or bob2000@prodigy.net.

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.

38-FT CATALINA. South Beach Harbor. \$49,000. Hull #110, original owner. All Barent winches, including Barent 32, three-speed self-tailing. Extensive suit of racing sails, including 3/4 oz and 11/2 oz spinnakers and fully battened main with lazy jacks. Pedestal-mounted wind instruments, knot meter, and depth sounder. 24hp Universal 3-cylinder diesel. Gori folding prop. Hydraulic backstay. All teak trim with new Sunbrella cockpit cover. Berthed at South Beach Harbor. Email avalleaup@yahoo.com.



36-FT UNION, 1987. Oakland Estuary. \$26,000. Perkins 4-108, Monitor vane, liferaft, dinghy, autopilot, radar, SSB, GPS, EPIRB, parachute anchor, diesel heater, inverter. Lots more. See to appreciate. Illness forces sale. Email for specs. (808) 557-6286 or voilier@outlook.com.



36-FT LAPWORTH, FULL KEEL SLOOP. 1957. San Rafael. \$42,077. Ready to continue winning races, cruise, live aboard (headroom). Recent haulout; Over \$12k restoration. Taking best offer before I move to NYC. More at <http://l-36.com>. Email for pics, specs, videos, new marine surveys, derrickensman@gmail.com or (310) 874-3727.

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38-FT CATALINA 380, 2000. Marina Village. \$117,500. Well maintained in beautiful condition. Deep keel, tall rig, all electronics, microwave, inverter, new batteries '12, new bottom '11, Westerbeke 40hp, 515 hrs, prof. serviced, beautiful interior, 6'9" headroom, Queen aft cabin. More at <http://catalina380bonneviudeux.shutterfly.com>. Contact (408) 828-0837 or billsails2@yahoo.com.

38-FT MORGAN CATALINA. Center Cockpit, 1993. Oyster Cove Marina, South San Francisco. \$73,900. Westerbeke 38hp, 5KW generator, in-mast furling, Sabot dinghy w/mast/sails, davits, Adler-Barbour refrigerator/freezer, dodger, bimini, Heart inverter/charger, tri-data, autopilot, GPS/chart, 2 VHF radios, 2 electric 1-man bilge pumps. NEW: Furuno radar, flat screen TV w/DVD player, 2 electric heads, 3 batteries, Force 10 stove, manuals for everything. More at www.flickr.com/photos/94452881@N08. Contact karlhrech@yahoo.com or (415) 515-9210.



36-FT CATALINA, 1987. Sausalito Yacht Harbor. \$43,000/asking. Will deal. Self-tending jib. Doyle system for main. Great Bay and coastal cruiser. Beautiful interior, sleeps 6-7. 6'4" headroom. Forced air, heat, air conditioner, propane stove. Hot and cold water. New batteries. Almost new bottom paint. Must sell. Call/leave message. (415) 472-7527.



39-FT ERICSON, 1971. Berkeley. \$36,000. Custom liveaboard interior with tons of storage space and separate aft cabin. Tiller steering, set up for singlehanding. Yanmar diesel, sails in good shape, summer and winter jibs, roller furling. Contact (510) 213-0202 or quickjantony@gmail.com.



38-FT FREEDOM, 1990. Santa Barbara. \$69,500. Performance cruiser built by Tilotson Pearson. Full galley, head, exterior/interior showers. Beautiful teak interior w/two cozy cabins. Pedestal/bulkhead mounted wind instruments, depth sounder, GPS. Electronic windlass, two Fortress anchors, 150+ feet of chain. Epoxy primed and painted with Flag Blue Awlgrip LPU (2012). Yanmar 27hp overhauled (2013). Fresh bottom paint (2013). Four sails, including self-tacking jib (Hoyt boom) and self-gybing spinnaker. Designed for short-handed cruising. Offered by original owners. Email rwrables@gmail.com.

39-FT CAL. Long Beach, CA. \$49,000. Excellent condition, new roller furl, 24-mile radar, inverter, AM/FM stereo/CD, new VHF radio/GPS, chartplotter/GPS, LP gas stove/oven, dodger/bimini, new bottom paint '11, LP mast, head, water heater, hot and cold shower, refrigeration, 50hp diesel, autopilot, full wind/speed instruments. New hydraulic backstay, large solar panel, lazy jacks, 8-1 engine hoist, new golf cart and starting batteries, 2 anchors and chain/rode, great sail inventory. All standing rigging replaced in last 4 years. (562) 607-7310.



39-FT DUFOUR, 1995. Marina del Rey, California. \$64,000. German Frers design, 3 cabin, 1 head, dodger, bimini, roller furling, lazy jacks with sail bag, wing keel, dip pole, rigged for singlehanded. Fridge/freezer, stove, 10-ft Achilles. Contact (310) 749-9453 or Fred@Soelter.us.

37-FT JEANNEAU SUN ODYSSEY. 2002. Long Beach. \$79,900. Raymarine instruments, wind, depth, autopilot, bimini, dinghy with Yamaha outboard. Volvo 29hp diesel. In boatyard for multi-season bottom paint, copolymer hull finish, and annual maintenance. Original owner. (760) 980-0204 or (808) 741-1908 or marshallkagan@yahoo.com.



38-FT AERODYNE, 2003. Tiburon. \$165,000. Ultimate performance cruising boat. Leisure Furl, electric halyard winch, seven Anderson SS winches, radar, TV/DVD, dodger, BBQ, retractable sprit, two spinnakers, Yanmar, Icom SSB, Pactor modem, diesel heat, watermaker, new Awlgrip, electric windlass, liferaft. (415) 385-3600 or hspotter@aol.com.



36-FT SCHUMACHER, 1989. Paradise Cay. \$49,995. *National Biscuit*. Located in Paradise Cay. Ready for racing! Carbon spinnaker pole, over 15 bags of sails, new running rigging, Yanmar 3-cylinder engine, triple spreader fractional rig. Contact: (415) 271-2722.

40 TO 50 FEET

40-FT SANTA CRUZ, 1983. Richmond Yacht Club. \$89,500. Well maintained, new power low hours, rare full headroom, custom main cabin, inverter, microwave, Raymarine instrumentation, tiller or wheel steering, scoop and carbon fiber rudder. Will trade for larger boat up to 50-ft. (775) 830-1181 or bdfr@charter.net.



42-FT BENETEAU FIRST 42S7, 1994. Point Richmond / Tortola. \$109,900. *Tivoli* is presently in Tortola, BVI after a 3 season cruise from San Francisco. Excellent condition with extensive cruising equipment. Continuously upgraded. Great sailing boat that performs well cruising and racing. Owners are upgrading to a bigger Beneteau. Will deliver boat to East Coast location for transport to CA. See details at: www.yachtworld.com/boats/1994/Beneteau-First-42s7-2593840/Tortola/British-Virgin-Islands. And at www.sailblogs.com/member/tivoli42s7/. (510) 851-3082 or Tivoli42s7@gmail.com.

47-FT SAMSON KETCH. Costa Mesa. Nearly completed, bluewater Samson ketch, Costa Mesa. Insulated ferro-cement, full keel, center cockpit, full mahogany interior, 3 staterooms, 2 heads, 2 helms, 80hp Ford Lehman, 7 sails. Contact Rod for video/inventory list. (714) 963-9282.



44-FT KELLY PETERSON, 1977. Daytona Beach, FL. \$95,000. After many years of great sailing, health issues are making it necessary to swallow the anchor. She is better than new after most systems have been addressed, rebuilt or replaced. Perkins 90hp engine/rebuilt, standing rigging/new, fuel and water tanks/new, interior settees, cushions, headliner/new, ground tackle, Maxwell windlass/new and rebuilt, \$4000 inverter charger/new, rebuilt holding tank/new odorless hoses and pumps, 10-ft Avon RIB and zero-time Suzuki 6hp engine. All spares, tools and safety gear including scuba equipment and 50' hose. She only needs provisioning and the world is yours with beauty, safety and speed. She's been our magic carpet to the world. All serious offers considered, it's your turn! Inquiries: (702) 767-8323 or jking38701@aol.com. More at www.grace44.com.



47-FT SKOOKUM, 1974. Santa Cruz, CA. \$82,000. Just returned from Patagonia and the South Pacific islands. A well respected, full-keeled, heavy-displacement cruising yacht with lots of character. All needed for cruising is here. Must see to appreciate. Contact (831) 334-5832 or captainstevenphillips@yahoo.com.

41-FT CT WORLD CRUISING KETCH. 1977. La Paz, Mexico. \$99,000. Seller very motivated, make reasonable offer. Over \$250,000 invested, tons of new equipment, own for fraction of replacement value. www.yachtoffered.com/listing.php?yacht_id=188. Email for complete specs, refit list, pictures and recent survey, jfullercpa@hotmail.com.



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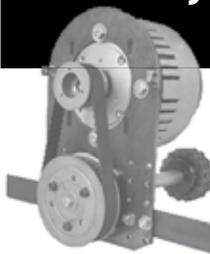
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43-FT SERENDIPITY, 1981. Jack London Square. \$89,000. Doug Peterson design 43 customized for serious offshore racing/cruising, comfortable yet it can regularly sail 10+knots. Recent remodels and this Serendipity 43 is one of a kind, see website: <http://gosailsf.com>. Contact (510) 926-7245 or hookedsailing@gmail.com.

40-FT C&C AFT CABIN, 1983. Marin. \$63,900. Rare aft cabin 40 model. All standing rigging, instruments, roller furling, hydraulic backstay, and many other improvements less than five years old. Absolutely the most boat for the money. (415) 516-1299 or cc40sailboat@aol.com.



45-FT GARDEN YAWL. One-off double ender, 3 years in restoration, 98% completed, cold-molded over original strip planking. \$30K as is, or \$? to finish renovation. Contact (916) 847-9064 or steve@paradigmpilgrim.com.



46-FT FS FORD CUTTER/SLOOP. *Califfa*, 1961. Mazatlan, Mexico. \$30,000. F.S.Ford design cold-molded red cedar over planked hull 1996, 45,000 miles sailed Mexico and South Pacific. S.S. rigging, aluminum spars. See *Califfa* on www.Yacht_World.com for photos. Owners TFO. www.mazmarine.com or kd6pgz@aol.com.

42-FT CATALINA, 1990. South Beach Harbor, San Francisco. \$89,900. Great condition. Extensive upgrades. Full spec at: <http://leluya.blogspot.com>. Contact (650) 716-4548 or leluya123@gmail.com.



46-FT FARR, 1985. Seattle. \$199,000. Original owner, fast cruiser, frac rig, mid-ship cockpit, Perkins 4-108, fully equipped for coastal and offshore - including radar, AIS, SSB, inverter, watermaker. Call or email for photos and specs. (360) 471-4540 or jsprouse01@gmail.com.

47-FT CATALINA, \$269,500. Customized bluewater ready. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, coldplate refridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, wind vane, new hard dodger, heat-air, Autoprop, Much more. (916) 607-9026 or cestlavie_2000@hotmail.com.

41-FT MORGAN OI, 1974. Redwood City. \$29,950. Cruiser or liveboard, diesel auxiliary and generator, wind generator, inflatable, davits, radar, GPS, depth sounder, water temp, watermaker, 2000 watt inverter, flat screen TV's, new stove, lots more. (831) 726-9455 or (760) 223-2361.



40-FT SWIFT CENTER COCKPIT. Fiberglass ketch, 1978. San Francisco. \$76,000. Sparkman & Stephens design, hull No. 1, Lloyds certified construction. Pisces Marine (Isuzu 3AB1) 3-cyl 40hp diesel. Substantial deck hardware upgrades and improvements. Strong, stable, sea kindly. Berthed Pier 39 Marina. Email challengesea@yahoo.com.



45-FT FASTNET 45, 1974. Portland. \$75,000. Beautiful boat, many compliments on her lines. Recently sailed to Australia and back. Very seaworthy, comes with a lot of equipment. Considerable locker space and storage for extended cruising. (503) 327-6750 or lightheart45@yahoo.com.

44-FT HARDIN VOYAGER, 1977. Marina Palmira, La Paz, BCS, Mexico. \$69,000. A spacious fiberglass, ketch-rigged veteran of the Sea of Cortez and west coast of Mexico. A traditional liveboard 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 www.YachtWorld.com for specs. (530) 541-4654 or mortmeiers@aol.com.



42-FT CASCADE, 1972. Redwood City. \$40,000. New sails, watermaker, Auto-helm, new rigging, ice maker, marinized Westerbeke and more. Needs work on deck. Spent a lot, asking for less. (650) 704-2302 or galaxaura@gmail.com.



40-FT KAURI WARWICK. (One-off), 1983. Whangarei, New Zealand. \$200,000. Kiwi-built triple-skin cold-molded kauri cutter. Details, go to house website: www.americankiwihome.com. Email neptune@ecentral.com. 150A Beach Road, Onerahi-Whangarei 0110, New Zealand.



47-FT 473 BENETEAU, 2006. Marina Village, Alameda, CA. \$260,000. Cruise ready. White hull. Deep keel. Teak decks, 3 cabin. 75hp Yanmar, 7.9 Westerbeke generator, Spectra Newport watermaker, air conditioning, custom upholstery, Cherry wood interior, bow thruster. Much more. (530) 545-9540 or jmbtahoe@yahoo.com.



50-FT KANTER, 1989. Sausalito. \$200,000. 50-ft steel ketch, Ted Brewer design, round chine, Isuzu diesel, Northern Light generator, dual Wagner hydraulic steering stations, electric compasses, inverters, flow-through water heaters and refrigeration systems. Comnav hydraulic autopilot, Spectra watermaker, hydraulic and electric bilge pumps, fuel transfer pump, VHF, SSB and Ham radio. Bomar hatches, stainless and bronze ports, hydraulic windlass, self-tailing winches, excellent sail inventory and much more. Sleeps at least 7 comfortably, (3 staterooms). Excellent cruising/liveboard yacht. She has made it south of the equator and back with many more local trips. Can be crewed by two comfortably. (415) 331-4438 or ssq3131@yahoo.com.



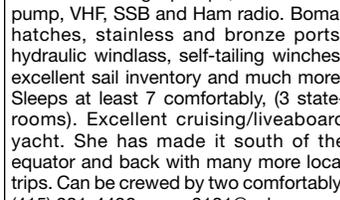
58-FT STEEL PILOTHOUSE. Expedition sailing ketch, 1999. Malaysia. \$750,000. Steel world cruiser, fully hydraulic. Includes lifting keel and rudder, bow thruster, windlass, winches, new sails. Quality boat. Cash or trade for quality real estate. More at <http://apolloduck.net/279408>. Contact (+60) 112-686-6453, (+60) 14-672-5741 or brentmobile@yahoo.com.



46-FT IRWIN. Center-cockpit ketch, 1982. San Rafael. \$82,870. Spacious cruiser/liveboard, 3 cabins, sleeps 8, easy for crew of 2. Perkins diesel, 62hp. Recent haulout, over \$50k restoration. Taking better offer before I move to NYC. <http://ourethens.wordpress.com>. Contact derrickthensman@gmail.com or (310) 874-3727.



41-FT BIANCA 414, 1980. Coeur d'Alene, ID. \$59,000. Danish-built racer/cruiser built with old world craftsmanship. Rod rigging, self-tacking jib, Navtec hydraulics for boom vang and all backstays. Well equipped with many updates, newer epoxy bottom. Treadmaster decking. (509) 879-3640 or danlauriekarr@aol.com.



43-FT HANS CHRISTIAN. Christina Series, 1986. \$149,000. Must sell. Volvo TMD 30A 90hp. New turbocharger, new heat exchanger core element and housing, new cutlass bearing, new raw water pump, new packless sealing system (PSS, dripless seal), fresh bottom paint (complete haulout 1 month ago). Furuno 1720 radar. Balmar 1200 windlass, Harken furling on jib and staysail, Bariat winches. B&G 330 instrumentation. Newmar PHD-25 battery charger. Raritan 12-gallon hot water heater. Very roomy/comfortable 3-cabin layout. VacuFlush head/TankWatch 4. Norcold refrigeration. Force 10 oven, propane tanks mounted out stern. Alpenglow lighting throughout. All new enclosed cockpit/dodger. (2) 115 gal. fuel, (2) 175 gal. water. Owner. (650) 207-2253 or PS4010@aol.com.

CLASSIC BOATS

33-FT SPAULDING, 1962. Alameda. \$16,000/obo. Classic S.F. yacht. Low hour Yanmar. New bottom paint 5/13. www.facebook.com/s.v.Pegasus6. Email spaulding33alameda@gmail.com.

50-FT FD-12, 1981. Sea of Cortez. *Daydreamer*, an Alaska/Mexico/SoPac vet, is a 50-ft FD-12, an unsinkable, flush deck/pilothouse, cutter-rigged, medium displacement blue-water cruiser. Two staterooms forward and master stateroom aft provide excellent separation and privacy when visitors or family are onboard. The pilothouse with spacious nav station and huge galley makes for easy navigation and cooking, and pleasant watches during inclement weather. She's berthed in San Carlos, Mexico, a 4-5 hour drive south of the border, so if you have a couple days and can get to Tucson or Phoenix, we can drive you from there to the boat one day and back the next. For details on pricing, specifications, photos and full contact info, see website, www.svdaydreamer.com or call with inquiries, (928) 273-8144.



46-FT LIBERTY 458, 1983. Stockton. \$160,000. *Charissa* is for sale and ready to go. Just returned after 7-year stay in Puerto Vallarta, Mexico where she proved herself to be a very competitive cruiser. 1 of 30, large salon, two cabin with great den layout. Perkins diesel, center cockpit with large aft deck. Well maintained inside and out. Solar panels. Wind gen. Dinghy with outboard. Cockpit enclosure and full boat cover. She is a must-see. (209) 481-4782 or tjones2451@yahoo.com.

44-FT CATALINA MORGAN, 2007. Seattle, WA area. \$269,950/obo. Mint condition. A real deck salon. Great bluewater cruiser. 75hp Yanmar 8+ cruising, 600 hours. New batteries, cruising spinnaker, power winches, hydronic heat, Raymarine C120, radar, autopilot, bow thruster. Trades acceptable. (408) 666-3261 or jerryfsaia@aol.com.



58-FT STAYSAIL SCHOONER. 1925. Port Townsend, WA. \$159,000. *Suva*, 1925 staysail schooner designed by Ted Geary. A gorgeous and sound classic yacht that sails wonderfully! Teak on oak. More at www.schoonersforale.com. Contact (360) 643-3840 or schoonersuva@gmail.com.



40-FT BRUCE ROBERTS. Cutter rigged sloop, 1984. Bradford Island, CA. \$27,000/obo, land trade. *Windy*: Documented, 37-ft LOD, bluewater, custom-built, classic design. Hull is 1-1/8" fiberglass, laid with Seaflex matting with integrated reinforcing fiberglass rods. Heavy-duty windlass, 4 anchors including 45lb CQR. Flush deck, hard dodger, 36hp diesel. Very sea kindly; proven Mexico cruiser. Comfortably built solid wood interior/mahogany, teak, maple. Bosch on-demand hot water heater, queen bed. "Little ship". Brad. (209) 406-0965 or (209) 855-4085 or bnrdeltadreamer@aol.com.



40-FT WILDERNESS, NEW. Wilton, CA. \$6,000/obo. Build an open-cockpit, 40-ft tourist day sailor. Based on a Gary Mull hull + deck that needs completion. This hull and deck are cored, vac-bagged, hand laid-up by Santa Cruz glass crew. Gel coated w/stripes. Other parts available. Easily converted for daysailing with passengers! Fits 12+ passengers. (916) 471-8091 or vergparrett@frontiernet.net.



41-FT MORGAN OUT ISLAND, 1972. Marina del Rey \$59,500. Sloop/cutter, center cockpit refurbished. 50hp Yanmar diesel (100 hours), radar, lcom 710, watermaker, 5 sails. For pictures: www.yachtsoffered.com, listing 1291754. Trades considered. (661) 548-6603/388-7670 or hwolthuis@juno.com.



30-FT SEACART, 2006. Shady Side, Maryland. \$215,000. All carbon trimaran, very fast and easy to sail, all three hulls faired and painted, all foils faired and painted. Complete North Sails inventory, new tramps, new stays, trailer and many extras. Ready for line honors. Boat speed of 20 knots in 15 knots of wind. Call (410) 303-5566 or pandkparcs@comcast.net.

34-FT GEMINI 105MC, 2005. Redwood City, CA. \$119,900. High performance racing boat that is also amazingly a spacious liveboard or mobile vacation condo. Perfect for watching the America's Cup in comfort and style. Fast; easy to sail singlehanded without heeling. Spacious deck, 3-bedroom interior, protected cockpit. Contact (650) 380-3343 or loon.asea@yahoo.com.

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65-FT CHESAPEAKE BUGEYE. Half Moon Bay, CA. \$15,000/obo. Beautiful wood sailboat. All clear fir. Have been with her for 25 years and it is time for her to move on! Contact (530) 467-3173 or sunstarsail@yahoo.com.





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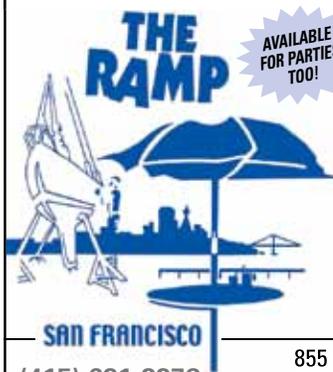
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23-FT L-7, 2010. Dana Point, CA. \$32,500. *Neutrino* is a custom-built L-7 trimaran: very light and fast and "folds" (slides) in minutes to become an easily trailerable boat. Very well built, and looks and sails great. First launched 2011. Has electrical system, navigation lights, Suzuki 6hp outboard with alternator, anchors, etc. Sails are from Elliot-Pattison. New: main, roller furling jib (Dacron) and maxi-reacher made of Code Zero laminate on a bow pole. Contact (949) 922-1067 or acjdds@gmail.com.



38-FT FOUNTAINE PAJOT ATHENA. 1999. San Francisco Bay. \$170,000/obo. *SV Breakaway* is a truly turnkey cruiser. Highlights include: solar panels, wind generator, 2000W inverter, huge battery bank, watermaker, chartplotter, autopilot, radar, tons of ground tackle, tons of engine spares, folding props, etc. Has everything you need (and want) to go cruise anywhere in the world. For questions and a complete list of features contact: (510) 828-1992 or (408) 499-8513 or marinesurveyorusa@yahoo.com.



43-FT LEOPARD (MOORINGS), 2006. La Paz, Baja Sur, Mexico. \$280,000. With two months left before phase out from the Moorings fleet, this is an excellent time to buy this boat, in order to participate in, and influence, the phase out process. La Paz is a comparatively low utilization base, meaning more time for maintenance and less time of wear and tear. This is the only currently available Leopard 43 on the West Coast and she is in excellent shape with complete maintenance records, one-year-old sails, dockside AC/heat, electronics including autopilot and chart plotter, sleeps 12 with 4 cabins and 4 heads with built-in showers. www.catamaransite.com/leopard43_1_for_sale_by_owner.html. Contact (415) 752-8683 or (415) 377-0816 or mmichaelbrown@mac.com.



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). Queensland-built, 20,000 ocean miles. Must sell. Email sydeva@gmail.com.



38-FT FOUNTAINE PAJOT ATHENA. 1995. San Francisco, CA. \$169,000. Our beloved ocean cruising vet *Family Circus* is for sale. New LPU in the salon, new canvas, new trampoline, dual Yanmars, one just rebuilt. 4 cabins, two heads. Radar, GPS, plotter, etc. Ocean gear - drogue, liferaft, autopilot, spares, etc. Fantastic sailing platform for Bay and ocean fun. Ready to go! Our family keeps growing - the boat needs to as well! More at <http://htzortzis.wix.com/family-circus>. Contact ctzortzis2014@gmail.com or (925) 878-9659.



56-FT KETCH-RIGGED. Large motor-sailer catamaran, Vallejo, CA. \$30,000. *Baja*. Two Ford Lehman 80hp diesel engines, two Mercedes-Benz diesel engine-run generators (12 KVA; 18 KVA). Multiple layers of fiberglass over marine plywood. Large mainsail, mizzen, two furling jibs and spinnaker. Interior 800-SF makes for spacious liveaboard: four bedrooms, large living room and combo kitchen/dining room. Built by European craftsman. Launched 1972. Great cruising boat on ocean and rivers. Shallow draft - 3 feet. Mechanical and electrical skills recommended to operate this vessel. Age and medical condition of owner requires selling boat. Call for more info. (707) 446-1682.



50-FT SPECIAL MADE TRIMARAN. 1980. Sacramento. \$37,000/obo. It's a steal. Trimaran Piver 55x26-ft. Lots of new parts. Hot shower. New LectraSan. New carpet, hatches, windows, nonskid. Five berths, 4 queen + 1 king. Large party pit at wheel area. Great liveaboard. More pictures available. (916) 521-9847 or (916) 470-0191.

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32-FT CUSTOM STEEL TRAWLER. 1982. Sacramento Delta. \$5,000. Lehman diesel, 250 hrs, great work or fish boat. Contact handymancentral.llc@gmail.com or (775) 691-5613.



28-FT CARVER MARINER, 1978. \$25,000/obo. Hot and cold water, refrigeration, new battery, single inboard, head-shower. Sleeps 6. Great liveaboard. (510) 581-4720.



50-FT EX-US NAVY LIBERTY. Conversion, 1944. Monterey Marina, Monterey, CA. \$69,000. Liveaboard trawler conversion. Double V-berth, head, and shower. Spacious lower helm/galley with inside ladder to fly bridge. Aft cabin/salon/bedroom. Dual Capilano hydraulic steering. Detroit 671 diesel with Morse controls. LectraSan MSD, 35-gallon holding. New 50 Amp shore power panel. New main battery panel. Comfortable large 6' high cabins. Tastefully decorated. Walk-around deck. Slip transfers with sale. Email us for photos, johna@arnoldassoc.com or (831) 373-6061.



22-FT CHRIS CRAFT CUTLASS, 1966. Sonoma, CA. \$20,000. Wood hull glassed to waterline. Pleasure Craft Marine, Ford 351-V8. Sold new in Oakland 1966, completely rebuilt 2001 (380 hrs). Originally designed for saltwater fishing, but now built for safe, fast, fun on the Bay. You should be able to endure lots of praise! (209) 404-8733 or (209) 586-8733 or oldgrowth@sbcglobal.net.



33-FT TOW BOAT, COMMERCIAL. Moss Landing. \$55,000 - Asking. Former Vessel Assist Monterey. New paint. Fiberglass super duty capable and stable. Think Six-pack, commercial, tow boat or assume pleasure boat. Lots of extras... (831) 251-7795 or (831) 423-2211 or pacificsalvage@gmail.com.



21-FT TOW BOAT. Santa Cruz. \$21,000/Asking. This is a great lake/river/harbor utility boat. Rewired, light tower, full electronics, turnkey diesel i/o with trailer. (831) 251-7795 or (831) 423-2211 or pacificsalvage@gmail.com.



60-FT FLOATING HOME LASH BARGE. 1966. Point Richmond. \$350,000. Rick Wood Estate selling 60x30 floating home. Outside appears barge with windows; inside modern home. 2 bdrm, 2 1/2 bath, LR/DR/K. Workshop, hrdwd floors, zinc counter tops, W/D, refrig/DW, propane, PGE, etc. Must be relocated upon sale. (510) 232-9100 or rjalexander@msn.com.



52-FT SUNNFJORD TRAWLER. Pas-sagemaker, 1988. Oak Harbor, Washington. \$225,000. Extra spacious, stabilized Cummins 6BT 210, 1300 fuel, 600 water. Fuel and oil polishing AC and Hurricane furnace. 760 watts solar. 7kw gen. West Coast vet, Juneau to Galapagos and Ha-Ha. Contact maestra@tobysuds.com or (360) 632-2406.

25-FT AQUAMAISON, 1979. Port Sonoma Marina, Petaluma, CA. \$29,000/obo. 15x25' houseboat/concrete barge with full 5' basement. Great for office, studio, duck blind or lovers' hideaway. New windows, new insulated roof. **MUST BE MOVED.** Call for pictures. (707) 762-7818 or joelsinkay@yahoo.com.



40-FT FARALLON TRAWLER, 1972. Marina del Rey. \$109,000 or trade for real estate. Single cat 3160, better than 2.5GPH @ 6-8 knots, 1000 mile range, Onan 4KW genset, 5GPH watermaker, 10-ft Caribe, good electronics, seaworthy, very well maintained, ready for cruising. Contact mikesmith@martinismith.com or (530) 521-7857.

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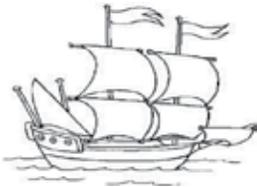
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MISCELLANEOUS

CATALINA 38 OWNERS. The Catalina 38 International announces the 2013 Catalina 38 Nationals held in San Francisco Bay, August 31, 2013. Berkeley Yacht Club will host, and is open to all Catalina 38s. Information, race announcement, visit website: www.catalina38.org. Questions contact: nationals@catalina38.org.

MARITIME DAY. 300 Napa Street, Sausalito. Galilee Harbor 33rd Anniversary, Saturday, August 3. Food, music, silent auction and flea market (\$30 per space). For info call Galilee Harbor or go to our website: www.galileeharbor.org or call (415) 332-8554.

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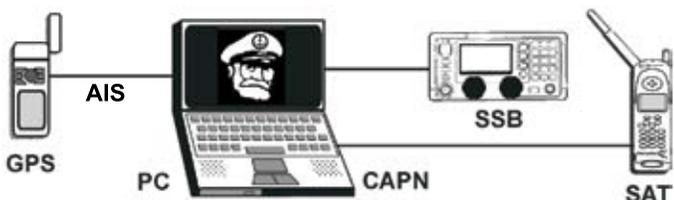


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LAGOON 39

Way back in July Lagoon announced the outline of the new designs to come, the details of Club Lagoon, the owner association, and the marketing theme for 2014: "I Love My Lagoon." The all new Lagoon 39 made her American debut in Miami on Valentine's Day!

If that kind of planning breeds that kind of coincidence, it will surprise nobody that the new 39 not only looks amazing, she's a fantastic sailing boat. The rig plan is all new to Lagoon, and seems perfect for SF Bay: high aspect main and self-tacking jib for our breezy summers, and roller furling code 0 and roller furling gennaker for long runs to the Delta and light winter winds. Watch our blogs for news as we learn more about this newest Lagoon.

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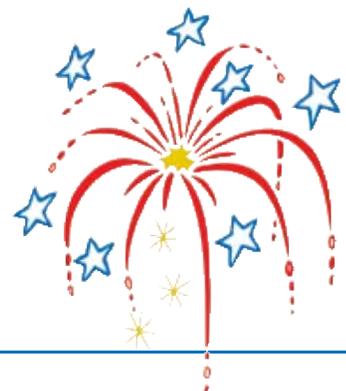
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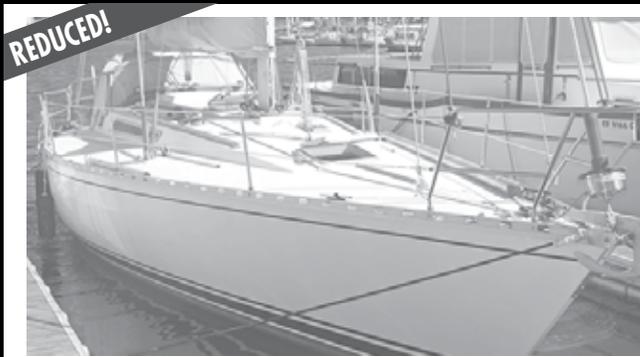


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Unusually well-found, comfortable and spacious bluewater performance cruiser always kept in beautiful condition by long time owners. Diesel, highly desirable double-spreader tall rig, new upholstery, many upgrades, furling+spinnaker, dodger, radar, wheel, +++. Just hauled and ready! Asking **\$79,950**



PRICE CUT!

65' Wm. GARDEN LONG-RANGE TRAWLER YACHT Steel construction, F/B, large pilothouse and large salon area, aft canopy, twin diesel, genset, watermaker, radar, AIS, etc. Fully operational. Interior and trim not fully finished. A brawny cruiser robustly built. Asking **\$195,000**



REDUCED!

35' SPARKMAN & STEPHENS Center Cockpit Sloop. Diesel, aft stateroom, hard (fully enclosable) dodger, good sail inventory, wheel, extra strong fiberglass construction, well found quality cruising boat. Asking **\$20,950**



BARGAIN!

49' ROSBOROUGH WINDJAMMER SCHOONER Stoutly built in Nova Scotia in 1980 of bronze-fastened white oak. 57' LOA; 13.5' beam. Loaded with character. Built to go to sea & stay there. Roomy, seaworthy design. Center cockpit, large aft strm, MORE! Asking **\$33,000**



28' ISLANDER Sloop. Very clean & well found. Wheel steering, 190 hrs on just rebuilt Moyer/Atomic 4. Fatty Knees dinghy w/electric outboard, spinnaker, jiffy reefing, enclosed marine head, Garmin GPS/chart plotter, 3 VHF's (incl. handheld), depth, more! Asking **\$19,000**



29' CAL 29 Sloop. Solid, classic Lapworth design in sailaway condition. A fast fin-keeled beauty with a nearly new auxiliary diesel! Handles well and is a great daysailer or weekender — or for limited cruising. Roller furling, new LPU & MORE! Asking **\$19,500**



FAST!

34' TIFFANY JAYNE Sloop. Rare and lovely sailing icon from C&B Marine of Santa Cruz, CA. An elegant double-ender. Very well maintained and thoughtfully rigged. *Dancer* comes with like-new dodger, full complement of sails, laptop with chart software and more. Asking **\$34,950**



53' ISLANDER Sloop. Big, comfortable cruiser, 4 cabins, 2 heads, diesel, dodger, many upgrades reported: new standing/running rigging, furling, headsail, radar, etc. 6'4" headroom and MORE! We think this vessel is a great value... Asking **\$57,000**



BARGAIN!

48' EUROPEAN CANAL BOAT by deVries Lentsch. Steel. Unique, comfortable cruiser for Bay/Delta. Diesel, tub, galley, fireplace, salon, convertible aft enclosure, beautiful decor, MORE! LIVE-ABOARD. A GEM! Now asking **\$119,000**



41' NEWPORT Mk II C&C-designed performance cruiser w/comfort & excellent seaworthy qualities. Dsl, dodger, bimini, roller furling, gen/cruise spinn, self-tailers, wheel, AP, dedicated nav station, very fresh & nice vessel in apparent great cond. Asking **\$49,000**



30' ISLANDER BAHAMA Sloop. Super clean and very nice! Diesel, wheel steering on pedestal, two mains, jib, genoa, spinnaker, VHF, depth, stereo, more. A bargain. Asking **\$14,900**



30' BRISTOL 29.9 High quality blue water cruiser by Halsey Herreshoff, stoutly built in fiberglass. Dodger, diesel, wheel steering, dinghy, roller furling, enclosed marine head w/shower, new standing rigging, self-tailing winches, more. Wonderful boat! Asking **\$27,500**



30' CAPE DORY Cutter. Alberg design. One of the finest smaller bluewater cruisers ever built. Famous for comfort, durability, seaworthiness & stout construction. Dodger, near-new dsl, RF, radar, GPS, MORE! Asking **\$34,950**

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REFIT



Maintenance is essential in achieving the maximum life expectancy of a boat. There are many fiberglass boats built 50 years ago still sailing today because someone took the time to maintain their investment. Whether you are thinking about a new teak deck, painting your hull or a complete rebuild, talk to the professionals at KKMI. We specialize in refits of all types and sizes. Our facilities have enclosed workshops where our team of craftsmen can bring new life and value to your boat. For a sample of some of our most recent projects check out our website under 'Video Library.'

HERB CRANE

BUY LOW & SAIL HIGH... a new 28' Triton sailboat in 1960 cost \$10,000... about \$80,000 in 2013 dollars. By comparison a new sailboat of similar length will cost well over \$100,000. The point being the 'value' of many second-hand boats today are a bargain and there's never been a better time to restore that boat to her former glory. With so many improvements in sailing gear, modernizing an old boat not only makes financial sense...it's also the Green thing to do. Over the past few months we've seen some absolutely incredible projects leave KKMI. The Santa Cruz 50 *Hula Girl* 50 looks better than the day she was launched...some 33 years ago. The Swan 37 *Full Circle* is sailing today with a new teak deck and sparkies like never before. The complete restoration of *Kookaburra*, the Bird Boat built in 1922, is a work of art.



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