

Latitude 38

Latitude 38

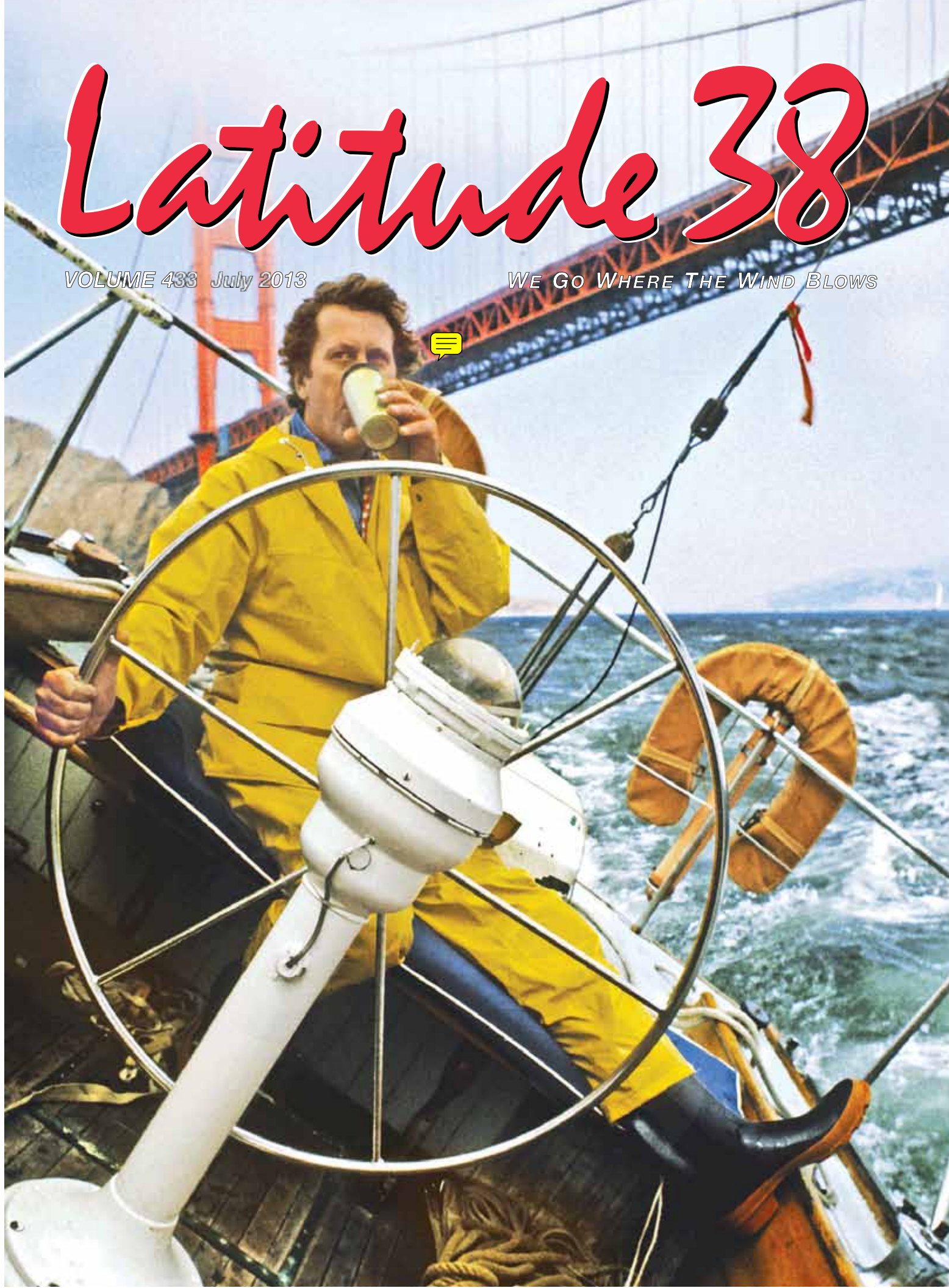
VOLUME 433 July 2013

WE GO WHERE THE WIND BLOWS



JULY 2013

VOLUME 433





WHEN CHOOSING A MARINA

LOCATION IS EVERYTHING

YOU CAN'T GET A MORE CENTRAL BAY AREA LOCATION THAN GRAND MARINA.

Close to most destinations of the bay. Plus the island of Alameda is the mecca of marine services and great weather with plenty of restaurants and bars to kick back after a day on the bay.

Follow your compass rose to Grand Marina.

Give us a call to find out how you can get a complimentary weekend stay this summer.



GRAND MARINA
THE BAY AREA'S PREMIERE BOATING COMMUNITY

510.865.1200

Leasing Office Open Daily
2099 Grand Street, Alameda, CA 94501
www.grandmarina.com

- ◆ Prime deep water double-fingered concrete slips from 30' to 100'.
 - ◆ Great Estuary location in the heart of beautiful Alameda Island.
 - ◆ Complete bathroom and shower facility, heated and tiled.
 - ◆ Free pump-out station open 24/7.
 - ◆ Full-service Marine Center and haul-out facility.
 - ◆ Free parking.
 - ◆ Free on-site WiFi.
- And much more...

Directory of Grand Marina Tenants

Blue Pelican Marine	152
Boat Yard at Grand Marina, The	24
Marchal Sailmakers	152
New Era Yachts	160
Pacific Crest Canvas	36
Alameda Marine Metal Fabrication	
Pacific Yacht Imports	
UK-Halsey Sailmakers	

Great Old Boats...

A whole lot of great old boats get together once a year for the Master Mariners Regatta.

But just because a boat is old doesn't mean it can't go. Kersey Clausen's Hurricane, *Random*, launched in 1955, won her class in this year's Master Mariners Regatta with a new suit of Pineapple Sails. Tim Muri-son's Pineapple powered Island Clipper, *Bolero*, built in 1946, won the Dead Eye Trophy for the fastest elapsed time of all the classes on her course. And Bill Claussen's Bird *Curlew* was built way back in 1922 and is still showing her winning ways with our sails.

If you have an older boat, don't think she won't benefit from some great new sails...

Think Pineapple Sails. Custom sails from a custom loft, made right here in Sunny Alameda.

YOUR DEALER FOR:

Musto foul weather gear, Dubarry footwear, and Spinlock Deckwear

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

PINEAPPLE SAILS



Phone (510) 522-2200
Fax (510) 522-7700
www.pineapplesails.com
2526 Blanding Ave.,
Alameda, California 94501

*Powered by Pineapples



*Random**



*Bolero**



*Curlew**

PHOTOS ROXANNE FAIRBAIN/WWW.ROXSHOTS.SMUGMUG.COM

PHOTO ERIK SIMONSON/WWW.H2OSHOTS.COM

BOAT LOANS

 *from*
Trident Funding

*"a fresh
approach
from people
you can trust"*

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

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

www.tridentfunding.com

CONTENTS

subscriptions	6
calendar	10
letters	20
sightings	70
master mariners regatta	84
made in sc race week	88
ac 34 viewer's guide	96
transpac preview	104
ssb made simple	108
max ebb: the parasitic drag	114
the racing sheet	118
world of chartering	124
changes in latitudes	128
classy classifieds	144
advertisers' index	157
brokerage	157

Cover: Ken Bruns driving *Soliloquy* out the Gate in the 1974 Coastal Race.
Yes, it's true, she's a 12 Meter but not an International 12 Meter.

Photo by Gene Prizer

Copyright 2013 Latitude 38 Publishing, LLC

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

BENETEAU SAIL

AT OUR DOCKS



46



30



41

Sense 43 46 50 55 **FIRST** 20 25 30 35 40 45 *Oceanis* 31 34 37 41 45 48 50 55

BENETEAU POWER

AT OUR DOCKS



SWIFT TRAWLER 50



SWIFT TRAWLER 34



SWIFT TRAWLER 44

OFFICIAL SUPPLIER OF
ORACLE
TEAM USA
34th America's Cup Defender
Official
Hospitality
boats for
Oracle Team USA

LAGOON CATAMARANS



AT OUR DOCKS



450



EXCLUSIVE BROKERAGE

AT OUR DOCKS

BENETEAU BROKERAGE			EXCLUSIVE BROKERAGE					
OCEANIS 46	2008	\$289,000	OCEANIS 331	2003	\$79,900	ERICSON 38	1988	\$63,000
OCEANIS 40	2009	\$199,000	HALLBERG-RASSY 37	2007	\$299,000	CSK 50	1970	\$59,900
FIRST 47.7	2000	\$190,000	JEANNEAU 45	2007	\$290,000	CATALINA 36	1989	\$47,500
OCEANIS 423	2004	\$175,000	TARTAN 4100	2001	\$237,500	FREEDOM 32	1984	\$39,999
OCEANIS 423	2004	\$175,000	ALERION EXPRESS 33	2009	\$200,000	ISLANDER 36	1972	\$39,995
FIRST 40.7	2001	\$155,000	DEHLER 41	1998	\$145,000	CATALINA 34	1988	\$39,900
OCEANIS 34	2009	\$145,000	ISLAND PACKET 35	1991	\$139,000	POWER BROKERAGE		
FIRST 36.7	2010	\$139,500	ALERION EXPRESS 28	2011	\$124,000	MIKELSON 61	2002	\$995,000
OCEANIS 393	2003	\$139,000	PACIFIC SEACRAFT 37	1984	\$119,000	OFFSHORE 58	1995	\$795,000
OCEANIS 393	2005	\$130,000	GEMINI 105	2000	\$109,500	NAVIGATOR 53	1998	\$225,000
FIRST 42S7	1994	\$109,900	HUNTER 36	2004	\$84,500	BAYLINER 38	1988	\$54,950
						WELLCRAFT 43	1988	\$44,900

JULY CALENDAR

July 3: Fireworks in Pt. Richmond
Join us for a pre-4th spectacular show

July 13: Golden Gate to Hollywood Car Rally
with a stop for GT boat rides at the Golden Gate

July 20: Passage Owner's America's Cup Party

NEW BOAT ARRIVALS

- Beneteau 37 LTD at our docks in Brickyard Cove Marina
- Beneteau 41 just arrived from the factory
- Swift Trawler 34 here for Oracle Team USA Hospitality Vessel
- Stock Barracuda 9 with blue hull now in Alameda
- Beneteau First 20 arrives from France!

TWO LOCATIONS OPEN 7 DAYS



www.passageyachts.com

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

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

SERVICES: SALES • BROKERAGE • CONCIERGE OWNER SERVICES • CHARTER PLACEMENT



HOGIN SAILMAKERS



Call Today
(510) 523-4388

HOGIN SAILMAKERS

- New racing and cruising sails
- Roller furling conversions/new sun covers
- Full service and repair loft
- Boom and canvas covers
- ATN spinnaker socks
- Strongtrack
- Sails are manufactured in our Alameda loft

Call us today to discuss your sail inventory.

510.523.4388

1801-D Clement Avenue, Alameda, CA 94501

sales@hoginsails.com

www.hoginsails.com

SUBSCRIPTIONS

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

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

☐ eBooks email list. *Free!*

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

Email: _____

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

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

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

☐ Gift Subscription Card to read from: _____

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

Name _____

Address _____

City _____ State _____ Zip _____

Phone: () _____ Email: _____

CREDIT CARD INFORMATION Min. Charge \$12

☐ MASTERCARD ☐ VISA ☐ AMERICAN EXPRESS

Number: _____ Exp.: _____ CSV: _____

INDIVIDUAL ISSUE ORDERS ☐ Current issue = \$6 ea.

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

DISTRIBUTION

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

☐ Please send me further information for distribution outside California

Business Name _____ Type of Business _____

Address _____

City _____ State _____ Zip _____

County _____ Phone Number _____

Latitude 38

"we go where the wind blows"

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

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



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



Cityyachts

San Francisco's Yacht Broker



43 Years of Experience and Knowledge



Rare Ownership Opportunity

'Santana'

1935 S&S Schooner 62' LOA
Bogart's Yacht – Impeccably Restored
Classic Style, Modern Comforts



40' Caliber 40 LRC
1998
\$179,000



30' Nonsuch Ultra
1989
\$69,800



33' Hans Christian 33T,
1984
\$129,000



28' Alerion Express
2000
\$75,000



57' Bayliner 5788 PH
2001
\$549,000



36' Beneteau 361
2002
\$109,000



41' Storebro SRC 400
1990
\$169,000



39' Sea Ray Sport Fish Sedan
1985
\$195,000

ALSO FEATURING...

SAIL:

40' Farr, 1992, 50' berth \$295,000
39' Cal MkII, 1979 SOLD
36' Catalina, 1986 Reduced \$39,500
33' Nauticat, 1987 \$69,995
30' Cape Dory, 1982..... Reduced \$34,900

POWER:

44' Sea Ray Express Bridge 440, 1997 \$180,000
41' CHB Heritage Trawler, 1981 \$114,000
34' Bayliner 3488, 2002 \$130,000
34' Californian Long Range Cruiser, 1979..... \$45,000
31' Boston Whaler 295 Conquest, 1999 \$39,000
30' Carver 300, 1993, aft cabin \$59,900

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

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



SAIL *California*

**NOW CALIFORNIA'S EXCLUSIVE LEOPARD CATAMARAN DEALER!
WINNER OF 2010, 2012 & 2013 CATAMARAN OF THE YEAR AWARDS**



2014 Leopard 44



2014 Leopard 48



New for 2013 - Jeanneau 469



New for 2013 - J/Boats J/88



New 2013 Jeanneau 409



New 2013 Jeanneau 57



New 2013 J/Boats J/70



New 2013 J/Boats J/111

**Alameda • San Diego
Marina Del Rey • Long Beach
Newport Beach**

See Over 150 New & Used Boats for Sale

www.CruisingYachts.net

www.SailCal.com

**Cruising Yachts
Sail California**



Alameda Yacht Sales Office

**1070 Marina Village Pkwy,
Suite #108,
Alameda, CA 94501**

Phone: (510) 523-8500



Cruising Yachts

SAIL California



'04 Tartan 4100 \$315,000



'78 Gulfstar 50 \$112,500



'04 J/109 \$179,000



'04 Catalina 36 MKII \$118,000



'96 J/130 \$210,000



'88 Tayana 55 \$249,000



'07 Jeanneau 39i \$187,500



'05 Beneteau 373 \$122,500



'99 Pacific Seacraft 40 \$289K



'02 Bakewell 50 \$615,000



'04 Catalina 400 \$195,500



'91 Hunter 42 \$92,500



'03 Catalina 34 MKII \$93,500



'07 Catalina 34 MKII \$118,000



'06 Hunter 38 \$129,000



'83 Catalina 36 \$48,000

53' Jeanneau '11.....	\$599,000	45' Hunter DS & CC.....	Multiple
52' Santa Cruz '99.....	\$495,000	42' Catalina '07.....	\$199,999
50' Hunter AC '12.....	\$399,000	42' Jeanneau '07.....	\$239,000
49' Hunter '07.....	\$319,000	41' J/124 '08.....	\$249,000
47' Catalina '00.....	\$194,500	40' J/120 '01 "Vahevala".....	\$169,950
46' Bavaria '05.....	\$225,000	38' Sabre '89.....	\$109,900
46' Hunter '04.....	\$199,900	35' J/105 '92 "Vim".....	\$75,000
44' Fox '06.....	\$253,000	35' Catalina 350 MKII.....	\$121,900
		35' Ericson '85.....	\$38,000
		33' J/100 '05.....	\$99,000
		33' Synergy 1000 '99.....	\$49,000
		30' Knarr '61.....	\$60,000
		30' J/30, '79.....	\$29,500
		36' Hunter '06.....	\$120,000
		25' Nautica Wide Body '00...	\$110,000

MAZATLAN

CENTRO
MARINO



MARINE
CENTER

MAZATLAN

Ray & Grant
8558-YACHTS
mazmarine@aol.com

LA PAZ

Mike & Shelly
85522-LAPAZ
lapazyachts@aol.com

SAN CARLOS

Don & Brisa
8558-GOSAIL
sancarlosyachtsales@gmail.com

PUERTO VALLARTA

Kim & Laura
8558-YACHTS
mazmarine@aol.com



49' WAUQUIEZ CENTURION, '91...\$199,500



46' MORGAN KETCH, '80...\$89,500



46' CAL 3-46, '77...\$62,500



43' MURRAY PETERSON SCHNR, '81 \$140,000



41' HUNTER 410, '99...\$129,500



40' MARINER KETCH, '71...\$42,000



37' COOPER SEABIRD, '80...\$64,900



34' PS VOYAGEMAKER, '90...\$89,000



43' MIKELSON SPORTFISHER, '08...\$549,999



SEA RAY 340 SUNDANCER, '07...\$225,000

Cruising is a lifestyle! Start enjoying a new life
NOW! More than 230 yachts to choose from at
www.mazmarine.com

CALENDAR

Non-Race

July 1-Sept. 29 — Built for Speed exhibit at the California Academy of Sciences. Find out what it takes to be swift in the sea, from AC72s to sailfish. Info, www.calacademy.org.

July 1-Oct. 13 — Impressionists on the Water, an exhibit of boating-inspired art by Monet, Pissarro, Renoir, Signac and others at the Legion of Honor. Info, www.legionofhonor.org.

July 3-31 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

July 3, 6, 11, 18, 20, 25, 27 — Sail aboard San Francisco Maritime National Historic Park's scow schooner *Alma*. Learn the Bay's history on this 3-hour voyage, leaving Hyde St. Pier at 1 p.m. \$40 adults, \$20 kids 6-15. Info, www.nps.gov/sqfr.

July 4 — Celebrate Independence Day at Barron Hilton's Fireworks Extravaganza at Mandeville Tip in the Delta.

July 5 — Sunset Sail aboard the schooner *Seaward* in Sausalito, 6-8 p.m. \$50. Info, www.callofthesea.org.

July 6 — Chantey Sing aboard a historic vessel at Hyde St. Pier, 8 p.m.-12 a.m. Free. RSVP to peter_kasin@nps.gov.

July 7 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

July 7 — Last chance to fulfill the TransPac's US Sailing Safety at Sea Seminar requirement with one at Shoreline YC in Long Beach, 8 a.m. \$125. Includes lunch. Contact Marion Seaman at (310) 632-4748 or marionseaman1@aol.com.

July 7-28 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

July 11 — Are you a single boatowner needing crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

July 11 — Learn about the new nonstop around the world race starting (and ending) in San Francisco, the s2sf Ocean Race, from Jim Antrim and Cree Partridge at Encinal YC, 7 p.m. Free, everyone welcome. Info, (510) 522-3272.

July 11 — 'America's Cup: The New Reality' talk by John Craig at Corinthian YC, 7 p.m. Free. RSVP at www.cyc.org.

July 11 — Oil Spill Emergency Resource Information seminar for yacht club and marina operators at City of Oakland Emergency Operations Center, 12:30-3:30 p.m. Must register by July 5, (415) 904-6905 or vmatuk@coastal.ca.gov.

July 13 — Marine Swap Meet at Channel Islands Landing in Oxnard, 8 a.m.-3 p.m. Info, (805) 985-6269.

July 13 — Spaulding Wooden Boat Center Open House in Sausalito, 11 a.m.-3 p.m. BBQ and free boat rides! Info, www.spauldingcenter.org.

July 13 — Open House at Oakland's Lake Merritt Boating Center. Free rentals, 1-3 p.m. Info, www.sailoakland.com.

July 13 — Restore the Delta benefit at Little Venice Island, just outside Stockton, 4:30-10:30 p.m. \$120/person; \$200/couple (15 & under free). Tickets, www.restorethedelta.org or (209) 475-9550.

July 13 — Capstan demonstration aboard *Balclutha* at Hyde St. Pier, 11-11:30 a.m. Vessel admission (\$5, under 16 free). Info, (415) 447-5000.

July 14 — International Rescue Group presentation on volunteering on an aid vessel from San Francisco to Zihuatanejo, 6 p.m. in Alameda. Info, bit.ly/SFtoZihua.

July 15-Aug. 9 — Four-week junior sailing course at Spinnaker YC in San Leandro. \$225. Info, www.spinnakeryc.org, jrsailing@spinnakeryc.org or (510) 351-7905.

July 20 — Race for the Cup Art Show reception, including paintings by Jim DeWitt and photos by Daniel Forster, at

FARALLONE YACHT SALES

Come see the all-new 2014 Ranger 31 "Sedan" trailerable tug, coming this summer to our docks in Marina Village Harbor, Alameda.



We're the proud dealer of Ranger Trailerable Tugs, Catalina and Tartan Sailing Yachts – all Made in America brands. Please visit us at www.faralloneyachts.com for details.

OPEN BOAT WEEKEND JULY 13-14

IT'S A HOT MARKET!

List With Us and Receive One Month **FREE** Berthing!



2012 Ranger 27 \$20,000 OFF



1998 Catalina 380 *Done Deal* Reduced \$129,900



2000 Catalina 310 *Taravana* Reduced \$69,500



2011 Catalina 470 *Liquid Assets* \$365,000



2001 Catalina 400 *Christine* \$164,900



2001 Catalina 36 *Home Free* \$95,000

Preowned Catalina Yachts at Our Docks

Catalina 470, 2011	\$365,000
Catalina 42 MkII, 2005	199,900
Catalina 42 MkII, 2000	SOLD!
Catalina 42, 1990	COMING SOON!
Catalina 42, 1989	NEW LISTING! 84,500
Catalina 375, 2003	192,000
Catalina 400, 2001	REDUCED! 164,900
Catalina 380, 1998	REDUCED! 129,900
Catalina 375, 2009	223,000
Catalina 36 MkII, 2001	REDUCED! 95,000
Catalina 36, 1994	74,500
Catalina 36, 1983	REDUCED! 51,000
Catalina 34, 1989	47,500
Catalina 34, 1986	NEW LISTING! 49,950

Catalina 310, 2001	62,900
Catalina 310, 2000	REDUCED! 69,500
Catalina 309, 2009	NEW LISTING! 93,500
Catalina 30, 1984	SOLD!
Catalina 28 MkII, 1997	35,000

Preowned Sailing Yachts

Norseman 447, 1984	REDUCED! 179,000
Island Packet 380, 1999	209,000
C&C 38, 1979	REDUCED! 37,500
Hunter Legend 37, 1987	49,000
Hunter 356, 2003	REDUCED! 84,995
O'Day 34, 1982	32,000
Ericson 32, 1970	REDUCED! 26,900
Hunter 306, 2002	48,000

New Ranger Tugs (base price)

Ranger 31 Tug, 2013	NEW MODEL YEAR! 279,937
Ranger 29 Tug, 2013	NEW MODEL YEAR! 229,937
Ranger 27 Tug, 2012	159,937
Ranger 25SC Tug, 2012	129,937

Preowned Ranger Tugs

Ranger 29 Tug, 2011	224,000
Ranger 29 Tug, 2011	SOLD!
Ranger 29 Tug, 2010, WA State	SOLD!
Ranger 25 Tug, 2009	SOLD!
Ranger 21 Tug, 2006	SOLD!

Preowned Power Yachts

Stephens 70 Classic Motor Yacht, 1966	1,100,000
Ocean Alexander 44	165,000



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

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

Look Ma! No Sheaves!



Sheaveless Blocks

In certain applications, blocks without rotating sheaves are a better choice than ball-bearing blocks. They're lighter, have no moving parts to wear out or malfunction, yet operate with extremely low friction when combined with low-friction Dyneema line, which actually runs more easily as loads increase. High static-load applications such as spinnaker sheets, barber haulers and mast footblocks are all excellent applications for these innovative new blocks. See our selection from Ronstan, Colligo and Schaefer in selected stores and online at westmarine.com.

West Marine®
For your life on the water®

Contact us for all of your Rigging Needs!
888-447-RIGG

We have 17 stores in Northern California,
including our Alameda Sailing Superstore!

Visit www.westmarine.com to find the store nearest you.

CALENDAR

Richmond Art Center, 5-7 p.m. Free. Info, www.therac.org.

July 22 — Sail under the full moon on a Monday night.

July 24 — Sail Trimming class at Oakland YC, 6:30-8:30 p.m. \$20. Email nancy@windwave.com to register.

July 25 — Boatrides & Barbecues fundraiser for Cass Gidley Marina & Sausalito Community Boating Center at Dunphy Park, 4:30-6:30 p.m. Free boat rides, music & BBQ. Info, www.cassgidley.org.

July 25 — Dinner and auction to celebrate the American Youth Sailing Force's challenge for the Red Bull Youth America's Cup. \$65-75. RSVP at ForceAlameda.eventbrite.com.

July 27 — Maritime Crafts for Kids at SF Maritime National Historical Park's Hyde St. Pier, 3-4 p.m. Free. Info, john_cunnane@nps.gov or (415) 447-5000.

Aug. 1 — 'America's Cup 34 Cupdate & Red Bull Internationals' talk by Tom Ehman, Team Oracle USA & AYSF at Corinthian YC, 7 p.m. Free, RSVP required. Info, www.cyc.org or (415) 435-4771.

Aug. 6 — America's Cup photo exhibit reception by Stuart Kiehl at The Depot Gallery in Mill Valley, 6-7 p.m. Exhibit runs August 1-30. Info, (415) 383-2665.

Aug. 10 — USCGA Suddenly in Command Class at San Jose West Marine, 10 a.m.-2 p.m. \$15. Info, (408) 246-1147.

Racing

June 29 — YRA-OYRA Half Moon Bay. HMBYC, www.yra.org.

June 29 — Silver Eagle Long Distance In-the-Bay Race, with a shorter course for boats rating 150 or above. IYC, rac-ing@iyc.org or www.iyc.org.

June 29 — 6th Annual Great Schooner Race, for schooners in Gaff and Marconi divisions. SFYC, www.sfy.org.

June 29 — Small Boat Spring #1. EYC, www.eyc.org.

June 29 — Whales Chase Race. BBYC, www.bbyc.org.

June 29 — Fox Hat Race. TYC, www.tyc.org.

June 29 — Race of Champions. SSC, www.stocktonssc.org.

June 29 — Island to Island Race, an endurance pursuit race from Twitchell Island in the Delta, around Angel Island and back. Andreas Cove YC, www.andreascoveyc.org.

June 30 — Estuary Race. AYC, www.alamedayachtclub.org.

July 1 — Sointula Canada Day Regatta on Malcolm Island (near Port McNeill, BC). Info, jmaccougall@cablerocket.com.

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

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

July 4-Aug. 30 — Louis Vuitton Cup, the America's Cup Challenger Series, will whittle down the competition for the final blowout in September. www.americascup.com

July 6 — Stars & Stripes Race. CPYC, www.cpyc.com.

July 6-7 — Hobie Division 3. SYC, www.sausalitoyachtclub.org.

July 8, 11, 13 — 47th L.A. to Honolulu Race, better known as the TransPac, starts. Info, www.transpacrace.com.

July 12-14 — Laser PCCs at Cascade Locks in the Columbia River Gorge. Info, www.cgra.org.

July 13 — YRA-OYRA Jr. Waterhouse. RYC, www.richmondyc.org.

July 13 — Moonlight Marathon. SeqYC, www.sequoiayc.org.

July 13 — 29th Annual Plastic Classic Regatta & Concours d'Elegance, for fiberglass boats from the '60s & '70s. BVBC, www.bvbc.org or (415) 495-9500.

July 13 — Jack & Jill. SSC, www.stocktonssc.org.

July 13 — Potter Cruiser Challenge. MPYC, www.mpyc.org.

July 13 — NBC #4. VYC, www.vyc.org.

July 13 — PICYA Lipton Cup. SYC, www.sausalito



Official Technical Partner of ORACLE TEAM USA, 34th America's Cup Defender

With ORACLE TEAM USA defending the 34th America's Cup this September in San Francisco, California, Yanmar is proud to provide engines and drive systems for the team's chase boats, an indispensable part of the race to the top spot, in this, the world's oldest sports trophy of modern times.

us.yanmar.com

Official Technical Partner of

ORACLE®
TEAM USA
34TH America's Cup Defender

Take it from the top!



Top Down "Flying Sail" Furling Systems

In case it's escaped your notice, there's a revolution going on in downwind sails. So called "Flying Sails" like gennakers, code zeros and screachers are easier to deploy, fly and furl than conventional spinnakers, so they make sailing fast easier, safer and more fun, even for shorthanded crews! Independent head and drum swivels cause the sails to begin furling from the top, resulting in a tightly rolled, easily managed sail that is easily stowed when not in use. We carry a complete range of furling systems for this new breed of sails from Karver, Selden, ProFurl, Ronstan and Facnor. At selected stores and online at westmarine.com.

West Marine®
For your life on the water®

Contact us for all of your Rigging Needs!
888-447-RIGG

We have 17 stores in Northern California, including our Alameda Sailing Superstore!

Visit www.westmarine.com to find the store nearest you.

CALENDAR

yachtclub.org.

July 13-14 — BAYS Summer Splash #3. EYC, www.encinal.org.

July 13-14 — Santana 22 Nationals. RYC, www.richmondyc.org.

July 14 — Tri-Island Race #2. BYC, www.berkeleyyc.org.

July 14 — Summer #4 on Lake Elizabeth. Fremont Sailing Club, www.fremontsailingclub.org.

July 14-19 — Whidbey Island Race Week in beautiful Puget Sound. Info, www.whidbeyislandraceweek.com.

July 19-21 — Laser Masters Nationals in San Pedro. Cabrillo Beach YC, www.cbyc.org.

July 20 — PICYA Youth Regatta. SeqYC, www.sequoiayc.org.

July 20 — Twin Island Race #2. SYC, www.sausalitoyachtclub.com.

July 20-21 — Js+ Regatta. SYC, www.sausalitoyachtclub.org.

July 20-21 — Summer Classic. SFYC, www.sfyyc.org.

July 20-21 — PHRF Summer Spectacular. MPYC, www.mpyc.org.

July 20 — Small Boat Summer #1. EYC, www.encinal.org.

July 20 — Summer #4. SeqYC, www.sequoiayc.org.

July 20 — H.O. Lind #3-4. TYC, www.tyc.org.

July 21 — Baxter/Judson #4. PresYC, www.presidioyachtclub.org.

July 21 — Alcatraz Island Race. AYC, www.alamedayachtclub.org.

July 27 — Singlehanded Race. SSC, www.stocktonsc.org.

July 27 — Westpoint Marina Regatta. SeqYC, www.sequoiayc.org.

July 27-28 — YRA 2nd Half Opener. EYC, www.yra.org.

July 27-28 — Santa Cruz to Monterey & Back Race. MPYC/SCYC, www.mpyc.org.

July 28 — Summer #5 on Lake Elizabeth. Fremont Sailing Club, www.fremontsailingclub.org.

Aug. 3 — YRA Series Race 3. RYC, www.yra.org.

Aug. 3 — Jerry O'Grady Singlehanded Race. CPYC, www.cpyc.com.

Aug. 3 — Moseley Regatta. TYC, www.tyc.org.

Aug. 3-4 — Phyllis Kleinman Swiftsure Regatta. StFYC, www.stfyyc.com.

Aug. 3-4 — J/24 Western Regionals. BYC, www.berkeleyyc.org.

Aug. 3-4 — Santanarama. MPYC, www.mpyc.org.

Aug. 3-11 — El Toro NAs in Kaneohe Bay, HI. Info, www.eltoroyra.org.

Aug. 4 — YRA WBRA #6. Info, www.yra.org.

Aug. 5-9 — International 110 Nationals. Inverness YC, www.invernessyachtclub.org.

Aug. 10 — YRA OYRA SF Approach. RYC, www.yra.org.

Aug. 10 — Dinghy Delta Ditch on the Sacramento River. LWSC, www.lwsailing.org.

Aug. 10 — Shaw Island Classic, a navigational challenge around the Puget Sound island for PHRF, multis and cruising boats. Info, www.sjiyc.com.

Aug. 10-11 — BAYS #4 at San Francisco YC for Optis, Lasers, 420s & FJs. PYSF, www.bayarea-youthsailing.com.

Aug. 10-11 — West Marine Fun Regatta in Santa Cruz. SCYC, www.scyc.org.

Aug. 11 — Estuary Race. AYC, www.alamedayachtclub.org.

Aug. 24-25 — Islander InterNationals, a weekend of racing inspired by the America's Cup. Race your Islander for the country of your choice! Info, www.islander36.org.

Sept. 1-4 — The AC45 action heats up again with the Red Bull Youth America's Cup, pitting 10 teams made up of the

**BE READY!
LIVE BROADCAST
BEGINS AUGUST 6**

Watching the America's Cup is only half the experience...

Listening to the race crews as if you are on board is the other.

The America's Cup has partnered with Bay Area startup Live2media to bring America's Cup racing closer to race fans than ever before!

Get inside the action listening to skippers, tacticians and athletes and hear play-by-play from the expert commentary.

Listen to the racing action from any part of the designated race and viewing areas...you're always connected.

Supplies are limited so **RESERVE YOURS NOW!**



*Use the QR code to
receive free shipping
or visit:
www.live2media.com/lat38*

live2media

(925) 399-6242
www.live2media.com



Live2media is a provider of "Official Licensed Products" for the 34th America's Cup.

Pure paddling pleasure



The fast, fun, affordable way to enjoy more time on the water!

Even if you already own a boat, kayaks open a host of new ways to explore the water. With over 20 different models to choose from, West Marine has a kayak that's sure to fit your needs and your budget. See them all at westmarine.com. And remember that shipping is free when you order online and pick up your new kayak at any of our store locations!

West Marine®
For your life on the water®

Contact us for all of your Rigging Needs!
888-447-RIGG

We have 17 stores in Northern California,
including our Alameda Sailing Superstore!

Visit www.westmarine.com to find the store nearest you.

CALENDAR

world's best young sailors against each other in one of the Bay's most challenging sailing months. www.americascup.com.

Sept. 7-21 — Two teams will duke it out in the 34th America's Cup. Expect AC Fever to overshadow every aspect of Bay sailing in September! www.americascup.com.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 7/12, 7/26, 8/9, 8/23, 9/6, 9/20. Gary Helms, (510) 865-2511 or gary-helms44@gmail.com.

BAY VIEW BOAT CLUB — Fall Monday Night Madness: 7/22, 8/5, 8/19, 9/2, 9/16, 9/23 (make-up). Arjan Bok, (415) 310-8592 or bayviewracing@sbcglobal.net.

BENICIA YC — Thursday nights through September. Grant, (510) 230-3649 or harlessgrant@sbcglobal.net.

BERKELEY YC — Every Friday night through 9/27. Paul Kamen, (510) 540-7968 or pk@well.com.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intralub only; Thursday evening JY15 races April-October. Gary Farber, racing_chair@cal-sailing.org.

CORINTHIAN YC — Every Friday night through 8/30. Info, racing@cyc.org.

COYOTE POINT YC — Every Wednesday night through 10/2. Jim Maishin, (650) 793-0741 or regatta@cpyc.com.

ELKHORN YC — Saturday Beer Can Series: 7/13, 8/10, 8/20. John Herne, (831) 840-0200 or johnherne@gmail.com.

ENCINAL YC — Friday Night Summer Twilight Series: 6/28, 7/19, 8/2, 8/16, 9/6. Jim Hemiup, (510) 332-1045 or jhemiu@yahoo.com.

FOLSOM LAKE YC — Every Wednesday night through 9/25. Info, www.flyc.org.

GOLDEN GATE YC — Friday nights: 6/28, 7/12, 7/26, 8/9, 8/23. Gary, (916) 215-4566 or gsalvo@pacbell.net.

ISLAND YC — Summer Island Nights on Fridays: 7/12, 7/26, 8/9, 8/23, 9/13. John, (510) 521-2980 or iycracing@yahoo.com.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/16. Steve Katzman, (530) 577-7715.

LAKE WASHINGTON SC — Every Thursday night through August. Info, www.lwsailing.org.

LAKE YOSEMITE SA — Every Thursday night 7/11-8/22. Darrell Sorensen, sorensenwoodcraft@gmail.com.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 10/2. Rak Kumar, rakk@copper.net.

OAKLAND YC — Wednesday night Sweet 16 Series 7/17-9/4. Jim Hild, (510) 277-4676 or oycracecom@gmail.com.

RICHMOND YC — Wednesday nights: 7/3, 7/10, 7/17, 7/24, 7/31, 8/7, 8/14, 8/21, 8/28, 9/4, 9/18, 9/25. Eric Arens, (510) 841-6022 or ericarens@comcast.net.

ST. FRANCIS YC — Wednesday Night Series 8/7-21. Thursday Night Kiting Series: 7/11, 7/25, 8/1, 8/15, 8/29, 9/12, 9/19. Friday Night Windsurfing Series: 6/28, 7/12, 7/26, 8/2, 8/16, 8/30, 9/13, 9/20. Robbie Dean, (415) 563-6363 or rdean@stfyc.com.

SANTA CRUZ YC — Wet Wednesdays through 10/30. Laser Fridays: 7/19, 8/16. Info, (831) 425-0690 at scyc@scyc.org.

SAUSALITO YC — Summer Sunset Series on Tuesday nights: 7/23, 8/6, 8/20, 9/3, 9/17. Bob Braid, (617) 699-6755 or race@sausalitoyachtclub.org.

SEQUOIA YC — Every Wednesday night through 10/9. Dan Lockwood, (650) 326-6783 or dan@hnllockwood.com.

SHORELINE LAKE AQUATIC CENTER — Laser Racing every Wednesday night (BYOB): Early May through late September. Maria Gonzalez, (510) 295-4114.

THE FINEST SAILS BEGIN WITH THE BEST SAILCLOTH

GET READY FOR SUMMER SAILING!

- Furling Sail UV Covers
- Repair, Replacement and Sail Washing

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

HOOD Sails & Service

HOOD New Sails

HOOD Sail Repairs

HOOD Furling Conversions

HOOD Free Pickup & Delivery



SAILMAKERS



Chesapeake

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

PHOTO COURTESY
SWIFTSURE YACHTS
www.OutboundYachts.com

HOOD SAILMAKERS 465 Coloma Street, Sausalito, CA 94965

Call Robin Sodaro (800) 883-7245 (415) 332-4104 Fax (415) 332-0943 hoodsails@aol.com
Visit our website for Special Online Discount Pricing... www.hoodsailmakers.com

Outboard Engine Owners:

WE UNDERSTAND



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

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

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



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

MARINE OUTBOARD

since 1990

OUTBOARD SALES, SERVICE, REPAIR, PARTS

(415) 332-8020

Nissan
Tohatsu
Johnson
Evinrude



Honda
Mariner
Mercury
Yamaha

35 Libertyship Way • Sausalito, CA 94965

Conveniently located at Libertyship Marina

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

CALENDAR

SIERRA POINT YC — Every Tuesday night through 8/27. Info, www.sierrapointyc.org.

SOUTH BEACH YC — Friday Night Series: 6/28, 7/19, 7/26, 8/2, 8/16, 8/23. Info, rearcommodore@southbeachyc.org.

STOCKTON SC — Every Wednesday night through 8/28. Tony Holt, (209) 256-2844 or regatta13@stocktonsc.org.

TAHOE YC — Wednesday Night Beer Can Series through 8/28. Dan Hauserman, (530) 581-4700 or dan@ilovetahoe.com. Monday Night Laser Series through 8/26. Rick Raduziner, (530) 308-1628 or raduziner@sbcglobal.net.

TIBURON YC — Every Friday night through 9/6. Ian Matthew, race@tyc.org or (415) 883-6339.

TREASURE ISLAND SC — Tuesday Night Vanguard 15 Team Races through 9/10. Dan Altreuter, daltreuter@gmail.com. Lasers & V15s every Thursday night through 9/12. Al Sargent, asargent@standfordalumni.org.

VALLEJO YC — Every Wednesday night through 9/25. Gordon Smith, (530) 622-8761 or fleetcaptainsail@vyc.org.

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

July Weekend Currents

date/day	slack	max	slack	max
7/04Thu	1228 2338	0221/4.0E 1513/1.7E	0618 1802	0930/3.2F 2057/2.4F
7/05Fri	1314	0302/4.2E 1547/1.8E	0700 1846	1013/3.4F 2137/2.5F
7/06Sat	0020 1355	0339/4.4E 1616/2.0E	0740 1926	1051/3.6F 2213/2.6F
7/07Sun	0059 1433	0414/4.6E 1647/2.1E	0816 2002	1123/3.6F 2248/2.6F
7/13Sat	1127	0208/2.2F 1440/3.1F	0453 1759	0807/3.6E 2044/3.1E
7/14Sun	0016 1205	0300/2.1F 1524/2.9F	0549 1838	0855/3.1E 2134/3.3E
7/20Sat	1251	0225/5.2E 1504/2.4E	0629 1813	0933/4.0F 2109/3.2F
7/21Sun	0000 1340	0320/5.6E 1558/2.8E	0718 1908	1023/4.4F 2202/3.5F
7/27Sat	1148	0223/3.1F 1446/3.4F	0524 1758	0809/3.7E 2044/3.7E
7/28Sun	0040 1237	0323/2.7F 1535/2.9F	0627 1845	0900/2.9E 2137/3.5E

July Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
7/04Thu	0409/-0.1	1110/4.2	1529/2.6	2143/6.0
7/05Fri	0449/-0.3	1156/4.4	1616/2.7	2222/6.0
7/06Sat	0524/-0.4	1235/4.5	1659/2.8	2259/6.0
7/07Sun	0557/-0.5	1310/4.6	1739/2.8	2336/6.0
7/13Sat	0255/4.8	0911/0.5	1621/5.3	2206/2.1
7/14Sun	0350/4.4	0951/0.9	1659/5.5	2308/1.8
7/20Sat	0408/-0.9	1120/4.6	1546/2.5	2207/7.0
7/21Sun	0457/-1.2	1207/5.0	1643/2.3	2301/7.1
7/27Sat	0331/5.1	0926/0.6	1620/5.9	2231/1.4
7/28Sun	0438/4.5	1015/1.3	1705/5.9	2340/1.2

Why have just one boat when you can have 45?



Colgate 26 - Arby



Colgate 26 - Ke Kumu



Colgate 26 - Mahoo



Colgate 26 - Mr. Squigley



Colgate 26 - Swellbound



Colgate 26 - Second Verse



Colgate 26 - Twinidad



Hunter 31 - Blue Honu



Hunter 31 - Elixir



Hunter 31 - Gute Fahrt II



Hunter 31 - Summer Gale



Hunter 31 - Vienna



Beneteau 31 - Barbara Lee



Beneteau 31 - Califia



Beneteau 31 - Victory



Jeanneau 32 - Caroline



Jeanneau 32 - Zoraida



Hunter 32 - Leap of Faith



Hunter 33 - Amarantime



Hunter 33 - Saphira



Hunter 33 - Yemanja



Beneteau 34 - Belle Soeurs



Beneteau 34 - Esprit de Tahoe



Beneteau 34 - Sara Ann



DuFour 36 - D'uphoria



DuFour 36 - Hoista Few



Hunter 36 - Dream Catcher



Hunter 36 - La Vie En Rose



Hunter 36 - Wanderin' Bear



Beneteau 37 - Far Vela



Beneteau 37 - Kaiyo



Beneteau 37 - SOLAS



Jeanneau 40 - Bear Boat



Beneteau 40 - iSailboat



Beneteau 40 - Mystique



Hunter 41 - Anne's Turn



Hunter 41 - Unleashed



Beneteau 41 - Briseis



Beneteau 41 - Three Lions



Hunter 49 - Belle Colette



Norseman 40 - Cats Aye



Ranger 29 - Lido Deck



Beneteau 34 - Popup's



Mainship 43 - Thousand Aces



Beneteau 37 - Your Name Here



Sailing School & Charters
Membership packages starting as low \$695

Alameda 800-343-SAIL
Sausalito 800-559-CLUB
www.clubnautique.net

HAPPY BIRTHDAY Celebrating 100 Years



- 20+ Cruise Outs a Year
- Host 25 Races a Year
- 20+ Social Events a Year
- Full Dining and Bar
- OYC Owns Our 220-Slip Harbor

Oakland Yacht Club
in Alameda, CA
Want to Join the Fun?
Call (510) 522-6868
www.oaklandyachtclub.com

Support the Force – Our Hometown Team



The American Youth Sailing Force is Challenging
for the Red Bull Youth America's Cup.
Reserve your seat at our dinner and auction
by signing up at:

www.ForceAlameda.eventbrite.com

Oakland Yacht Club
in Alameda, CA
Call For Further Information
(510) 522-6868

LETTERS

↑↓ 25 TO 21 AT 87

I thought you would like a follow-up on your interview



Buz Glass traded in his spacious Cal 25 for a Freedom 21.

with Buz Glass from a few months ago. Buz just bought a new-to-him Freedom 21. He explained to me that since he was getting a little older, he thought he should downsize from his Cal 25.

Buz is 87 years young. He's still out there sailing whenever he can. The Freedom has a spinnaker, too.

William J. Grummel
Harbormaster, Discovery
Bay Yacht Harbor

↑↓ JOIN THE 'MOMOBIDITL CLUB'

Having had some spare time, I caught up on some of *Latitude's* 'wisdom' for Father's Day. I noticed you have some old, but incomplete, wisdom posted: "The two happiest days in a boatowner's life are the day he buys a boat and the day he sells her." The saying was contributed by Gregory Clausen, who confessed it's been around for a long time.

The reason I say it's incomplete wisdom is that there should be another sentence. "Since these are the two happiest days of boatowners' lives, we should strive to have as many as possible before our lives are complete."

With the purchase of the Cheoy Lee 35 we rechristened *Encore* in Barra de Navidad at the end of last year, my wife and I have now enjoyed 35 of these 'best boatowner days' in our 46 years of being married. That's 18 boats, not counting dinghies. So far.

I think it is time for *Latitude* to recognize the sailors who have achieved the level of 'A Month or More of Best Days in Their Lives', dedicated to those of us who are incorrectly assumed by non-sailors to have some sort of disease. We could form a society, but there couldn't be any dues because, as serial boat buyers, most of us couldn't afford them. But if we had meetings, we could start them by introducing ourselves as follows: "Hi, I'm Pat.



Pat and Carole McIntosh have enjoyed 35 'best days' in their 46-year marriage.

as follows: "Hi, I'm Pat.

It's been a couple years since we sold our Marine Trader and said it was going to be our last boat, but we just bought an '81 Cheoy Lee sloop down in Mexico." Maybe we could get some of the guys from the bunch who have owned the same boat for 20+ years to come talk to us.

Included are some shots of *Encore* during our rechristening party in Barra. That's Carole waving from the cockpit. Another is while the boat is at anchor at Tenacatita Bay while we are testing our waterproof point-and-shoot camera.

Our plan is to be back down on the boat by December, and up into the Sea of Cortez by spring. We should be able to give you an update on the cost of buying and updating an older boat sometime later this year, but so far we are on budget with costs, including radar and autopilot, but way behind on sailing time.

There's another old saying I've messed with. 'So many

THROUGH GENERATIONS, WE'RE ALWAYS HERE.



On Memorial Day the yachting world lost our legendary company founder (my father) "Svend". For 50 years he was an inspiring leader to our employees in their delivery of excellent craftsmanship and service. Having worked shoulder to shoulder with Svend for nearly 20 years now, I've seen the bar set high. From boats of wood, to fiberglass and carbon fiber, we've been here through it all.

To our many loyal customers, from decades past and present, our pleasure to serve you in the same Svendsen tradition of excellence carries on.

My door is always open, and we'll see you at the boatyard.

Sean Svendsen, President



Boat Works	510.522.2886
Chandlery & Rig Shop	510.521.8454
Metal Works	510.864.7208
Dinghy & Trailer Sales	510.521.8454
General Inquiries	info@svendsens.com

1851 Clement Avenue, in the Alameda Marina



SVENDSEN'S BOAT WORKS

www.svendsens.com

LETTERS

boats, so little time.'

Pat & Carole McIntosh
Encore, Cheoy Lee 35
Carmichael / Barra de Navidad

Pat and Carole — So far we have the Latitude Circumnavigator's List, for West Coasters who have completed circumnavigations, and the



COURTESY ENCORE

Over 30 Club, for those who have owned the same boat for 30 years or more. We think your idea of a 'Month or More of Best Days in Their Lives' is a brilliant one. People can join your MOMOB-DITL club by writing to Latitude,

But there are other 'best days' while cruising, such as potlucks and sundowners with friends.

but in order to apply they must include a list of all sailboats over 20 feet that they've bought and sold.

The Wanderer is embarrassed to report that we don't come close to qualifying for MOMOB-DITL membership. We've owned and sold an Ericson 27, Bounty 41, Freya 39, Olson 30, Ocean 71, Ericson 35, a Cal 25 and a second Olson 30. That gives us 16 happiest days. Our total increases to 19 happiest days because we now own the Surfin' 63 cat Profligate, our third Olson 30, and a Leopard 45 catamaran. But even if we sold all three of them — which isn't going to happen because Profligate and the last Olson 30 are going to be with us forever — we'd still be stuck at 22. Maybe we'll start paging through the Classy Classifieds.

↑↓ QUADRUPLE THE MPGS

I was interested to read that the crew of the Islander 36 Starship got 340 miles to the gallon during their crossing from Mexico to the Marquesas.

In 2011, I doublehanded my Beneteau Oceanis 351 *Moku pe'a* from Hawaii to French Polynesia with my 19-year-old daughter Kara. We spent the full three months allowed in the Societies, plus 17 days each for the sails down and back. It blew hard for the entire trip south, and we only had to power for two hours in the lee of the Big Island, and four hours through the ITCZ. At one-third gallon/hour with my Yanmar 3GM30F, I figure we burned just over two gallons on the 2,400-mile trip. Our wind generator made more juice than we needed, so we never ran the engine to charge batteries.

While in the Societies, we ran the engine to get places when the wind was light, but never for electricity. Once again, the wind generator provided all we needed.

Moku pe'a was designed to be a charter boat, so she holds 100 gallons of water — quite a bit for a 35-footer. We had a water catchment system on deck, but never got a chance to use it as we only had one really rainy day during our time in French Polynesia. Our baths were always saltwater, using Prell or Joy for washing up, then getting a quick freshwater rinse at the end. I can't say how much water we used, but we never got dangerously low. Finding water in the leeward islands was a bit of a hassle. The only place we felt welcome to take it for free was via jerry jug from the spigot at the municipal dock in Haamene Bay on Taha'a.

The ITCZ was even narrower on our way home, and we only powered for two hours in the light stuff. That's less than

Impressionists on the Water

June 1–October 13, 2013

Embark on an artistic voyage during San Francisco's hosting of the America's Cup with *Impressionists on the Water*. Explore the significant role pleasure boating and competition played in the art and lives of the Impressionists and Post-Impressionists, including Monet, Pissarro, Renoir, and Signac.

Legion of Honor

Lincoln Park • legionofhonor.org

Exhibition organized by the Fine Arts Museums of San Francisco. Major Patrons: Mrs. George F. Jewett and San Francisco Auxiliary of the Fine Arts Museums. Patron: Mrs. James K. McWilliams. Additional support is provided by the Estate of Donald Casey and the Bequest of Lois E. Kalb. Supported by an indemnity from the Federal Council on the Arts and the Humanities. Additional media sponsor support: KPIX-TV. Community Partner: Ghirardelli Chocolate Company.

Media Sponsors [San Francisco Chronicle](http://SanFranciscoChronicle.com) | SFGate.com |

Gustave Caillebotte, *Regatta at Argenteuil* (detail), 1893. Oil on canvas. Private collection. Photograph © Comité Caillebotte, Paris



Around the buoys, or around the world...

North **3Di**® is the fastest performance sail technology in the world. Remarkably, it's also the most durable. 2012-13 Vendee Globe winner *MACIF*, Volvo Ocean Race winner *Groupama* and Barcelona World Race winner *Paprec Virbac* all carried 3Di. And after finishing, they could have gone around again.

Put **3Di**™ on your boat, and see how far you can go.



3Di

Engineered for durability, designed for speed

Better by Design
Sausalito 415-339-3000
Channel Islands 805-984-8100
Marina Del Rey 310-827-8888
Long Beach 562-795-5488
Costa Mesa Sail Care 949-645-4660
San Diego 619-224-2424
www.northsails.com

To learn more about 3Di, visit our website at www.northsails.com/3Di.aspx

ABOVE: Farr 400 *Chessie Racing* flying 3Di sails delivered in April, 2011. Sharon Green photo

JUST LAUNCHED



NEW WEBSITE:
www.boatyardgm.com

We're just a 'click' away.



**CLICK
OUR
RATES!**

**CLEAN AND
GREEN**



IT'S SIMPLE!

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

~ COMPARE US WITH THE COMPETITION ~

X. Interlux.
yachtpaint.com

AWLGRIP

CALL FOR A RESERVATION

**(510) 521-6100 • Fax (510) 521-3684
2021 Alaska Packer Place, Alameda**

LETTERS

a gallon of fuel over 2,400 miles — or 2,400 mpg!

We made our Hawaii landfall before sunrise at Kalapana on the Kau Coast of the Big Island so we could watch the lava flow into the sea. Alas, we arrived during one of the few periods when the lava from Kilauea wasn't making it all the way to the ocean. We had a great daysail down the Kau Coast though, and made our formal reentry into the U.S. at Hono-kahau Harbor in Kona. We ran the engine a bunch getting from South Point on the Big Island back to our home port of Kaneohe on Oahu.

We burned a total of 60 gallons of fuel in the 4.5-month trip.

Bill (Noodle) Leary
Moku pe'a, Beneteau Oceanis 351
Kaneohe Bay, Oahu

Bill — Brilliant! If we were giving out green hats and shirts for minimal fossil fuel and water consumption, you and Kara would get a couple.

By the way, we made an error with regard to Starship. They actually got 640 mpg, not just 340 mpg. But you still hold the record by a — pardon the pun — bunch of miles.

↑↓ **AND NOW, THOUGHTS ON THE AMERICA'S CUP**

A recent article about Team Oracle quoted Russell Coutts as saying, "... this [latest Oracle cat] represents the boat that is going to defend the America's Cup, for America, in America."

What a laugh, as it was said by a Kiwi in charge of a team that has only two Americans onboard. The rest are Kiwis, Aussie, Dutch and Antiguan. This team is about as American as Olive Garden is an Italian restaurant.

The overwhelming number of Kiwis on all teams shows that they are indeed the true leaders of the sport. Whichever team wins, New Zealand is the winner in the end. And well-deserved. I say come and take that Cup home to Auckland where it belongs. Am I disloyal to America? No, but it's a corporate challenge, not a country challenge as it used to be.

By the way, I don't use Oracle software, but I have had a nice flight on Emirates.

Capt. Larry Jacobson
Circumnavigator

Capt. Larry — While we'd like to see at least half the crews come from the country of the entry, mercenaries have been a big part of the America's Cup for as long as we can remember.

We'll agree that the Kiwis are the leaders of the America's Cup facet of sailing, but when it comes to setting singlehanded and crewed oceanic and circumnavigation records, the Kiwis aren't even a blip on the radar compared to the French. As you probably know, Frenchman Francis Joyon just set yet another great singlehanded transoceanic record, averaging over 26 knots all the way across the Atlantic and averaging more than 27 knots for 24 hours. It's apples and oranges, of course, but in our opinion Francis Joyon is the greatest living sailor.

Your last comment seems snarky. You may not use Oracle software, but enough businesses have liked its products to propel Larry Ellison from having virtually nothing to being the fifth richest person in the world. One who could buy Emirates Airline if the government of Dubai, which owns the airline, ever wanted to sell.

↑↓ **THE TRUE MASTERMIND BEHIND THE AC72S**

The first couple of letters in the June issue blame Larry Ellison for deciding that the 34th America's Cup should be



YACHT BROKERAGE - SALES & SERVICE **WWW.JK3YACHTS.COM**

SOLD, SOLD, SOLD - WE NEED BOATS TO SELL - CALL US TODAY TO GET YOUR BOAT LISTED & SOLD!



2006 65' J/65
MAITRI REDUCED \$1,750,000



2002 50' Beneteau Farr 50
FRENCH KISS \$240,000



2001 47' Bavaria 47
OVERSEAS \$169,000



2000 46' J/46
QUESTAR REDUCED \$349,000



2008 40' King / Summit 40
SOOZAL CALL



1999 40' J/120
BLUEBIRD \$149,000



2013 37' J/111
KAILANI REDUCED \$278,000



1999 36' Sabre 362
HALCYON Sale Pending



2004 35' J/109
KNOTS 2 REDUCED \$169,000



2000 35' Tartan 3500
OUR TRADE REDUCED \$126,800



2005 40' Raider Aquapro RIB
SURF RAIDER \$218,000



2009 30' Raider 9m RIB
SPORT \$69,000



2005 28' Protector CC T Top RIB
ZUNI \$80,000

ADDL SAIL.....

1988 70' Santa Cruz 70	\$380K
2005 52' TP52 REBEL YELL	\$459K
2001 48' J/145 JEITO	\$324K
2006 43' J/133 TANGO	\$375K
2000 42' J/42 RELUCTANT	\$209K
2008 41' X Yachts X41	\$275K
2002 41' Hunter 410 (TX)	\$139K
2001 40' C&C 121	\$195K
2010 39' Jeanneau 39i (TX)	\$209K
1995 36' Sabre 362 (TX)	\$159K
2006 36' J/109 LANUI	\$186K
2003 35' J/105 LUCKY...	\$99K
2002 35' J/105 KEA...	\$89K
1995 35' J/105 TRIPLE...	\$73K
1994 35' J/105 De Colores	\$115K
1998 33' Seawind Cat	\$139K
1995 32' Pacific Seacraft	\$107K
2005 32' Beneteau 323	SOLD
2011 31' J/95 Jimmy J	Pending

ADDL POWER.....

2008 44' Renzo Coupe (TX)	\$389K
2006 44' Oyster 43LD	\$490K
2003 44' Hinckley Talaria	\$625K
2011 30' Back Cove 30	SOLD

DEALERS FOR: BACK COVE YACHTS

Dehler

Hanse

J Southern California & Hawaii
BOATS

SABRE Yachts



2013 SABRE 38 SE w/ Pod Drives



The All New Back Cove 37 DE



2013 Hanse 415



2013 48' SABRE 48se

San Diego: 619.224.6200

Newport: 949.675.8053

ALAMEDA: 510.227.2100

San Diego / Houston
Jeff Brown
Jeff@jk3yachts.com
619.709.0697

San Diego
Kenyon Martin
Kenyon@jk3yachts.com
858.775.5937

Newport Beach
Scott Poe
Scott@jk3yachts.com
714.335.2229

Newport Beach
Walter Johnson
Walter@jk3yachts.com
949.421.8006

ALAMEDA
Alan Weaver
Alan@jk3yachts.com
510.928-8900

ALAMEDA
Jack Lennox
Jack@jk3yachts.com
201.572.3881

LETTERS

sailed in massively overpowered 72-ft catamarans. Disgusted, one letter writer invited Ellison to try dancing across the boat while foiling at 40 knots.

But it's my recollection that it was Russell Coutts, not Ellison, who was on the podium for the announcement that AC34

would be sailed in the big cats. I was shocked and never liked the choice.

I have followed Coutts' career for many years, and it's been full of risky decisions. For example, last year we all saw the video of an overaggressive Coutts trying to barge at the starting line of an AC45

It doesn't seem likely that Larry Ellison had considerable input on design parameters.

World Series race. He was legally shut out by James Spithill, one of his employees, and thus impaled the committee boat with one bow.

Having followed Coutts' career and listened to him over the years — and by the way, I have a framed photo of myself with Coutts and Paul Cayard and others on a match race committee boat some years ago — I think that his engineering background and love of risky promotions made him the person who sold Ellison on the massive monsters.

On the other hand, remember Ellison's famous statement after doing the deadly Sydney Hobart Yacht Race on his maxi *Sayonara* some years ago that he thought he was going to die. He later told author Bruce Knecht that, from then on, he was going to stick to inshore racing where competitors didn't have to risk their lives to win. Those aren't the words of one who likes to take risks.

After the tragic death of Artemis' Bart Simpson, I didn't hear any public words of sympathy, condolence or guilt from Coutts. I was disappointed.

I hope that any future letter writers to *Latitude* will invite Coutts rather than Ellison to try dancing across the deck of a foiling AC72.

While I would prefer to remain anonymous, I'm retired from 30 years of yacht racing on the Bay and ocean, with my last boat being a 45-ft racing boat. Prior to that, I spent some years on a yacht club executive race committee, and was chairman of many regattas, including one year as chairperson of the St. Francis YC Big Boat Series.

Call me 'Rose Pearl'
Between race boats

Rose — It would be interesting to know how much input Ellison had in the design parameters of the 72-ft cats. It's just speculation on our part, but we suspect not very much. After all, it seems as though Ellison, who is not an engineer and who doesn't have particularly extensive sailing experience, was paying Coutts the really big bucks for technical expertise and sailing experience. Of course, for all we know, Coutts came up with a more moderate design and Ellison said, "I like what you've come up with, but let's make the wing mast three times bigger for added excitement." And then insisted on it over Coutts' objections. But we doubt it.

Ellison not a risk-taker? You must not know much about the history and evolution of Oracle, and why it is that Ellison owns so much more of Oracle (23.5%) than, for example, Bill Gates does of Microsoft (6.4%).

By the way, having sailed on several multihulls at 35 knots,

GILLES MARTIN-RAGE/ACEA



Do-It-Yourself Sail Kits

Start your sailmaking adventure today with a custom Sailrite Sail Kit. All sails are designed and plotted by our sailmaker, Jeff, in Indiana. Expect the best in materials, equipment, and craftsmanship. Plus all kits come with detailed step-by-step instructions, phone support, and your own cheer block.

CUSTOM SAIL QUOTES

800.348.2769

or **260.244.4647**

www.sailritesails.com

Great
Location



Deep Draft
(510)
236-1013

With a 12-ft deep entrance channel
you can sail
from
Marina Bay

**NOW
SAIL 24/7!
Reserve
Today!**

WHATEVER
THE
TIDE!

On the Water: 37° 54' 45" N 122° 21' 00" W

Online: www.MarinaBayYachtHarbor.com

Ensenada
Cruiseport Village

Marina

**Great
MARINA,
Great
LOCATION
in Ensenada**

Ensenada B.C., Mexico VHF: Channel 12 (52) (646) 178 880 ext. 3303/3301 Toll Free 1 877 219 5822

www.ecpmarina.com
reservations@ecpmarina.com

- Located 65 NM South of San Diego, Ca.
As part of the Cruise ship terminal basin.
- 200 slips from 36' to 68' plus End ties from 83' to 130' & mega yacht dock.
- Dock box on each slip, 30/50 amp shore power service and water intake.
- Short and Long Term slip rates.
- 24/7 on duty security guards & C.C.T.V.
- Double breakwater protection provides zero surge condition.
- No Live aboard fee.
- Walking distance from downtown shopping District, convenience stores & more.
- Restrooms, shower & coin operated laundry facility.
- Next to dock free car parking for tenants.
- Private, quiet, gated community.
- Concrete "Bellingham Marine TM" built slips.
- Professional staff ready to help you with Customs clearance procedures.
- Reliable Wi-Fi service available.
- Dry dock storage & Boat Ramp available.
- Pet friendly marina.
- Qualified personnel for vessel maintenance services.

HWI A member of the HPH Group
A Hutchison Whampoa Company

LETTERS

we'd have no trouble walking from one side of an AC72 while she was foiling at 40 knots. That's when they are really stable. It's when the big cats bear off or jibe that everybody's sphincters pucker up.

↑↓ **A KNIFE ON THE CALF SEEMED MELODRAMATIC**

As a catamaran sailor for 50 years, I have often thought about the potential for something tragic to happen in this America's Cup, such as what happened to Andrew Simpson of Artemis. Many years ago, Joe Siudzinski, a friend and fellow Shark catamaran sailor, always sailed with a sheath knife strapped to his calf. At the time I thought it melodramatic. But for big cats, with large areas of trampoline and sail, and many lines, a knife strapped to a calf could be a life-saver. I hope multihull sailors will not be shy and think about it. Make our sport safer.

Peter O'Driscoll
Planet Earth

Peter — Since both Artemis and the America's Cup folks have steadfastly refused to divulge exactly how Simpson was killed, we have no idea whether his and the rest of the crew's having knives on them would have helped. In the case of the massively powerful AC72s, much more sophisticated safety equipment than knives is going to be required. Whether it will be enough remains to be seen.

↑↓ **THE AMERICA'S CUP NEEDS SOME COMMON SENSE**

Latitude must have been having seizures after the Artemis tragedy, as prior to the accident you very correctly said that the America's Cup should have been sailed — for several reasons — in trimarans. What a debacle for the entire Bay Area! When will the America's Cup people get some common sense? This is all about the hubris and idiocy of rich guys.

John Boye
Tom Thumb, Havsfidra 25
Brookings, Oregon

John — "Seizures"?

We have favored — and continued to favor — one-design multihulls such as the MOD70s for the America's Cup because:

1) They would be much more affordable and attract much greater participation; and 2) They have proven themselves to be safe crossing oceans at very high speeds as well as in-shore. There is nothing about three hulls, of course, that makes trimarans immune to flipping, but the MOD70s are longer, slightly less powerful, and more robustly built than the ORMA 60s that preceded them, and they are certainly less dangerous than the 72s.

↑↓ **WHICH BILLIONAIRE HAS 'THE LONGEST POLE'?**

As much as I agree with *Latitude's* advocacy of MOD70 trimarans as the choice for America's Cup vessels, it ignores the history and fundamental reason for the existence of the America's Cup. If the goal were to provide a test of sailing athleticism, the event would be sailed in Aussie 18s. Or if it were to be a test of tactical sailing ability, the choice would



MARK LLOYD / MOD SA

MOD70s would make the AC more fun to watch, but would they hinder innovation?

Racing Bottom HQ

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



**Winning racers
throughout the
Bay Area rely on
Berkeley Marine
Center for racing
bottoms that
can't be beat!**

Call us to schedule your haulout today!



Berkeley Marine Center

The yard that works for you!

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

Chandlery & Fuel Dock Open 7 Days Mon – Fri 8 to 5 • Sat & Sun 9 to 5



MARINA AMENITIES

- Full service harbor master's office
- Waterfront dining
- Free WiFi access
- Guest facilities with restrooms, showers and dressing rooms
- Water sport rentals
- Surveillance and electronic controlled gates
- Individual water hook ups
- Garbage and recycling disposal



Sausalito's Finest Marina

85 LIBERTY SHIP WAY, #205, SAUSALITO, CA 94965

415•331•5550

FAX 415•331•8523

www.schoonmakermarina.com

LETTERS

be one-design monohulls. No, the Americas Cup has always been a contest between billionaires to demonstrate who has 'the longest pole'. And if the result can't be determined by who spends the most money, what is the point?

Richard Elder
Jackson, Wyoming

Richard — It's our understanding that the AC45s and AC72s are a much more severe test of athleticism than the Aussie 18s, and in any event the Aussie 18s don't have the necessary grandeur for what is supposed to be the pinnacle of inshore sailing competition. One-design monohulls might be a better test of tactical sailing ability, but we're going to withhold judgment on that until we hear from the tacticians after the Cup is over.

The America's Cup winner hasn't always been determined by who spends the most money. It wasn't that long ago that it was a battle between mere millionaires instead of billionaires, and the best-funded syndicates didn't always win.

↑↓ LATITUDE IS MISSING THE POINT OF THE CUP

Latitude keeps mentioning the MOD70 class as an option for the America's Cup, but I think you're missing part of the point. Like Formula One car racing, the America's Cup has always been about pushing boat design, engineering and manufacturing to produce the fastest boat under the prevailing guidelines. You're suggesting a one-design race might make for a tighter race, but it would remove one of the most unique and interesting factors of the Cup. Those who really follow the America's Cup don't want another one-design race, because seeing how different teams interpret the rules and design their boats is a main part of the fun. It's what has defined the America's Cup for 165 years.

Seth Hynes
Mill Valley

Seth — Having been born in Berkeley and then attended the Big U during the riotous '60s, we have no problem rebelling against archaic concepts from the days of Millard Fillmore — widely considered to be one of the worst U.S. Presidents ever, which is really saying something. If the America's Cup is truly defined by the design and manufacturing processes, we should have television crews covering naval architects doing CAD designs and watching crews supervising the baking of carbon fiber. It's our view that what most people want — including those who have long followed the America's Cup — is a combination of plenty of competitors and close racing. We're already missing the first half of that equation, and there is no guarantee of the second. After all, one team could dominate as in the last America's Cup, which became a snorefest after the first weather leg.

↑↓ SLOWER IS MORE DANGEROUS IN THE 72S

In the early '60s, Pete Oetking and I participated in the beginning of The International Catamaran Challenge Trophy, which became better known as the Little America's Cup. In those days, we would have 25 to 30 one-of-a-kind hellcat catamarans on a starting line on White Rock Lake in Dallas. Pete and I built some C Class Cats — 25-ft by 14-ft — and went racing in the initial Little America's Cup races. Those were fun days, with Meade Gougeon in his trimaran, Dave and Jerry Hubbard, van Allen Clark and others. We pitchpoled, and broke innumerable rudders, daggerboards, masts and hulls while having the time of our lives.

Thanks to Pete's ice boat experience, and therefore bending spars, hollow spars and the cat rig, we excelled at sailing to

Almar Marinas

Everywhere you'd like to be



Est. 1973

Oakland Marinas
510.834.4591

Join one Almar Marina and enjoy reciprocal privileges at any of Almar's 16 locations from San Francisco to San Diego and out to Hawaii. Each marina provides programs and events that are included in your slip fees:

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

www.almar.com

855.SLIPS 4 U
855.754.7748



WHALE POINT

MARINE & HARDWARE CO.

**A FAMILY OWNED & OPERATED BUSINESS
FOR THREE GENERATIONS**



ACE
Hardware

MARINE PARTS & ACCESSORIES, PLUS A COMPLETE HARDWARE STORE

Go to WhalePointMarine.com for additional discounts!

MAGMA BBQ

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



Charcoal: Whale Pt. **\$129⁹⁹**
Propane: Whale Pt. **\$199⁹⁹**
Rail Mount: Whale Pt. **\$42⁹⁹**

CHART BOOKS



The convenience of many charts combined into one book that fits on your chart table.

No. California: **Now \$49⁹⁵**
So. California: **Now \$39⁹⁵**
Panama - Mexico: **Now \$89⁹⁵**
Pacific Northwest: **Now \$89⁹⁵**

WELCOME Aboard Mat

NOW \$29⁹⁹



DECK BRUSH with Handle

Extra long handle (5ft) with aluminum no-rust, threaded tip.



Now \$13⁹⁸

FILTER 500 FGSS by Racor



Filter Element
Whale Pt **\$9⁹⁹**

Filter Unit: List \$249.99
Whale Pt **\$199⁹⁹**

JABSCO TOILET

Manual
29090-2000

NOW \$189⁹⁹

Electrical
37010-0090

NOW \$499⁰⁰+

*Special order
1-2 days



Z-SPAR PETIT Flagship Varnish

Highest UV protection available. Quart



Pint: List \$37⁹⁹
NOW \$27⁹⁹
Quart: List \$67⁹⁹
NOW \$39⁹⁹

CRAFTSMAN Multi-Tool



Cordless **NOW \$89⁰⁰**
With Cord **NOW \$79⁰⁰**

LETTERS

weather. However, coming from the flat water of Texas lakes to the open waters of the East Coast introduced us to waves, and we weren't very good in them — or reaching or sailing downwind. But we did learn a good deal about the importance of the apparent wind and the tremendous difference in stability depending on how fast we were sailing. Things like pitchpoling and swinging around the shrouds (which Pete called side-stays) and forestay while on a trapeze helped give us focus. As time went on, the Hubbard boys got serious and began developing solid wing sails. They left us in the metaphoric dust.

But back to stability at slow and high speeds. Given the America's Cup course on San Francisco Bay, which is to windward and back, with restricted room, it's going to present problems. When we rounded the weather mark in our relatively slow C Cats, we tried to maintain speed — Pete called it "getting a snoot full" — by going as fast as we could. We were willing to give some distance to the next mark in order to enable the apparent wind to keep working in our favor. I suspect that these very large AC72s, with their high-aspect-ratio rigs, are only going to be stable at high speeds.

Sailing my Morris 36 *Annie* out of Brickyard Cove and into the high winds coming through the Gate and onto the proposed course tells me that the high winds are sure to cause severe problems for the AC72s when they don't have the stability advantage of sailing at fantastically high speeds.

Keith Young

Annie, Morris 36
Brickyard Cove, Richmond

↑↓MULTIHULL-SPECIFIC OFFSHORE SAIL TRAINING

In the June issue, Chris Peterson wrote in asking if you knew about any catamaran-specific offshore sail training

programs. Your editorial reply indicated that you didn't know of any, other than the short charters you did a few years ago to and from Catalina.



COURTESY ELCIE

'Elcie' offers offshore cat training.

Johnson on their Oxford, Maryland-based 62-ft aluminum cat *Elcie*.

Based on looks, Richard could be John Neal's twin brother (John of the *Mahina Tiare* sail training programs that he and Amanda Swan-Neal have been doing for decades). In fact, Richard was the best man at John and Amanda's wedding.

Elcie is cruising across the South Pacific right now, and the Johnsons' website is www.elcieexpeditions.com.

Steven D. Gloor
San Diego

Steven — Thanks for the heads-up, as we weren't familiar with *Elcie Expeditions*. According to their website, the ketch-rigged cat was built in New Zealand in '08-'09, after which she was sailed 10,000 miles around the Southern Ocean and up to the East Coast of the U.S. The cat is currently in French Polynesia on what appears to be her first year of offshore sail training, and will be slowly making her way to Auckland by mid-November. It might be a deal killer for some, but the Johnsons do the offshore training with their two daughters aboard. For details, visit www.elcieexpeditions.com.

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

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

Go to www.WhalePointMarine.com for additional discounts!

How You Gybe Is Your Business



How you fix your boat is our business

Accidents do happen - even to the most skillful sailors. And when repairs are needed, you need a boatyard that gets your boat back, like new again, into the water, ready for your next adventure.

The sailor's boatyard, Bay Marine Boatworks is a full-service boatyard in the full sense of the word. We offer a complete range of services at prices lower than the competition, and provide an accurate estimate up front. From bottom painting to complex fiberglass repair work, you'll find we can handle all your sailboat maintenance and repair needs. Our mission is to guarantee absolute satisfaction to every customer. Which is why we are good at finding the solution you need, instead of what the boatyard needs.



310 W. Cutting Blvd.
Pt. Richmond, Ca
(510) 237-0140

www.baymarineboatworks.com

So bring your boat, and your pride, to Bay Marine Boatworks, and we'll repair both!



- Fiberglass, Gelcoat & Painting
- Mast Stepping
Rigging Work
Mast Tuning
- Thru-hulls
and Valves
- Drivelines and
Engine Service
- Woodwork
- Welding & Metal
Fabrication
- Electrical &
Plumbing





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



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



For Reservations:
 415.495.4911 (x1111)
 fax: 415.512.1351

www.southbeachharbor.com

LETTERS

By the way, while reading the website, we came across the following paragraph: "Elcie has been granted a waiver to the Jones Act, a law prohibiting Coastwise Trade in the United States by foreign-built vessels. Having been built in New Zealand, Elcie was prohibited from carrying passengers in U.S. waters. A three-year waiting period was required for us to make an application. As of April 12, 2012, we are allowed to carry passengers between U.S. ports." Like a lot of legislation in the United States, including the Farm Bill, the Jones Act needs a thorough going over.

↑↑ IS THERE A BETTER WAY TO REEF A CAT?

I have been pondering a statement from the June issue (page 56), in response to a query about cat training: "... our biggest catamaran fear is getting caught with too much main up while sailing off the wind. The problem is that as you round up to get into position to reef the main, the apparent wind increases like crazy, particularly in the 'zone of death' ... If you round up into the wind in too strong a breeze, the cat could flip."

So what does the cat sailor do when he finds himself with too much main up while sailing off the wind? Perhaps center the boom to avoid a damaging gybe, run downwind, and reef then? Or is there a better way?

Scott Duink
 Tropicat, Maine Cat 30
 Sarasota, Florida

Scott — Centering the boom is certainly one idea, but the closer to centerline you bring the main, the closer you are to gybing, particularly if there is a seaway to knock you off course periodically. During Steve Fossett's first attempt at the Transatlantic record with the maxi catamaran *Playstation*, he and his crew got caught with the full main up in 60+ knots of wind. If we remember correctly, they centered the main, the big cat gybed, and some battens were broken in the process. Somehow they managed to get the main down, at which point the crippled boat and the crew — who had been scared poopless — returned to shore.

Reefing would be the best thing, of course, but it's not easy in strong winds as the main is plastered against the rigging when sailing downwind. After being part of a record-setting circumnavigation on a big multihull, Stan Honey told us the technique they used to reef going downwind was to simultaneously lower the halyard a couple of inches at a time while taking up on the downhaul and the clew. Because it requires maintaining high tension on both the halyard and the downhaul while you're lowering the sail, it means you're basically fighting yourself in the process. If you've got a bunch of strong, experienced and fearless crew working with big winches, it might not be so hard in 30 knots of wind. But god help the husband-and-wife crew who have to try it on a 45-ft cat in 45 knots of wind.

Apparently beach cat sailors have a technique where they overtrim the main while sailing downwind, and as they head up into the 'zone of death', ease the mainsheet to counteract the increase in apparent wind. Bruno Peyron told us this was the technique they used on the maxi catamaran *Orange's* record-setting circumnavigation when they found themselves overpowered by 60-knot winds in the Southern Ocean. We're glad we weren't aboard, and think Bruno wished he'd been somewhere else, too.

The dangers of flipping depend on the cat, of course. Performance cats, even performance cruising cats, are more susceptible than typical eight-person charter cats in the Ca-

10 reasons why boaters choose BERKELEY MARINA

- 1 Direct Access to the Bay**
The best boating experience as soon as you leave the beautiful harbor!
- 2 Free Mobile Pumpout Service**
Berkeley Marina has teamed with BayGreen to offer Free once-a-month mobile pumpout of your holding tank (through 2013).
- 3 Free WiFi**
The Marina now offers free WiFi access to the internet.
- 4 Sailing Schools & Clubs**
OCSC Sailing, Cal Sailing Club, Cal Adventures – More chances for learning & community!
- 5 Berkeley Yacht Club**
One of the friendliest clubs on the bay – Get involved: racing, cruising, social activities... **Now – membership fee waived!**
- 6 Berkeley Marine Center**
One of the Bay Area's most popular, full-service boat yards!
- 7 Liveaboard Permits Available**
Make Berkeley Marina your home!
- 8 Fuel Dock & Pumpout Stations**
Open 7 days a week.
- 9 Full Amenities**
Berther-only bathrooms, laundry facilities, gated docks...
- 10 Much More!**
Bait shop & deli, launch ramp, hoists, fish cleaning stations, paved parking, free washdowns for trailered boats...

Contact the Marina Office for details



It's a boating community!



CITY OF BERKELEY
PARKS RECREATION AND WATERFRONT

Berkeley Marina Office
201 University Ave. • 510-981-6740

Visit our website at: www.ci.berkeley.ca.us/marina

Yacht owners trust

Pacific Crest Canvas

for the best in design, service and quality.



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

Specializing in:

Baja Awnings

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

Coastal Dodgers

Affordable designs
High quality materials
Superior workmanship

Cruiser's Awnings

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

Offshore Dodgers

Welded aft handrail
Bolt-on side handrails
Lexan windshields



www.pacificcrestcanvas.com

Located in Grand Marina Open Mon.-Fri. 8-4
2021 Alaska Packer Pl., Ste. 13 Sat. by appointment
Alameda, CA 94501 510-521-1938

LETTERS

ribbean — although on rare occasions they have flipped, too. But size matters, too. If memory serves us, multihull designer Chris White wrote that if you double the size of everything on a cat — length, beam, sail area — she will become 16 times more stable. That one sentence was in a large part responsible for our making Profligate as long as we did.

The best thing, of course, is not to get caught with too much main up when sailing off the wind. When we were talking to the Swiss gentleman who bought the first Gunboat 66, he told us that it was his practice to always reef at night in the South Pacific, because most squalls hit at night, and because it's so unpleasant and dangerous to be overpowered.

Jim and Kent Milski, who built their Schionning 49 Sea Level from a kit in Vallejo, and who just got back from a three-year circumnavigation, report they frequently sailed with a double-reefed main. "Most of the time we went just as fast as if we'd had the full main up," they report. The other issue is that with a double reef, they could sail much deeper because the main wasn't getting hung up on the rigging as it did when it was all the way up.

When lifelong sailor Wayne Hendryx of the Brisbane-based



JAY ALLWORTH

Reefing a cat in heavy winds can be tricky.

Hughes 45 Capricorn Cat sailed to Hawaii from Mexico two summers ago, he put in two or three reefs every night — despite the occasional objections of some of the crew. Once again, it was a matter of not wanting to have to reef when being hit by a 30-knot squall in the middle of the night, and sailing almost as fast anyway. "I don't even have lines led for a first reef, as that doesn't reduce sail enough to make a difference."

And don't think a cat can't get overpowered along the coast of Baja. A few years ago, the owner of a new Southern California-built Morrelli & Melvin ultra-high-performance 62-ft cruising cat got caught in a good breeze somewhere near Cedros with too much sail up. The unbridled cat took off like a bat out of hell. When the owner got to Cabo, he promptly put the \$4 million cat up for sale. He'd had enough.

We're not sure if it's because we're getting older or because we're getting smarter, but we plan to do quite a bit more reefing with Profligate than we've done in the past.

If anybody has any other thoughts on the subject, we're all ears.

↑↓ NO LAUGHING MATTER

I have a small criticism. I think the June 10 'Lectronic item about Erin Brockovich's getting arrested for boating under the influence on Lake Mead was too gentle. I encourage *Latitude* 38 to speak more forcefully about reducing alcohol consumption. When you give advice, but end it with a joke, the message you send is 'getting drunk while sailing is a laughing matter.' It isn't.

Love your publication. Keep up the good work.

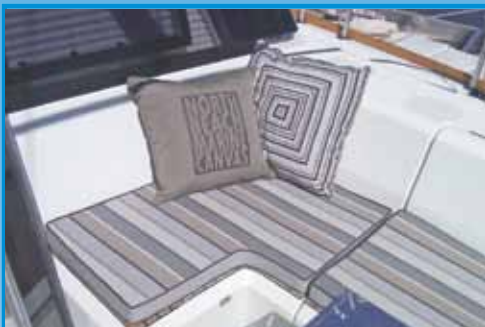
Steve Edwards
Cal YC

Steve — We've found that being preachy to adults is counterproductive. But we agree, no matter if you're operating a vehicle on land or a vessel on the water, consuming alcohol while doing it is no laughing matter.

Come Visit Us Today!

SOUTH BEACH SAILING CENTER

at the
beautifully renovated Pier 40 in San Francisco

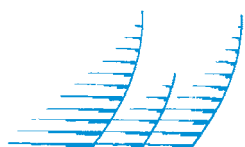


***Order Your Set of
Cockpit Cushions Today!***

**NORTH
BEACH
MARINE
CANVAS**

nbmc@earthlink.net • www.northbeachmarinecanvas.com
Pier 40, The Embarcadero, South Beach Harbor, San Francisco

415.543.1887



Westwind

**Washing, Waxing, Varnishing
and Interior Cleaning**

*"Westwind Yacht Management has provided me excep-
tional service over the past few years with routine regu-
lar wash downs and*

*annual waxing. They
are highly reliable,
flexible, and their work
is extremely good.
Highly recommended!"*

*- Mike Bereziuk
'Flash II', Sunseeker 64*



(415) 661-2205

Serving the entire Bay Area for more than 25 years.



**westwinddetailing@sonic.net
www.boatdetailing.com**



South Beach Riggers

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

PERIOD.

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

www.SouthBeachRiggers.com

415.331.3400

Come see us in Sausalito

399 Harbor Dr., Sausalito, CA 94965

8am - 5pm M - F



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

GOING FAST!



Svendsen's is Pre-Selling a Limited Number of Race Version Lasers Radial or Full. Hull used for 4 days at U.S. National Laser Championships.

Includes Dolly, New Sail, New Blades & New Lines.

MSRP - \$6,915

Sale Price - \$5,368

For further details, call Alex or James at **510.521.8454** or email boatsales@svendsens.com.

\$1,500 Savings

20% OFF

The Entire **MARINCO** Shore Power Line!

Built to last, with a huge range of products:

- Adapters
- Receptacles
- Cordsets
- Inlets
- Connectors
- Transformers
- Cable/Net/Phone
- Plugs
- Terminals
- 12V Adaptors
- ...and much more!



Sale ends 7/31/13. May not be combined w/ other offers.



SVENDSEN'S MARINE

LOCATED IN THE ALAMEDA MARINA

1851 Clement Avenue
Alameda • 510.521.8454
Open 7 Days a Week

LETTERS

THE SOLILOQUY 12 METER MYSTERY

There indeed was a 12 Meter named *Soliloquy* in Marina del Rey in the 1970s. At least I was told she was a 12 Meter, and she had a big '12' on her main. I wasn't going to argue the point as I was only 15 years old when I first saw her. I crewed aboard *Soliloquy* in my first Newport to Ensenada Race in 1971, and did the same race on her again three years later.

In October of 1974, we raced *Soliloquy* in the Cal Coastal Race from San Francisco to Newport Beach. We finished poorly in those races, but we sailed to a clean sweep — first to finish, first in class, and first overall — in the 1974 Del Rey to San Diego Race, beating a lot of well-known yachts including *Ragtime*. This was quite an achievement because *Soliloquy* was not a light-air boat, and because there was a high level of partying going on both belowdecks and on deck.

To help *Soliloquy* move in the light conditions of Southern California, we had both the largest masthead drifter in the land as well as a masthead kite from the great 72-ft ketch *Windward Passage*.

I recall that *Soliloquy* pointed very well, something that would be expected of a 12 Meter. But instead of coffee grinders, she had just a pair of Barient 35s for the headsail and a smaller bronze Merriam winch for the enormous mainsail.

The crew in those days was a real cast of characters. It was mostly made up of local hippies, artists, a clarinet player, an auto mechanic, a photographer (me), a banker, bottom cleaners, yacht brokers, printers, farmers, sailmakers — and always the cute girls in little bikinis that just wanted to go for a ride. It was a great experience for me, and I learned a bit about life. Or at least the life I'd like to lead.

Soliloquy was owned by my friend, mentor and local sailmaker Ken Bruns of Venice. Kenny told me that *Soliloquy's* previous owner was John Lear of Lear Jet fame.

The story I used to hear was that she'd been built in Germany in 1928 alongside her sistership *Anitra*, which miraculously ended up in Marina del Rey also. What was the chance of that?

Anitra and *Soliloquy* became rivals, of course, and the crews took it seriously. For example, I remember that the night before the 1974 King Harbor Race we were tied alongside *Anitra* on an end-tie at Santa Barbara Yacht Harbor. Both crews had been partying all day and night at the yacht club. At some point there was some sort of testosterone-fueled verbal altercation between some of the crews before we headed back to *Soliloquy*.

When Kenny, a couple of the other crew and I got back to the boat, we sat down in the main salon to enjoy a totally unnecessary nightcap. After a while, we noticed flashing red emergency lights reflecting off the open main salon hatch. When we went on deck to see what was up, we discovered it was the harbor patrol tying onto our port side, with our starboard side not tied to anything! We were adrift not far from the infamous Santa Barbara sandspit. While we couldn't prove it, there was no doubt in our minds that we'd been cast off by *Anitra's* crew. After all, they were wasted — plus they were still pissed off that we'd beat them a month before in the MDR to San Diego Race.

Those were indeed the days!

I did a couple of beer can races in Marina del Rey in the '70s aboard a green ketch named *Shamrock* owned by Roy Disney. I believe she was about 45 feet long and had been built by Palmer Johnson. She was berthed at the California YC, and I remember the Mickey Mouse hands on the instrument dials in the nav station.

Gene Prizer
Huntington Beach

Access Channel
Just Dredged

In The Center of San Francisco Bay

Perfect Location - Great Investment!

EMERY COVE
YACHT HARBOR

Secure a front row seat for the cup races in 2013.

- **BUY A SLIP** - Save money and earn equity! Enjoy tax savings. Listings start at \$36,500. Emery Cove Yacht Harbor is the only marina on the Bay with FEE SIMPLE (not a grounds lease) dockminium ownership.
- **RENT A SLIP** - 35-60' slips, rates from \$9.50 to \$10.50 per foot.
- **AMENITIES** - Free Wireless Internet, Modern Facilities and Marina Guard® ground fault monitoring.

ON PREMISES

- CharterSF • Emeryville Yacht Club • Mathiesen Marine
- Michael Wiest Yacht Sales • SailTime
- Seaward Coastal Ventures



CALL FOR A MARKETING PACKAGE | 510-428-0505

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

Michael Wiest Yacht Sales

QUALITY SAILING YACHTS



Scan with your smart phone
for a list of our yachts.

Three convenient San Francisco Bay Locations!

3300 Powell St, Emeryville | (510) 601-5010

25 Third St, San Rafael | (415) 453-4770

400 Sierra Pt Pkwy, Brisbane | (650) 589-8990

www.mwiest.com



34' OLSON \$39,000
(415) 290-1347 • Mark



35' CATALINA 350 \$119,000
(510) 917-7749 • Michael



35' RAFIKI \$48,500
(510) 410-5401 • Bill



36' HUNTER \$134,500
(510) 917-7749 • Michael



37' HUNTER LEGEND \$57,900
(510) 410-5401 • Bill



38' HANS CHRISTIAN \$119,000
(510) 410-5401 • Bill



44' MOODY \$179,000
(510) 917-7749 • Michael



45' JEANNEAU DS \$299,000
(415) 290-1347 • Mark



47' WAUQUIEZ \$189,000
(415) 290-1347 • Mark



49' JEANNEAU DS \$299,000
(415) 290-1347 • Mark

45' COLUMBIA.....reduced \$45,000
43' FRANZ MAAS KETCH \$129,000
40' X-YACHTS X-402, 1986..... \$175,000
32' WESTSAIL, San Rafael \$42,600
29' FARALLON SLOOP, 1976 \$16,995

VARIPROP

Variprop is the finest automatically feathering propeller available in the world today



- Near zero sailing drag
- Powerful thrust in head seas
- Incredible control in reverse
- External and separate pitch adjustment for forward and reverse
- Greatly reduced "propwalk"
- Soft Stop™ Multidisc Brake to minimize impact when reversing blades
- 2, 3, and 4 blade models and Saildrive
- Simple, easy, one piece installation—no shaft modifications required

401-847-7960

Fax: 401-849-0631

747 Aquidneck Ave.
Middletown, RI 02842

info@varipropusa.com

www.varipropusa.com

SHAFT SHARK

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



401-847-7960

sales@ab-marine.com

www.ab-marine.com



USCG
APPROVED
2NM LIGHTS

Navisafe Navi Light 360°

Dinghy & Emergency Lighting from Navisafe



The new Navi Light 360° is a cost-effective, super bright LED light that is visible in darkness from up to 5nm. Its high burn time, small size, waterproof qualities and ability to float make it a convenient and cost-effective addition to any cruiser's arsenal!



401-847-7960

sales@ab-marine.com

www.ab-marine.com

LETTERS

Gene — Racing a 12 Meter from San Francisco to Newport? With tiny Barent 35s as headsail winches? The very notion troubles our mind.

↑↓SHE USED TO BE A 12 METER

Soliloquy was a 12 Meter. My dad and I sailed her in the early 1960s when she was owned by Howard Given. He asked my dad to be sailing master, and that great relationship lasted for several years.

As I remember, *Soliloquy* was built in Germany in 1928, and at 73 feet was one of the longest 12s ever built. Not all 12s were built for the America's Cup, and *Soliloquy* certainly was not. Made of double-planked mahogany on oak, she had very nice appointments down below.

Among the regular crew were Los Angeles YC Staff Commodore Chuck Lavington, Dick Park, Gene Park, Bill Grant, Ed Cox and Dave Crocket. We usually had a crew of 12 plus a cook. We would race the Whitney Series against such great yachts of the day as *Orient*, *Landfall*, *Kialoa II*, *Escapade*, *Audacious*, the 10 Meters *Branta*, *Brailia*, *Sirius* and *Hilaria*, and the schooner *Serena*.

One year we set the record for going around Catalina in the Brokaw Race, which started from inside L.A. Harbor. We did it in 12 hours and 15 minutes. Two years later the record was broken by *Blackfin*.

I was about 14 at the time and, as Ed Cox called me, 'Navagoosh'. In those days we navigated the island races by dead reckoning, a hand-bearing compass, a Swoffer log and the occasional RDF line of position.

I last saw *Soliloquy* in Marina del Rey years ago. Someone had cut away her beautiful overhanging transom in favor of an ugly reversed transom.

P.S. Thanks for remembering my dad. By the way, do you know where *Soliloquy* is now?

Jim Wallace
Marine Surveyor
Long Beach

↑↓SOLILOQUY WAS BLOWN UP IN A FIELD IN AUSTRALIA

In the June issue, Ed and Connie Quesada wondered about the fate of the 12 Meter *Soliloquy* and Roy Disney's ketch *Shamrock*. During my tenure working at Sails Unlimited in the '80s, I became associated with one boat, if not both.

Working alongside me at the now-long-defunct Sails Unlimited was Ken Bruns, then well-known to Marina del Rey sailors as the former owner of Bruns Sails. Years later Ken told me that the IRS had padlocked his sailmaking business and his 12 Meter *Soliloquy* for back taxes. Explaining that he had been desperate, Ken cut the locks off and sailed the heavily loaded *Soliloquy* to Australia.

After a few years Down Under, rot got the best of 'Quy', the nickname we'd given her. After parting her out, the only valuable thing remaining on the old girl was her keel. As Ken told me, the best way to remove the keel from the boat was to blow the boat up. Ken proudly showed me two photos. The first was of the graceful *Soliloquy* lying on her side on a flatbed trailer in a field. The second was a photo of a sky full of lumber shards and smoke. He really did blow up the boat!

As the story goes, while Bruns was melting the remaining lead into pigs, the Aussie feds arrived on scene and the gig was up. Ken, who had by then taken on the alias of Ken Todd, was forced to leave Australia. When he flew to LAX, the authorities were waiting for him at the gate. It was after his stint in jail that I met him.

Regarding the Disney boat, I don't know if it was a Morgan

#1 SAILING SCHOOL, CLUB & CHARTER OPERATOR IN SAN FRANCISCO

We Sail Every Day from Pier 39



Sailing Lessons & Club

San Francisco Sailing School
www.SailingLessonsSF.com
(415)259-9801

Daily Sailing Tours, Team Building Events & Boat Parties

San Francisco Sailing Company
www.SailSF.com
(415)378-4887



*Serving the Bay Area
Since 1986*

Service of the Month

POLISH & WAX

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

ADDITIONAL SERVICES

Interior Cleaning • Detailing • Wash Downs
Maintenance • Carpet & Cushion Cleaning

Fully Insured & Marina Approved

Call now for a Free Estimate

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

Reel Efficiency.



The Quickline Flat Rope & Reel

- Stow lots of line in little space
- Built of 316L stainless steel
- Suitable for boats 20' to 80'
- Complete with flat rope, handle and mounting kit
- Multiple uses including stern anchor rode, dinghy tow line, COB, and jacklines

Upcoming boat shows:

Newport Rhode Island, 9/12 - 9/15
Baltimore Trawler Fest, 9/26 - 9/29



Home of the Ultra Anchor

8700 Warner Ave. Suite 160 Fountain Valley, CA 92708
www.ultraanchors.us • sales@quickline.us • 714 843-6964



SOUTHBOUND CRUISERS HEADQUARTERS

Everything you need at:

www.downwindmarine.com

THE CRUISER'S CHANDLERY

All the expertise you need at:

2804 Cañon Street

San Diego

(619) 224-2733

All the knowledge you seek:

Fall Seminar Series

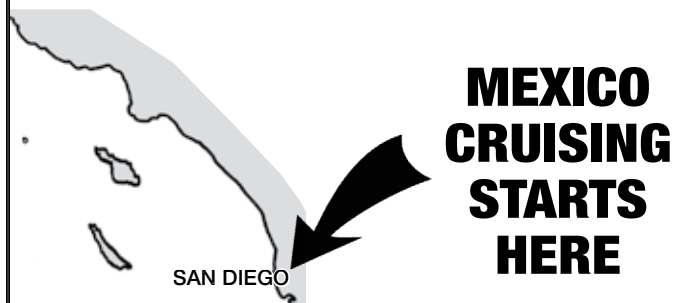
*We know how to take care
of cruisers – we've been there!*

**AND IF YOU FORGET ANYTHING –
WE SHIP ANYWHERE!**



THE CRUISER'S CHANDLERY PERFORMANCE SAILING GEAR

NOW TWO STORES IN ONE LOCATION!



**MEXICO
CRUISING
STARTS
HERE**



LETTERS

ketch, and I don't know if it was the same boat in question, but Roy Disney ordered sails from us for a green ketch named *Shamrock*.

Mark Weinberger
Prima, J/33
San Diego

↑↓ THE SOLILOQUY 12 METER MYSTERY RESOLVED

Soliloquy was indeed a 12 Meter — although a rather special one. She was designed by Burgess, Rig & Morgan in New York in 1926, and built by Abeking & Rasmussen in Germany. She and five one-design sisterships were for members of the New York YC. They were never intended to race with other members of the International 12 Meter Class, but rather only among themselves. The 12 Meter class was almost nonexistent in the United States in the 1920s. The six New York YC boats were to draw attention to the class for future development.

Soliloquy was brought to Los Angeles in 1938 by Arthur Stewart. He wanted something a little bigger than the 67-ft yawl *Chubasco* that was being built in Wilmington for his younger brother W.L. Stewart. At 69 feet, *Soliloquy* filled the bill very nicely. The Stewart family owned the Union Oil Company of California.

Soliloquy had several other Southern California owners over the years, and raced in various handicap divisions. I had occasion to sail on her in 1964 when she was owned by Howard Given.

As for the S&S-designed yawl *Chubasco*, later turned into a sloop, she went on to become one of the finest yachts ever produced in Southern California. She still is.

R.C. Keefe
Barient Winch Co / St. Francis YC

R.C. — Thanks to the man who knows just about everything about every significant yacht to have sailed the West Coast, we now know why the 12 Meter *Soliloquy* is not mentioned in the very long list of International 12 Meters.

↑↓ LOOKING FOR AN ACTIVE SMALL-BOAT FLEET

I used to race in the Merit 25 fleet, but gave up my boat when the economy tanked. Now I'd like to get back into racing, and am wondering which are the most active racing fleets these days, and if any new production boats appear to have a growing interest. I'd like to stay in the 25-ft range to keep the price of new sails reasonable, but Santana 22s and Moore 24s seem dated.

Douglas Chew
Oakland

Douglas — Christine Weaver at the Racing Desk reports that the venerable Moore 24 probably has the most active fleet going, with close runners-up in varying sizes being J/105s, Express 27s, Knarrrs, Santana 22s and Wylie Wabbits. Of these, the dated but still-going-strong Santana 22 fleet would be the least expensive. For those preferring a bigger racer/cruiser, look into the J/120, Islander 36 or Express 37. Newer designs with growing fleets would include the Open 5.70 and J/70s. While Melges 24s aren't as popular as they once were, there are still races for them and the Melges 20s. The Merit 25 still has a fleet on the Estuary for beer cans and midwinters.

↑↓ THE TURNING BASIN AT LOW TIDE

Having just made our first trip up to Petaluma for the Butter & Eggs event, we read the *Latitude* article on a cruise to Petaluma with interest. Readers with sailboats might be



INSURING BOATS & YACHTS FOR OVER 50 YEARS

Contact Us for a Quote

www.marinersins.com

Exclusive MARINERS *Odyssey*® Program

Mexico
South America
South Pacific
Caribbean
Mediterranean

Racing Sailboat Program

Transpac
Pacific Cup
PV / Cabo Races
Caribbean Regattas

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

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

Seattle
800-823-2798

N. California*
boomeins@aol.com
800-853-6504
*Independent Agent

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

San Diego
800-639-0002



Puerto Vallarta*
949-274-4111 (USA)
322-297-6440 (MEX)
*An Affiliate Office of MGIG

Direct benefits

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

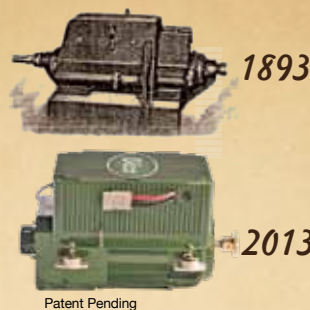
FREE!
ONE YEAR
SAIL CARE
& REPAIR
with purchase of
a new North sail*

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

NORTH SAILS
direct

northsailsdirect.com or call 888-424-7328

Boat size restrictions may apply.



120 years
of **ELECTRIC**
PROPULSION



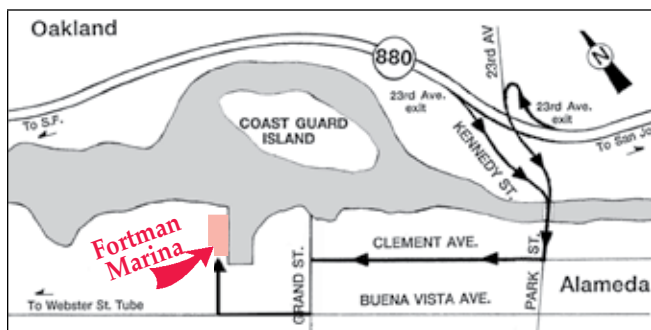
elcomotoryachts.com
877-411-ELCO | Athens, New York

OK EVERYONE...

STAY CALM!*



***Calm, quiet, protected berths
at Fortman Marina.**



- Sheltered Alameda Location
- Competitive Rates
- Home of the Alameda Yacht Club

1535 Buena Vista Ave., Alameda, California
(510) 522-9080

**For directions and rates go to:
www.fortman.com**

LETTERS

interested in a photo of low tide. The sailboats to the right of the powerboats were stuck until a couple of feet of tide came



MIKE SMITH

in. Most of the 40-ft+ boats had their bows sitting on the bottom.

For those who aren't members of a yacht club, there are public restrooms in Petaluma. You just have to stop in a coffee shop and buy an iced tea to make a pit stop.

There's a shoal that runs parallel to the main dock in Petaluma. Boats stay put at low tide.

With a little planning, Petaluma is a great destination.

Mike Smith

Broken Rule, Chris Craft

Glen Cove

↑↓ THE TAXMAN TAKETH FROM SOME WHO DIDN'T OWETH

Did you see the report that owners of Marin County houseboats and mobile homes paid more than \$600,000 in taxes they didn't owe over the last three years? I wonder if it applies to recreational boats as well. The average refund is \$850.

A total of 11 Marin county agencies hit the owners of floating homes and manufactured homes with parcel taxes — even though the owners didn't own the parcels. The mistake was caught by the *Marin Independent Journal*, which asked why, for instance, houseboat residents who rent marina berths should pay parcel taxes on land they don't own, and on which taxes have already been paid by the marina. After all, that's double dipping.

Scott Bauer, acting head of the county library, said library accounting staff inadvertently counted houseboat and mobile home dwellings as parcels, which led to the double-dipping. "People deserve a refund," he said. "After a review, it was found that the districts had issued more than 4,600 incorrect bills.

Tom Zinn
Sausalito

Tom — It's our understanding that if you were billed when you should not have been, you've gotten your money back by now. Well, some of it. Billing errors were also made more than three years ago, but the districts are not refunding that money because the statute of limitations has run. Personally, we think government hiding behind a three-year statute of limitations is pitiful.

↑↓ FINDING A SOLUTION TO 'BOAT TRASH'

I'm writing in response to the April 2013 letter titled 'The Police Reviewed the Tapes with Reluctance'. As a member of the anchor-out community in the Oakland/Alameda Estuary, I thought I might respond to your letter and help clear up some of the inaccuracies and misconceptions.

I'm unclear where the letter writer, who asked to remain anonymous, obtained his/her information about the anchor-out community. He/she states, "The oar thief was an anchor-out, a group with too many petty criminals who are allowed to have unregistered boats and dump sewage in the Bay." He also suggested that 'they', the people and authorities in opposition to anchor-outs, band together and demand action.

Well, 'they' have banded together and they call themselves 'The Coalition'. This group includes most of the area marina managers, representatives from the Alameda Police, the Alameda County Sheriff's Office, the Oakland Police

Fast Food or Fine Dining?



Sea Hawk Antifouling paint reflects the epitome of good taste. Reserved for those with an appetite for the finer things in life, Sea Hawk is the crème de la crème in antifouling solutions. Our menu comes with a written guarantee. From self-polishing to bio-engineered environmentally-friendly formulas, you can count on Sea Hawk for the well-being of your boat's underbody. Fast food or gourmet? Make the right choice for you and your yacht.

Where to find
Sea Hawk near you



OVER
35
YEARS

NEW NAUTICAL COATINGS, INC.
800.528.0997 U.S.A. Only • 727.523.8053 International

Email: contactus@seahawkpaints.com

www.SeaHawkPaints.com

**Sea
Hawk**
PREMIUM YACHT FINISHES



Family Owned & Operated since 1978

sea bags 
custom housewharf

Sails from Around the World,
Recycled in Maine.



We trade bags for Sails!
Contact christa@seabags.com for info on our sail
trade program.

Made in Maine - New Office in San Diego
(888) 210-4244 www.seabags.com



53 years of worldwide service ~ Shipping to every ocean

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

SAILS ♦ SHIP STORE ♦ CONSIGNMENT

**Brand New Coastal Cruising Sails For All Boats –
SUPER LOW PRICES**

(410) 263-4880

www.BaconSails.com

116 Legion Ave., Annapolis, MD 21401

**ESSEX
CREDIT**

- NEW
- USED
- REFINANCE



Boat Loans Made Easy®



Let our 31 years of experience go to work for you!

Call
866-377-3948

www.essexcredit.com

EQUAL CREDIT OPPORTUNITY LENDER

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

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

LETTERS

Department, the Port of Oakland, the Bay Conservation and Development Commission, the Coast Guard, and members of various fire departments, along with various people I don't know.

All of these folks have banded together to find, fund and implement a solution to the wrecked, abandoned, unsafe and illegally tied-up boats littering the waters. Included in this agenda are the 'boat trash' — I proudly count myself as one of them — who have the nerve to live on their boats in their — The Coalition's — Estuary. Their reasoning for the wholesale eviction of any and all anchor-outs in the Estuary is the same as found in the misleading and inaccurate statements made by Mr. Withheld.

Another member of our small, besieged anchor-out community managed to contact The Coalition, and we were allowed to attend a meeting. The time they told us the meeting started was in reality the last few minutes of the meeting. But we presented ourselves as legal, registered, responsible boatowners, and asked to open a line of communication to see if there was a way we could work together. We offered several ideas on the subject.



Richardson Bay is full-to-bursting with anchor-outs already.

We mentioned that leaving the Estuary and going anywhere would cost one fellow his job of several years in Alameda. We mentioned that the quarter-mile-plus row to shore would be difficult, if not impossible, for one disabled vet, who is an outpatient at the Oakland VA, as well as for one old lady who is too old and hurting to make the row to and from shore. Neither can afford a tender with an outboard, even if their boats could make it across the Bay in the strong breezes. We also mentioned the cost of living in the Sausalito area, and the problem of when the wind blows boats, not all of them derelicts, ashore by the bunch.

The Coalition is trying to make, fund, and/or find a law that will allow them to run all of us out of the sewer pond that we live in. They call it the 'Oakland Riviera'. One local marina used to hire folks to clean out their slips when showing them. The trash and slicks that collect in the slips every day had a way of putting people off. We anchor-outs play a game here called 'What's Floating By'. A doghouse was the coolest, a pan of used hypodermic needles the grossest.

During the First Lady's visit to nearby Coast Guard Island, we were offered discounted 'sneakaboard' slips for a limited time. We pointed out that trading one possibly illegal situation for a definitely illegal situation that we had to pay for, and that would quickly cost even more money when the 'special' price ran out, wouldn't be very smart.

At present, a few friends and I are anchored at the east end of Union Park in the Estuary, not far from Coast Guard Island. We have been boarded and inspected by the Coast Guard — I had zero infractions — and Alameda City Marine Police unit. Any boat not registered was given a ticket. Anyone with wants or warrants — such as my friend Steven had for smoking in the park and not showing up for a court date — was arrested. One or more of the policing agencies make a game of waking us when they run around the Estuary in their boats. They seem to have a propensity for deep wakes just as they go by



*Discover
Brisbane
Marina*

GREAT LOCATION! Just minutes to Central Bay sailing.

GREAT STAFF!

GREAT RATES! Starting at \$6.02/foot!

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

**HOME OF THE
SIERRA POINT YACHT CLUB**



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

**400 Sierra Point Parkway
Brisbane, CA 94005**

www.ci.brisbane.ca.us

(650) 583-6975

harbormaster@ci.brisbane.ca.us

Let Hydrovane sail you home safely.

WHAT IF...

- Autopilot fails
- Batteries are dead
- Engine won't start
- Steering broken
- Rudder is damaged
- Crew incapacitated



Jean and Stephanie on SV Le Letty, a Roberts 44 Ketch, in Barra de Navidad, Mexico. Hydrovane mounted with dinghy davits.

NO WORRIES WITH HYDROVANE

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



Joel on SV Compañera, a Tartan 3800, in La Paz, Mexico. Hydrovane mounted off-center to preserve the swim platform.



WWW.HYDROVANE.COM



1.604.925.2660
info@hydrovane.com

SURVIVE YOUR DREAM

Got MOLD?

Don't reach for bleach.

Whether it's mold on your boat, or mold in your home or cottage, try Concrobium Mold Control®, the #1 mold-fighting product that eliminates and prevents mold with no bleach, no harmful chemicals and no VOCs.

It's what the pros use.

Available at Svensden's Marine.

Concrobium offers boat lovers a complete, environmentally-responsible Mold-Fighting System.



www.concrobium.com/boat



West Marine®
Rigging Service

Your Sailing Resource!

- Specialty Hardware
- Technical Apparel



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

Your Complete Rigging Source!

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

Mobile Rigging Service Available

SCHAEFER
MARINE

FSE ROBLINE
WORLD CLASS YACHTING ROPES

RONSTAN

POWERLITE
FIBER RIGGING

Johnson
Marine Hardware

NEW ENGLAND ROPES
TOGETHER IN MOTION

SAMSON

facnor
FURLING SYSTEMS

Hayn Marine

LEWMAR

SmartRigging
The Intelligent Choice

HARKEN

Contact us for all of your Rigging Needs!

888-447-RIGG (7444)

or visit our Onsite Rigging Locations in:

Alameda, CA San Diego, CA Seattle, WA

730 Buena Vista Ave. 1250 Rosecrans St. 1275 Westlake Ave. N
(510) 521-4865 (619) 255-8844 (206) 926-0361

www.westmarine.com/rigging

LETTERS

us, and courteous speeds at other places they motor.

The TV coverage prior to the First Lady's coming to Coast Guard Island to christen the Coast Guard's newest ship was a set-up. Nobody wanted the local 'boat trash' to make a scene or be seen on world television. I sent an email to the President and his wife, but the only result was getting it printed in the *Alameda Sun*. The television reporter asked questions, then answered them himself. He wouldn't talk to me. I had the best looking and best working boat at the time.

Tim Darraugh, a health-challenged former member of the military, who wasn't looking too good, and whose boat had mast damage, was the one the television reporter talked to. Tim did his best to present our community in a reasonable light, but the reporter edited the piece in such a way as to make us seem like evil drugmakers. This little bit of journalistic license — or as I saw it, deliberate sabotage — caught the attention of the Coast Guard commander, who hadn't even been aware that there was a problem with boats anchored within three feet of his island.

The Alameda Police came in their boats and told us we were committing a misdemeanor in their presence, and could be arrested. Using this threat — according to the official notice from the US Coast Guard, the Security Zone wasn't in effect for another 36 hours — the police forcibly moved us without proper notice. There were small craft warnings that day and it was raining. But they scoffed when we pointed out the bad weather and difficulty of upping anchor and setting sail in poor weather.

After the police mistakenly told us we could tie up at a marina, the marina manager took one look at the weather and let us claim refuge. (Thank you, sir.) The reasoning the police used for no legal written notice was the fact that they had been coming by and threatening us for a period of a year or more. The police told us they would be back in two or three weeks to give us one ticket or another, and when they got our money they would run us out of the Estuary.

The Coast Guard representative simply asked us what we intended to do about the Security Zone that would be in effect for the First Lady's visit, and we told him we would be moving the day before the Zone was in effect. It wasn't our intent to cause problems or defy authority.

Nonetheless, we have been repeatedly threatened, given phony illegal tickets, and had notices placed on our boats by the Oakland and Alameda marinas telling us to go away. Our pictures have been taken so many times by so many agencies, marina managers and police forces that we should be paid modeling fees! We have had the police say we are drug addicts and thieves, and now the author of the letter says the same thing.

I've said all that I have to say. But you can use my name as I won't hide. I'm going to the mat on this. I *hate* bullies. I don't take from my community — not even scrap. In fact, we have helped folks learn to anchor properly, and given anchors and rode to some who needed them. We have gotten derelicts to the salvor. We saved *Kokopelli* twice before she foundered, and then arranged for the owner to get her to the salvor rather than a local landlubber speed freak who wanted to strip her for salvage and leave her to break apart. My head and holding tank are well within the law, as is my neighbor's. My current sailboat — the very old and very used — 1977 Newport 30 MK II *Rubyat* is registered and properly displays her CF number.

But please remember, it was one of the marina managers, a Coalition driving force, not the anchor-outs, who was observed by me and others to be shouting "If you want war, then this is war!" at the top of his lungs while gesturing.

**HOME TO
EMERYVILLE
SPORTS
FISHING**

Emeryville Marina

ON THE BAY

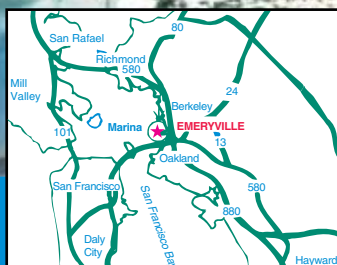
NEW SLIPS!

*Now taking reservations
for 40' to 60'*

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

**Free Wi-Fi
and Video
Surveillance**

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



MARINAS
International

(510) 654-3716

www.emeryvillemarina.com

Now \$295
limited time



SOS Dan Buoy

self-inflating
man overboard buoy

ISAF compliant
SOLAS reflective tape
SOLAS strobe

reusable
highly visible
whistle for fog
oversized drogue
replaces MOB pole
quick & easy to use
buoyancy for swimmer

Just throw!

It auto inflates!

JUST MARINE

www.just-marine.net

+1-714-329-1995

*Servicing is inexpensive, do-it-yourself,
similar to an inflatable life jacket*

Retailer opportunities available



DNV Certification Pty Ltd
QUALITY ASSURED
ISO 9001

JAS-ANZ



*Serving all your
rigging needs*

(510) 815-4420

YACHTCHECK@YAHOO.COM

SUMMER SALE!



Mercury 9.9hp
ProKicker
sailboat motor
in stock



REPO SALE

Limited repo inventory –
call or stop by today!



**2000w
Generator/Inverter**

now **\$899.00**

In Stock ~ Limited Supply at This Price!



Outboard Motor Shop

**(800) 726-2848
(510) 533-9290**

1926-2012
Your Bay Area Dealer
For 86 Years
**333 Kennedy Street
Oakland, CA 94606**
www.outboardmotorshop.com

All Prices INCLUDE freight & prep, plus tax & license only.

Effortless MOBILE PUMP-OUT SERVICE

Available for the 2013 America's Cup

- fast scheduling • frequent service
- fantastic and friendly techs
- easy payment options
- individual reports

INTRODUCING
The Grand Poobah
service for 1,000+
gallon tanks

KEEP SAN FRANCISCO BAY CLEAN WITH



www.baygreen.com
service@baygreen.com
415-621-1393

LETTERS

Thank you if you read this. Kudos if you print it.

Michael West
Rubyia, Newport 30
Oakland / Alameda Estuary

Michael — You write that The Coalition "has banded together to find, fund and implement a solution to the wrecked, abandoned, unsafe and illegally tied up boats littering the waters." With all due respect, what's wrong with that? Isn't that their responsibility?

Philosophically, we've always been favorably inclined toward anchor-outs. The problem — if we can speak frankly — is that too many anchor-out communities in California become crime centers, where too many members think the act of living on a boat means that they are above all laws. If anchor-out communities in California weren't such frequent problem areas — they aren't in many cruising areas of the world — we think law enforcement agencies would ignore them.

↑↓ WHAT'S THE FULL STORY?

In September of last year, a 25- to 30-ft sailboat went on the rocks on the Alameda side of the Oakland Estuary. She's still there. On April 26 of this year, I observed a 26- to 28-ft sailboat on the rocks between the entrance to the Estuary and the entrance to the Naval Air Station. She was still there as of May.



LATITUDE / LADONNA

**What's the full story on this
boat sinking in the Estuary?**

It would be interesting to know how these boats were lost. Surely some *Latitude* reader knows the story. Similarly it would be interesting to know the full story behind the collision of the sailboat and the tug/barge in January but I have seen no details on how that happened.

Martin Thomas
Kokopelli, Sabre 34
Alameda

↑↓ DINGHY EXPECTATIONS

After cruising for six months, we have concluded that the West Coast of the U.S. has nice dinghy docks with cleats; Mexico has decent docks or sand beaches on which to land dinghies; and the Marquesas has ugly concrete wharfs that are dinghy killers.

Until you start cruising, it's hard to appreciate that your dinghy will be used almost constantly. You will use it to go to and from shore and to visit friends on other boats. Without a dinghy, your boat becomes a jail. You will use your dinghy to transport groceries and laundry, sharp and greasy engine parts, and just about everything else you can imagine.

If you're going cruising across the Pacific, you've no doubt spent tens of thousands on the cruising platform that is your boat. But don't be penny-rich and pound-foolish by going cheap and chintzy on your dinghy. If you 'save' money by buying a glorified pool toy instead of a real dinghy, you'll regret it every time you use it!

Before you buy a dinghy, study up on the various brands and what types and fabrics they offer. Not all are made for rugged use. Most manufacturers will offer options to make your inflatable more useful or durable. For example, a second rub rail, lifting or towing eyes, grab handles, under-seat storage, steering consoles and keel guards.

COME VISIT COYOTE POINT MARINA

The Peninsula's Complete Recreational Destination!



BERTHING

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



FUEL DOCK & PUMP OUT

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

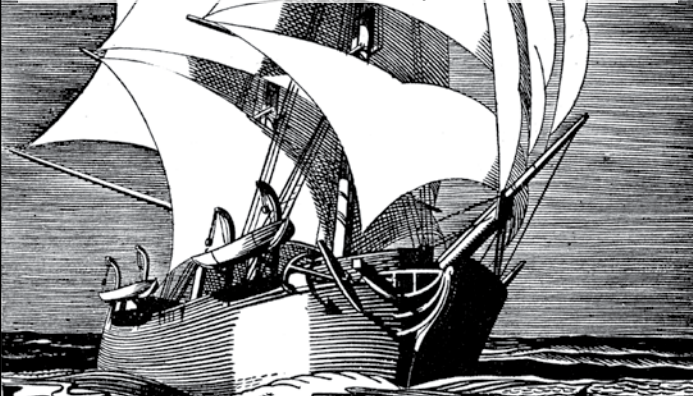
**Fuel Dock
currently closed
for repairs.**

COYOTE POINT MARINA ~ 1900 Coyote Point Drive • San Mateo

650.573.2594

"The chief mate of the Pequod was Starbuck, though born on an icy coast, seemed well adapted to endure hot latitudes...He was by no means ill-looking; quite the contrary. His pure tight skin was an excellent fit; and closely wrapped up in it. Starbuck seemed prepared to endure for long ages to come, and to endure always, as now; for be it Polar snow or torrid sun, like a patent chronometer, his interior vitality was warranted to do well in all climates."

— Herman Melville, 'Moby Dick', Chapter XXVI



**CLASSIC CANVAS
STARBUCK CANVAS WORKS**
415•332•2509

67 Liberty Ship Way, Sausalito, CA 94965
"Unless you just don't care."



**THIS YACHT MAINTAINED
BY:**

Stem To Stern

**FOR ALL CONCERNS, PLEASE CALL:
(510) 681-3831**

Responsibilities of the

In-port Captain

Yacht Security • Cruise Preparation
Maintenance Scheduling • Delivery Services

- | | | |
|---------------------|--------------|-------------|
| • Hull Cleaning | • Brightwork | • Pump-Out |
| • Washdowns | • Mechanical | • Boat Yard |
| • Interior Cleaning | Service | Set-up and |
| • Detailing | and Repair | Management |

Check out our website for a list of all our services at
www.StemtoSternSF.com
or call (510) 681-3831

We Take the Work Out of Owning a Boat

COOL, COMPACT 12V DC* AIR CONDITIONING

from



*Powers through 700w inverter



Enjoy year-round cabin comfort with this new breakthrough, efficient air conditioning unit.



SWEDISH MARINE

1150 BRICKYARD COVE RD., SUITE B6
PT. RICHMOND, CA 94801 • (510) 234-9566

REJOIN THE RACE REPOWER WITH VOLVO PENTA



BIG DISCOUNTS WHEN YOU REPOWER WITH VOLVO PENTA D1 OR D2 ENGINES

REPOWERS WITH VOLVO PENTA D1-13 (12 HP)
10% discount + \$500 when you recycle your old engine

REPOWERS WITH VOLVO PENTA D1-20 – D1-75 (19-75 HP)
10% discount + \$750 when you recycle your old engine

- Helmut's will give 10% discount on the net price of your new engine.
- Helmut's will rebate \$500 per D1-13 repower OR \$750 per D1-20 – D1-75.
- All recycled engines become the property of Helmut's Marine or its designee.
- Subject to cancellation or change.



VOLVO PENTA

For more information, contact your nearest
Volvo Penta Authorized Service Dealer:

Helmut's Marine Service, Inc.
San Rafael, CA | (800) 326-5135



LETTERS

Once you get your dinghy, you might want to consider additions. For instance, dinghy wheels, which are critical for getting dinghies up beaches in Mexico, but aren't much use anywhere else. Or dinghy chaps. If you're going cruising, everything you can do to protect your dinghy's skin is a worthwhile investment.

However, you don't want too many options or additions, because it's



M. MOYER

Be sure to protect your dinghy with chaps.

also important to keep your dinghy as light as possible, no matter if you're going to deflate it and store it on deck during passages, or if you're going to have it hanging off the back of your boat from davits.

There are many choices in outboards, too. Some cruisers have to have a big enough engine to plane so they can explore all over. Others are happy with a smaller one that doesn't burn as much fuel. Then there's the issue of two-stroke versus four-stroke. Two-strokes are lighter but they burn a third or more as much fuel. Four-strokes are heavier and more complicated if repairs are needed.

No matter what kind or size of outboard you have, it must be reliable. If it doesn't start easily every time, either have it serviced until it does start easily or get rid of it. No cruiser wants to carry around an outboard-shaped pile of rust. Remember that your significant other must be able to start the outboard easily, too. If she can't, you're not going to have a happy ship.

Just as a patch kit is mandatory for an inflatable, so is a spare parts kit for the outboard. You may not know anything about internal combustion engines but local mechanics and other cruisers can do wonders — but only if they have the proper spare parts. And don't forget the oars. Inflatables don't row well, but if you get bad fuel or have some other problem, they are better than nothing.

If you're going cruising, buy quality — you'll be glad you did.

M. Moyer

Cherokee Rose, Alajuela 48
Newport Beach

M. — We couldn't agree with you more about buying a quality inflatable. Don't get one made of cheap material, because if it gets caught under a cement wharf, stuck under someone's windvane, or god knows what else, you want it to have a fighting chance to survive. We've had great luck with Caribs and ABs, but there are other fine brands, too.

We've owned a number of outboards over the years, and found them to be surprisingly reliable. While we've had great luck with Suzukis, Hondas and Nissans, our favorites have been Yamahas, in part because they seem to have the best repair and parts network outside the States.

⚠️ LET THE BUYER BEWARE

I saw the letter from the people who say they were badly misled about the used liferaft they bought from an individual in San Diego before getting ready to set sail across the Pacific.

The enclosed photo shows how we sell used liferafts at Minney's Yacht Surplus in Newport Beach. We pop them open and sell them 'as-is' at give-away prices, with the buyer

Add More Fun and Enjoyment to Your Sailing Experience with Quantum Sails



New Sails

- Racing
- SuperYachts
- Cruising
- OneDesign
- MultiHull

Service

- Sail Washing
- Repairs
- Re-cuts
- Multi-point Inspections
- Installation & Removal
- On-the-water Evaluations & Coaching

QUANTUM SAIL DESIGN GROUP
WWW.QUANTUMSAILS.COM



Quantum Pacific • 1230 Brickyard Cove • Pt Richmond, CA 94801 • 510-234-4334 • sanfrancisco@quantumsails.com

Photography: Billy Black

SAN DIEGO'S RIGGING CENTER

Official
Sponsor
2013
BAJA
HA-HA

since 1983



Proudly serving for over 25 years

Safe, cost effective,
professional rigging solutions.

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

Design consulting • Commissioning
Refits • Custom line and hardware

WE SHIP
RIGGING
WORLDWIDE

2805 Cañon St., San Diego CA 92106
619.226.1252
www.pacificoffshorerigging.com

License #OE32738

TWIN RIVERS MARINE INSURANCE AGENCY, INC.

"Your Boat Insurance Specialists"

7 Marina Plaza • Antioch, CA 94509

At The Antioch Marina

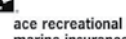
38° 1' N 121° 49' W • Buoy 4 Red - On the San Joaquin River

Private Pleasure / Commercial Risks
Classic Yacht Programs



- West Coast
- Atlantic
- Mexico
- Hawaii
- East Coast
- Pacific
- Caribbean
- Alaska

Representing...



Shop Your Renewal & Save • Flexible Survey Requirements

Insurance made simple, affordable and effective.

Broad Navigational Areas • Liveaboards

Years of unbeatable experience to match your needs to the right product.

Agreed Value Policies • Fuel Spill Liability

Get an online quote: www.BoatInsuranceOnly.com
(800) 259-5701

OFFSHORE

Racing or Cruising
Offshore?

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

INSHORE

Cruising the Delta or
the coast of Mexico?

A quality, hypalon
tender is the way to go!

SAL'S
INFLATABLE
SERVICES, INC.

PHONE (510) 522-1824

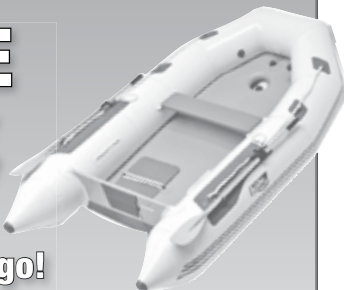
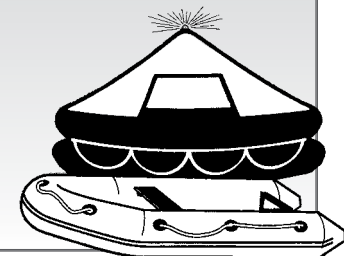
FAX (510) 522-1064

1914 Stanford St., Alameda 94501

salsinflatables@sbcglobal.net

www.salsinflatablestudies.com

SALES • SERVICE
RENTAL • REPAIR



LETTERS

knowing they may not be returned for any reason.

Ernie Minney
Minney Yacht Surplus
Newport Beach



ERNIE MINNEY

Used liferafts might be best used for a cockpit shade, not saving lives.

Ernie — We think you're a brave man to sell used liferafts because, no matter what warnings you give the buyers, if somebody dies there is sure to be a lawyer for the estate who will scream "implied warranty." And that's even if some do-it-yourselfer decides that he/she doesn't need to use a certified repacker to put the raft back together.

Mind you, not that we have anything against the concept of used liferafts. Profligate carries one that we purchased used from one of the largest liferaft retailers.

THE 150-QT COOLER IS THE BEST UPGRADE

I just wanted to weigh in on subject of white boat interiors and LEDs. First, I changed all my boat lights over to LED. Wow, what a difference! More light from less power.

I also removed all the interior wood and carpet when I rebuilt my Cal 2-27 *Carmela*, and replaced it with stuccoed overhead and walls. As a result, my boat feels like an apartment down below. When we did last year's SoCal Ta-Ta, we had six people aboard. Thanks to the stucco, no one felt claustrophobic, and when the Champagne corks flew at night, it was easy to clean the painted interior.

For those who are interested, I purchased *Carmela* for \$500 and spent \$4,000 to completely strip the interior and make her into a comfortable cruiser. She has over six feet of headroom below, a full head, a v-berth and a large living area with a full dining table. My personal favorite is the small but complete apartment-sized galley.

I removed the inboard engine and related wiring and stuff to make an already large interior even larger. A lot of over-built construction techniques went into this boat to make it very bluewater-capable. For example, I quadruple-stayed the mast on both sides and triple-stayed the mast to the transom, triple-stayed at the stern, and double-stayed the mast to the bow. The result is that no one wire failure can bring the mast

down. I added thru-bolted grab rails on the inside and topside. I also built a watertight bulkhead that seals off the rudder from the rest of the boat in case it's broken off. And, yeah, I've got an ugly 150-quart cooler full of food and beverages on a platform hanging over the stern. I can feed an army of party-goers.



COURTESY CARMELA

Pre-paint-job 'Carmela' sports a 150-gallon 'ice box' on a specially built transom platform.

Readers can check out the interior of *Carmela* on my blog, jeanmondeau.blogspot.com.

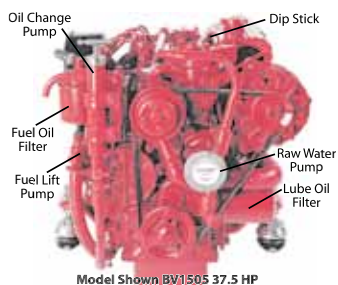
Jean Mondeau
Carmela, 1975 Cal 2-27
San Leandro Marina



**Marine Mechanical Repair
Electrical Repair & Upgrades
Installation Specialists
Full Service Shop
Yacht Sales with HMR**

BETA MARINE WEST

Engineered to be
serviced easily!



Model Shown BV150S 37.5 HP



Dealer for Suzuki
Outboards

400 Harbor Drive, Sausalito, CA 94965

(415) 332-3507

www.betamarinewest.com
www.hirschfeldyacht.com

RARE OPPORTUNITY!

Two 40' Covered Slips, a 62' Slip & a 96' End Tie Available

LOCH LOMOND MARINA

**Completely Rebuilt Marina • Gas & Diesel Fuel Dock • Free Pump Out Station
Modern Launch Ramp • Guest Slips Available • Marine Mechanical Boat Repair
Arena Marine Supply Store • Andy's Local Market • Bait Shop
Land or Sea Canvas • Windjammer Yacht Sales • Loch Lomond Yacht Club**

110 Loch Lomond Drive, San Rafael, CA 94901

Phone: (415) 454-7228 • Fax: (415) 454-6154

www.lochlomondmarina.com

Harbor Master – Pat Lopez • pat@lochlomondmarina.com

Custom Canvas & Interiors



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



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

www.gianolacanvas.com



Albatross Boathouse Home of THE DINGHY DOCTOR

SALES AND SERVICE OF INFLATABLE BOATS AND OUTBOARDS
www.thedinghydoctor.com

3302 Kurtz St., San Diego 92110 **619-804-6921**



**Come see
our 8,500 sq. ft.
indoor showroom at
our new location
off I-5 & I-8**



Powered By Honda

Run with the Leader!

Inflatable boats and RIBs of all sizes
fully rigged with Honda outboards.
We offer complete service on all Honda
outboards with computerized diagnostics
& factory trained technicians.

Achilles, AB, Caribe, Fiji and Taurus Inflatable Boats
Klamath and Bayrunner Aluminum Boats

Powered by Honda

Always wear a personal flotation device while boating and read
your owner's manual. 2008 American Honda Motor Co., Inc.®



**HONDA
MARINE**

SUMMER ON THE SOUTH BAY!



SEQUOIA YACHT CLUB

441 Seaport Blvd.
Redwood City, CA
37° 30.144' N / 122° 12.702' W

Junior Sailing

2012 Garrett Horder Award
Best Junior Sailing Program
on the West Coast

Club Cruise-ins Welcome

MEMBERSHIP OPPORTUNITIES NOW AVAILABLE!

www.sequoiayc.org

Racing

Beer Can Racing: Wednesday nights,
Piano Bar after the race

Summer Series

- #4 July 20
- #5 August 17

Single-handed Series

- #4 Sept. 28

Moonlight Marathon: July 13

Westpoint Marina Regatta: July 27

Hannig Cup: August 28

Barth Race: Sept. 21

Social

Island Time Party*: July 27

Western BBQ*: Sept. 20

Oktoberfest*: Sept. 28

Drop-in Dinners*:

7/12, 7/19, 8/23, 9/13, 9/20

* Members, Guests and Reciprocal Club Members Only Events

Other Activities

Cruise-outs:

- South Beach Marina: July 20-21
- Delta YC: August 5-10
- Half Moon Bay: August 31 - Sept. 2

LETTERS

Jean — Although it might be detrimental for sailing upwind in chop or sea, the 150-quart cooler hanging off the back is our favorite improvement.

For those who might have missed the announcement, the second SoCal Ta-Ta for Cruisers — from Santa Barbara to Catalina with stops at Santa Cruz Island, Paradise Cove and King Harbor — has been postponed until next summer because of the America's Cup.

↑↓ADVICE ON TOMALES BAY

I'm interested in taking my Sabre 38 *Aegea* up to Tomales Bay from San Francisco. According to Bob and Carolyn Mehaffy's *Cruising Guide to San Francisco Bay*, it should be possible, if timed correctly, to take a deep-draft sailboat into Tomales Bay. But I'd like to hear some more recent accounts. I'd love to hear from fellow *Latitude* readers who've been there.

John Zeratsky
Aegea, Sabre 38
San Francisco

↑↓NEVER ENTER ON AN EBB

The San Francisco Station of the Cruising Club of America makes an annual cruise to Tomales Bay, usually in September. The important thing is to enter Tomales Bay on a flood, ideally just before the peak of the flood current when the tide is high. A boat with 6.5-ft draft can make it under those conditions. Under no circumstances should a yacht enter Tomales Bay on an ebb current.

If fog obscures your visibility, back off and go up to Bodega Bay. Be sure you can see the marks at the entrance. One of our members lost his boat on the bar when he allowed an inexperienced helmsman to proceed in the fog and missed the channel.

John E. Sanford
Historian, Cruising Club of America, SAF
Tiburon

↑↓TO DOG-LEG OR NOT TO DOG-LEG

We go into Tomales Bay at least once a year, usually in the fall with the Stockton Sailing Club. We hug the peninsula side, and dog-leg out at a spot called the 'rapids' where we see the most shallow water. This year we saw three feet under our five-ft draft on a rising tide. A Hunter 41 that draws seven feet was with us and had no problem.

Normally we anchor at White Gulch, which is a magical place. It has abundant wildlife, including elk, which come down to the water in the morning. This year we moved to Heart's Desire, a Tomales Bay State Park beach with tables and barbecue facilities for a potluck.

Doug, a friend from Bodega Bay, joined us with his boat *Pelican*, and on the way out of the Bay had us stay right against the peninsula, within 100 feet of shore, and not dog-leg out for the 'rapids'. We didn't see less than seven feet. Doug has been going in and out for close to 25 years.

We only enter the bay in benign conditions. We first look for small fishing boats on the bar. If they are there, we've never had a problem. If they aren't there, we're more cautious, but rarely turn back. One time a wave started to break on the bar when we were leaving, and we can visualize how it could become dangerous fast.

Jim & Julie Focha
Worldwind, Westsail 32
Stockton

Jim and Julie — Is the channel always in the same place,

BLUE WATER YACHT INSURANCE

Blue Water Yacht Insurance covers more active cruising boats than any other marine agency in the Western Hemisphere.

Our Insurance Programs Provide:

Crew of two anywhere • Worldwide Navigation
Charter Boats • Multihulls • Liveaboards • Racing Boats

Quality Rated Insurance Companies

Boats aged 1 to 40 years • "Agreed Value"

"All Risks" • "New for Old" replacement partial losses

Hulls valued \$50,000 to \$25,000,000

Worldwide Health Insurance

International and USA health insurance plans at affordable prices.



Call Toll Free (866) 463-0167

Fax (866) 795-3707

sales@bluewaterinsurance.com

Quote requests

Visit our website

www.bluewaterinsurance.com

COMBINING A LOVE FOR WINE *with*
A PASSION *for* SAILING.



Dry Creek
VINEYARD

THE OFFICIAL
SINCE  1972
WINE FOR
SAILORS™

"The good folks at Dry Creek are committed to our sport and to making great wine."

— Peter Isler, two-time America's Cup winner

Official Supplier of Artemis Racing — Challenger 34th America's Cup

POST OFFICE BOX T • 3770 LAMBERT BRIDGE RD • HEALDSBURG, CA 95448 • 707-433-1000 • drycreekvineyard.com • © 2013 Dry Creek Vineyard, Healdsburg, CA



MEXICO CRUISERS STEP ONE:



MAKE A RESERVATION AT MARINA EL CID
FIVE STARS FULL SERVICE MARINA
MAZATLAN

*You'll get such a great "impression"
from our marina services and beaches,
you may never leave!*



El Cid
RESORTS
mazatlan • cozumel • cancion

www.elcidmarinas.com

011-52 (669) 916-3468

marinaelcidmazatlan@elcid.com.mx



CDI
Cruising Design, Inc.

The best value and reliability

- Mainsail and Jib reefing
- The only U.S. patented furling system for Cruising Spinnakers
- Manage all your sails safely from the cockpit!



607.749.4599

www.sailcdi.com

sailcdi@verizon.net

Tired of being

COLD AND WET?

Get some protection from wind and spray!

SAIL in COMFORT

with a dodger from Cover Craft

*All sewing in Tenara thread.*

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

560 W. Cutting Blvd., #2

Richmond, CA 94804

Inside the KKMI boatyard

(510) 234-4400Quality
Yacht
Canvas**Rare Sailboat Berths
Available NOW!**

in the beautiful Sacramento Delta Bay Marina

- Close to San Francisco, Sacramento, and Stockton -
 - 150 open and covered slips -
 - 35' - 55' with end ties up to 80' -
 - Water and electricity at each slip -
- Free pump-out service to monthly berthers -
- Discounted camping and cabin rentals for guests -
- Large river deck with a new BBQ and bar -

*join us July 20th for the***Delta Doo Dah BBQ******call for special summer rates!****950 West Brannan Island Road, Isleton, CA 95641
(916) 777-4153 • www.sacdeltabaymarina.com**LETTERS***or does it change from year to year?***↑↓ BE SURE YOU CAN HOLD IT**

There are no pump-out facilities for holding tanks on Tomales Bay, which is home to oyster farms for human consumption. Cruisers should have adequate holding tank capacity for the duration of their visit.

Brian O'Neill
Akvavit, Cheoy Lee 44
Napa

Brian — *Hog Island Oyster Company still operates on the bay, but the NPS is trying to shut down Drakes Bay Oysters at Drakes Estero. The owners are contesting the ousting, and are waiting on an appellate court ruling. Regardless, nobody should ever flush in a place like Tomales Bay.*

↑↓ THE REASON THE TOMALES BAR CAN BE DANGEROUS

We have entered Tomales Bay a number of times aboard our 43-ft cutter, and once we decided against risking it. Entering is more dangerous than leaving, but both require vigilance.

We suggest entering 30 to 45 minutes before high water in the morning before the afternoon breezes have come up. If you touch or ground on a rising tide, chances are better that you can get off safely.

The time we declined to enter, we had made our approach in the afternoon after a swell had come up. As soon as we passed the outer buoy (R2), a big wave began to get steep, so we turned away.

Thick fog is common at Tomales, and it can add to the attractions of the place. But if it's foggy, it's too dangerous to enter. Even radar isn't enough, as it doesn't help you see waves coming from behind. We once left Tomales in the fog, but it was much more risky than if we'd been able to see. If a schedule requires departure at a particular time, it might be better not to enter in the first place, because you don't have to risk leaving under adverse conditions.

According to the authorities at Bodega Harbor, fatalities are relatively common at the Tomales Bay entrance. Most of them appear to be associated with open boats. On the occasion that we left the bay in thick weather, a fellow in an open boat, with one outboard and no compass, approached us out of the fog to ask for the direction to the entrance. We had just crossed the bar and knew that there were three-ft breakers at the time. It was then that we realized why the Tomales Bar can be so dangerous.

The line we have followed has always been mark-to-mark. The latest version of the chart shows the assumed position of a pipe on the bar where there used to be a buoy. Our line leaves the assumed position to starboard by a small margin on entry, but I have never actually seen the pipe. Others prefer to favor the Tomales Peninsula, leaving the assumed position to port. Inside the bay we have always stayed in the main channel, where we have never touched the ground near the time of high water, even on the shoal whose depth is marked at half of our six-foot draft.

Rick Boyce
Paloma, Hans Christian 43
San Francisco

↑↓ TOMALES BAY CRUISE ITINERARY

Tomales Bay is one of my favorite places in the world. I've coordinated the Stockton Sailing Club's cruise — a week to 10 days — at least 15 times since my first trip there in 1990. We go in September or early October. I was there in September



MODERN SAILING SCHOOL AND CLUB

SAUSALITO, CA
(415) 331 - 8250

www.ModernSailing.com

GET YOUR
US COAST GUARD
CAPTAIN'S LICENSE

SEPT. 30 - OCT. 11

first week: M-Sat, 9am - 5pm
second week: M-F, 9am - 5pm

OUPV LICENSE - \$995

100 TON LICENSE - \$1195

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

LATITUDE 38 SPECIAL

**Basic Keelboat Course
(ASA101)**

\$500*

*offer
expires on
August 1, 2013

*normally priced
at \$650

START SAILING
LESSONS TODAY!



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

SAIL FOR A CURE



LEUKEMIA &
LYMPHOMA
SOCIETY®

LEUKEMIA
CUP REGATTA®

Call Us For
More Information

Be part of the program that gives new sailors an opportunity to experience the thrill of sailing while raising funds to fight blood cancers and help patients live longer, better lives.



CELEBRATING 30 YEARS OF SAILING SF BAY

Ventura Harbor Boatyard

*"Quality & Attention To Detail Is Our Commitment
To Customer Satisfaction"*

TWO TRAVELIFTS
HAULOUTS TO 160 TONS
FULL LINE OF MARINE SERVICES



(805) 654-1433 www.vhby.com

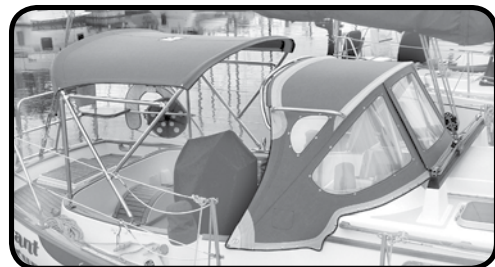
1415 Spinnaker Drive, Ventura, CA 93001



Check
out our
"Must-See"
website!!

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


Dodgers • Bimini Tops • Enclosures



206-849-2274

www.iversonsdesign.com

Captain's License

Maritime  Institute

Captain's License Training

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

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

Toll Free: 888-262-8020
www.MaritimeInstitute.com

LETTERS

of 2011 and 2012 aboard a Hunter 34, which I recall draws 5.5 feet.

My strategy has usually been to leave San Francisco Bay at the end of the ebb or the beginning of the flood at the Golden Gate, when that occurs around dawn. That lets me get around Pt. Bonita and up the Bonita Channel before the flood gets serious. I then go straight through to Bodega Bay and overnight at Spud Point Marina. Depending on the wind, I can usually get into Bodega in about 12 hours.

When the Golden Gate tides are as described around sunrise, it means the time you'll want to enter Tomales the next day will be late in the morning. You want to cross the bar at the end of the flood and before the wind comes up. Depending on the height of the tide, you should have about 10 feet or more on the west side of the Tomales Bay entrance.

The charts show something like eight feet over the bar at MLLW, but it is actually somewhat less than that. The deepest section of the bar is to the west along Tomales Point. As you reach the Tomales entrance buoy 'TB', you get a pretty good idea of conditions at the bar. Also, if you see fishing boats crossing the bar, that will tell you what to expect as well. The last few times I've entered Tomales, it has been a piece of cake. You want to use the same strategy leaving the bay. You'll have some current to buck as you leave, but not too bad if it's in the last hour or so of the flood.

One problem is that there is a tide gauge for height at the Tomales entrance, but not for currents, so you have to interpolate.

Peter Hine
Enigma II, Catalina 27
Stockton

NAPA VALLEY MARINA = SERVICE

CALL
US
TODAY!



- Engine repair – diesel and gas
- Shaft Alignment
- Outdrive repair
- Bottom Jobs –
- Gel Coat Repair
- AWLGRIP** Paints

WE CAN HAUL LARGE CATS/TRIMARANS

California's Largest Dry Storage Facility

NAPA VALLEY MARINA

1200 Milton Road • Napa, CA 94559
(707) 252-8011 • Fax (707) 252-0851
www.napavalleymarina.com

Marina • Boatyard • Chandlery • Brokerage

Dealers for
YANMAR

Interlux
yachtpaint.com

Distributors for *Brownell*
Boat Stands

↑↓ THE MOST EXCLUSIVE RACE IN ST. BARTH

The Wanderer often writes about the three great sailing events in St. Barth — the Bucket, the Voiles and the West Indies Regatta. But he's missing one. In fact, it's the one that has far more sailors wanting to race than there are spots.

My husband Greg and I, who cruised our Morgan Out-Island 41 *Scirocco* from the West Coast into a hurricane in Florida, recently bought a Formula 18 Nacra Infusion. Nothing like a racing catamaran to spice up a relationship! We keep our 396-lb boat in Redwood City, and have been training on it about four days a week. We get the help of F18 guru Phillip Meredith, who has spent dozens of hours coaching us.

We love the consistently strong winds of San Francisco Bay, but let's face it, it's cold! Come winter, it would be nice to strip off our wetsuits and sail in warmer waters. And let's be honest, I'm jonesing for a cheeseburger in paradise.

It just so happens that from November 18-26, St. Barth will play host to the 6th annual Cata Cup for F18 catamarans. Over half of the 50 entries are former Olympians, world champions, or America's Cup sailors. Competitors include America's Cup Oracle Racing Team coach Darren Bundock, four-time Olympic gold medalist Enrique Figuerola, European world champion and Olympic sailor Carolijn Brouwer, and two-time Olympic medalist and 10-time world champion Mitch Booth.

The other half of the spots go to whoever signs up first, but with quotas for different areas. There will be 10 French teams, 15 non-French European teams, and 20 from the West Indies, Americas and the rest of the world. The nine boats from the U.S. and Canada that are going include three-time North American champion John Casey, who is campaigning to represent the U.S. in the 2016 Olympics in Brazil.

The demand for spots in the Cata Cup was so great that they were all gone in 8 minutes and 34 seconds! They could

CLOSED
JULY 12-20

MARKET RESEARCH

*To know the ropes, there's
nothing like being 'out there'.*



Easom Racing and Rigging has
15 Transpacs under their belts.
We know the ropes because
we're on the
race course.

Yes, top down furling
only works with

 **futurefibres**
TDF cable.

We have it – call today!

**WE'RE
HIRING!**



Easom Racing and Rigging

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

Call for estimate.

(510) 232-SAIL (7245)

www.easomrigging.com

HERITAGE MARINE INSURANCE

MARINE INSURANCE SPECIALISTS

**Your best source for Yacht and Boat Insurance
tailored to your needs and competitively priced**

We Insure:

Sail or Power ♦ Classic or Contemporary
Fiberglass ♦ Aluminum ♦ Steel ♦ Wood

At Heritage Marine Insurance you will find knowledgeable
insurance professionals who provide superior service
and the finest coverage available today.

To be sure you're getting the best insurance value
please contact us for a quote.

www.heritagemarineinsurance.com

800-959-3047

Fax 860-572-5919

classics@heritagemarineinsurance.com

Program available exclusively through:



KISSINGER CANVAS

Marine Canvas & Interiors
STEVEN KISSINGER

(925) 825-6734

Covering the Entire Bay Area



- Biminis
- Boat Covers
- Cushions
- Sail Covers
- Headliners
- Awnings

DODGERS

Side handrails and window covers
included.

OPTIONS

Aft handrail, dodger cover,
sailing bimini.

Free Estimates and Delivery

McDERMOTT COSTA

insurance brokers - est. 1938

Commercial Operations

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

Recreational Inshore/Offshore

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



CALL FOR
2013
QUOTES



Lic. #OB21939

BILL FOWLER – Marine Specialist
McDERMOTT COSTA INSURANCE
(510) 957-2012 Fax (510) 357-3230
bfowler@mcdermottcosta.com



Defender®

Marine Outfitter Since 1938

THE BRANDS YOU WANT AND TRUST IN STOCK FOR LESS!

Raymarine®

Item 258869



SPX-5 Wheel Pilot System Pack with p70 Control Head

- Rate gyro with SRS & AST for Superior Performance
- SeaTalk, SeaTalk^{NG} & NMEA 0183 Compatible
- Ideal for Sailboats up to 16,500 lbs.

List \$1689.99

ONLY \$1486.99



defender.com ★ 800-628-8225

Most orders placed by 4:30PM ET ship the same day!
No sales tax on orders shipped outside of CT!

LETTERS

have gotten many more entries, of course, but they want the event to be "on a human scale."

Well, guess whose entry was accepted? That's right, ours! Greg and I will be racing against Olympians, world champions and America's Cup sailors.

In 2001, Greg and I met and fell in love on the Baja Ha-Ha. After sailing over 10,000 miles together, we're thrilled to be included in the Cata Cup. We may have jumped in over our heads, but we've pushed our doubts aside and let our excitement take over.

Each entry will be sailing their own boat, so we're going to take down the mast in Redwood City and drive our F18 to Sarasota, Florida, to compete in the F18 National Championships in October. From there, we'll pack our boat on a container and ship it to St. Barth. Three Cata Cup containers leave Europe in October, and in November Cata Cup containers leave from Miami and various ports in the Antilles.

"The loading is the start of the event," says Helen Guilbaud. "The day the containers are opened in St. Barth and everybody is reunited with their F18 is almost touching. When everybody finds their toy, they are so happy."

Each of the four race days will start with breakfast at the race village. Then there will be racing on courses off Baie St. Jean, as well as the mandatory around-the-island race. In

the afternoon, everybody has lunch together. After dinner, there will be festivities at Nikki Beach.

Part of the shebang — the hotel, food, rental car, and shipping the boat from Miami to St. Barth and back — is

Greg and Cherie Sogsti will be sailing in St. Barth's most exclusive regatta.

costing us \$1,000. Unfortunately, the other half of the shebang is our expense getting the boat and ourselves to Florida and back. But we're sure it's going to be worth it.

If you've got six minutes and want to feel jealous, check out the video from last year's event at www.stbarthcatacup.com/fr/pages/accueil/1. By the way, the guy playing the guitar in the blue shirt is the longtime president of St. Barth.

Cherie Sogsti
Redwood City



CHERIE SOGSTI

REPLACING OVER REBUILDING

Good day from *Angel Louise* in Mahon, the capital of the Spanish Balearic Island of Menorca. We let the oil in our port Yanmar diesel run out — it's long had a slow external leak — while on our way from Sardinia to Menorca. It resulted in a cracked head or block, or perhaps a blown head gasket. Regardless, we found antifreeze mixed with what was left of the oil in the sump. This was not a good thing.

Latitude readers have previously debated the pros and cons of rebuilding diesels versus replacing them with new ones. We'd lost of the use of the starboard engine on the Danube River last summer and ultimately repowered with a new Yanmar in Turkey last fall. But we kept all the old parts from the replaced engine, thinking we could use them when it came time to overhaul the port engine. But we ultimately changed our minds on a doing a rebuild to the port engine. After all, she's a 20-year-old Yanmar 3JH2E with 7,800 hours. In addition to the small oil leak, she's been burning an increasing amount of oil, resulting in smoke and some water pollution.

OASIS IN THE HEART OF MONTEREY

new Expanded Guest Slips to 200-ft!

Breakwater Cove Marina
at the historical entrance to Cannery Row
Central to the best of Monterey

Deep Water

Your Perfect Summer
Cruise Destination
Boating clubs welcome

Reservations: Diane (831) 373-7857
www.montereybayboatworks.com

**WE WANT
YOUR
BOAT LOAN**

**STERLING
ASSOCIATES**

**NORTHERN CALIFORNIA
REPRESENTATIVE**
Bill Kinstler
866-486-2628

WEST COAST REPRESENTATIVE
Max Salvater
888-898-2476

HIT THE WATER WITH A GREAT RATE!
RATES AS LOW AS
4.25%
APR

Visit us at...
www.boatbanker.com

CONVENIENCE!



Service at your slip, our slips, our shop.



Full service, wherever and whatever your need.

HANSEN RIGGING

2307 Blanding Ave., Alameda • 510.521.7027
www.hansenrigging.com





RICHARDSON BAY MARINA

formerly Kappas Marina

MODERN FACILITIES IN A WELL-PROTECTED HARBOR

Concrete Dock System

Well Maintained Facilities

Beautiful Surroundings

- DEEP WATER BERTHS: BASIN AND CHANNEL DREDGED
- CARD KEY SECURITY SYSTEM
- DOCK CARTS
- PUMP OUT STATION
- AMPLE PARKING
- CLEAN SHOWER AND TOILET FACILITIES
- WITHIN WALKING DISTANCE: MARKET/DELI, LAUNDROMAT, RESTAURANT
- AT EACH BERTH: LARGE STORAGE BOX, METERED ELECTRICITY, PHONE HOOKUPS, WATER

BERTH YOUR BOAT IN SAUSALITO

415 332-5510 www.richardsonbaymarina.com

100 Gate Six Road, Sausalito • Fax 415 332-5812



McGinnis Insurance

Since 1972

We Specialize in Coverage for Yachts and Boats
with Agreed Value Policies.

We Only Represent "A" Rated Companies.



Mexico Year Round

Call us at: **800-486-4008**

mcginnisins@aol.com License #0570469

LETTERS

So after considering all the issues involved — including the cost — Sue and I have reached an agreement with the Mahon Yanmar dealer to buy a new 3JH5E diesel engine (38-hp), which comes with a two-year warranty. It will be identical to the Yanmar 3JH5E engine we purchased last fall for the starboard side. One consideration was that our insurance covers engine damage if the engine is less than 10 years old. Another consideration was that we got the engine at 20% off retail, tax-free, and including the cost of labor.

We make the 30% down payment on the engine tomorrow,



ED KELLY

Not good.

at which point it will immediately be shipped from the Yanmar dealer in Barcelona, arriving by the end of the week. Tomorrow we will move *Angel Louise* to a dock controlled by the engine dealer, where we'll remain until the installation is complete. On Saturday we'll go to the city's commercial docks — which are closed that day — to have a crane offload the old diesel and load the new diesel. By Tuesday of next week, our engine should be installed and certified, allowing us to

leave here and continue west across the Med. We are relieved and happy, and believe the new engine will serve *Angel Louise* and us for many years to come.

Ed & Sue Kelly
Angel Louise, Catalac 36
Des Moines, Iowa

Ed and Sue — Based on the number of unsuccessful engine rebuilds we've heard about lately, we think matching your other new engine was probably the way to go. And if you have to do it, what better place than Mahon? We don't know who judges these things, but its three-mile by 900-yard wide natural harbor is said to be the second deepest in the world. All we know is that it would be a perfect place to have an Olson 30 for a summer month of intimate harbor exploration.

Looking at the goo from your oil sump reminds us that Mahon is the birthplace of mahonnaise, that combo of egg yolk, oil and vinegar that is as delicious as it is fattening.

⚡ THE DIFFERENCE IN LITHIUM BATTERIES

In last month's *Letters* about exploding lead acid batteries, a self-described professional marine electrician said words to the effect that lead-acid batteries look baby-safe by comparison to LiCo batteries, as "Boeing was finding out."

Please. First of all, one would think a "marine electrician" would know the difference between LiFePo battery chemistry used in house service on boats and LiCo chemistry used by Boeing on airplanes. Second, I have 700-amp LiFePo batteries installed and working on my Kelly-Peterson 44. I have dead shorted the same 700-amp cells and found the results to be much tamer than a lead acid battery explosion. LiFePo batteries produce a lot of smoke and a burst — as in expansion — of the PVC case, but no explosion, fire or acid. In fact, the resultant short and reaction didn't even melt the PVC casing of my batteries.

When used with minimum of charge and discharge controls, LiFePo batteries are safer than lead acid batteries and potentially could last 10 times as long. The LiFePo mode



\$7.00/FT • DEEP DRAFT



OWL HARBOR MARINA – LIKE NO OTHER.

ISLETON, CALIFORNIA
OFF THE SAN JOAQUIN – CHANNEL MARKER 41

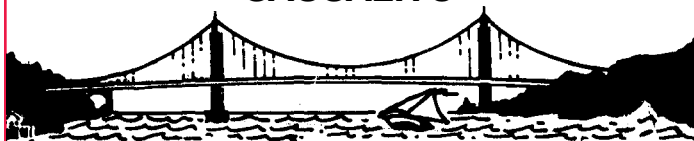
**WE LOOK FORWARD TO SHOWING
YOU A NEW WAY OF BOATING.**

916-777-6055

WWW.OWLHARBOR.COM

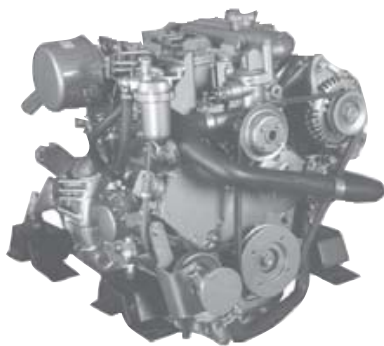


SAUSALITO



LIST MARINE INC.

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



YANMAR
marine

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

415•332•5478
www.listmarine.com

OPEQUIMAR

MARINE CENTER CENTRO MARINO

Our Experience Makes the Difference



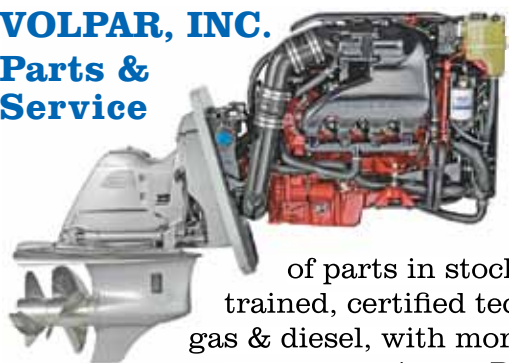
High velocity pump fuel dock, 46 gals./min. • Travelift: 88 tons, 100' length, 23' beam
Dry storage for vessels up to 300' • VHF radio ch. 68 • 24-hour security • Dock rentals
Sales & rent of used & new boats • Full service boatyard • Do-it-yourselfers welcome

The Most Complete Marine Center Open 365 Days

Puerto Vallarta, Jal. Mexico / Tel: (322) 221-1800
www.opequimar.com / info@opequimar.com

VOLVO PENTA

VOLPAR, INC. Parts & Service

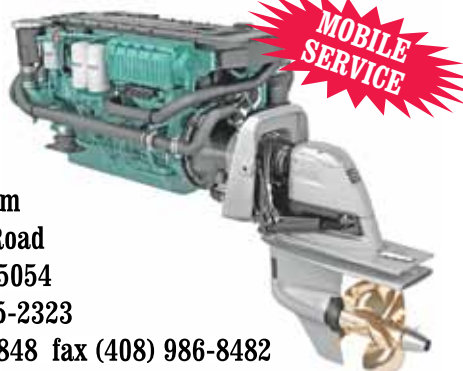


Your local Penta dealer with a large inventory

of parts in stock. Factory trained, certified technicians, gas & diesel, with more than 30 years experience. Bring your boat or have our mobile service come to your boat.

Open Tuesday-Saturday
10 a.m. to 7 p.m. PDT

www.volpar.com
volpar@volpar.com
941 Laurelwood Road
Santa Clara, CA 95054
toll-free (800) 845-2323
local (408) 986-0848 fax (408) 986-8482



MOBILE SERVICE

LETTERS

of failure is not a catastrophic explosion or fire. However, destroying a few LiFePo cells from overcharging might be considered catastrophic to one's wallet, as the batteries are much more expensive than lead acid.

Dwain Lentz
Dancy, Kelly Peterson 44
San Diego

↑↓NOT AS DANGEROUS AS I'D BEEN LED TO BELIEVE

I've had two batteries explode at two different times. Both were large 8-volt Interstate batteries used in our 32-volt starting systems. Each time, the explosions occurred when I hit the starter button. Both batteries blew apart from internal issues set off by the current draw. I don't believe ventilation was an issue, as the batteries blew their tops off and didn't damage anything around them — such as the other seven batteries. The exploding batteries were well-contained by the 3/4-inch plywood battery box top.

The 8-volt batteries in the 32-volt system need watering about every three weeks, which is roughly four times the rate of the 8D 12-volt house batteries charged by an ancient Lewco charger. I believe that the electrolyte levels were good, but I didn't check them the day of the explosions. I have since put the 32-volt charger on a timer to keep it from cooking the batteries.

The upshot is that the explosions have been loud, scary and messy, but not as dangerous as I'd been led to believe.

Dan Akol
Basic Instinct, 58-ft Bertram
Long Beach/Nuevo Vallarta

↑↓"WE'RE NOT JUST SKEPTICAL"

As a longtime and avid environmentalist, I can say with absolute certainty that I and others are not "skeptical" — as *Latitude* put it — about the proposed canal across Nicaragua. We are strongly and unequivocally opposed to this proposed destruction of yet another part of our planet.

Jeff Hoffman
San Francisco

Readers — For those who didn't read the June 17 *Lectronic* item, the following will bring you up to speed: "The Nicaraguan government has just approved a contract for HK Nicaragua Canal Development Investment Co. Ltd to build a canal between the Pacific Ocean and Caribbean Sea. The Hong Kong-based investment company says it would take up to 11 years to complete the canal at a cost of more than \$40 billion. The canal proposal received astonishingly quick approval from the leftist-controlled National Assembly, dominated by President Daniel Ortega's Sandinista Front. Curiously, no route has been chosen, the investment company has no experience with huge construction projects, and environmentalists and shipping experts are skeptical. No matter which route is chosen, it's expected to be about 130 miles through jungles, lakes and supposedly protected lands, although it will probably also take advantage of (35-mile-wide) Lake Nicaragua and/or the Rio San Juan. Panama's Canal is about 42 miles long."

Jeff — While there are Nicaraguans who are against the canal project for environmental reasons, many Nicaraguans are in favor because they are very poor and need jobs. The Sandinista Front likes it because it creates jobs, which will help keep them in power, and because it will rearrange the geopolitical situation in Central America. The Chinese like it because it will give them a strategic stronghold in the Americas.

Don't leave port without'm!

The harder it blows, the better they work.

#1



Servo Pendulum/Optional
Emergency Rudder

www.selfsteer.com

See over 5000 photos of boats with Windvane installations

Built Locally - Used Worldwide - Sold Factory Direct

We are also the proud manufacturer of:

auto-helm

Auxiliary Rudder/Trimtab,
no lines, emergency rudder

Saye's Rig

Pendulum Trimtab for hydraulic
steering/high freeboard

SOS

Emergency Rudder
Stand-alone, stows under
deck, just like your life raft

We can supply the RIGHT Windvane/Emergency Rudder for your boat



Point Richmond, CA
510.215.2010
888.946.3826
scanmar@selfsteer.com

Yachtfinders/Windseakers

in the heart of
San Diego's boating community

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

info@yachtfinders.biz

www.yachtfinders.biz

(619) 224-2349

Toll Free (866) 341-6189

LEADER IN
BROKERAGE SALES
ON THE
WEST COAST!



58' FARR, '87 **\$295,000**
Impeccably maintained and continually upgraded by her fastidious owners. \$30,000 price reduction!



48' DUFOUR PRESTIGE, '95 **\$137,500**
Recent upgrades include new non-skid deck, upgraded sail inventory, new interior cushions and more.



47' TAYANA, '91 **\$189,500**
Extremely well equipped vessel that has been proudly cruised by the current knowledgeable owners.



42' VALIANT CE, '04 **\$370,000**
Extremely clean, well equipped V42. Equipped by a knowledgeable captain and prepared for cruising.



40' VALIANT, '77 **\$99,000**
In 1990, the hull was stripped, dried for a year, fiberglass and vinyl ester resin applied - blisters solved!



40' ISLANDER PETERSON, '80 **\$54,900**
Fast racer and comfortable cruiser. If you need a place to dine, try the bilge - it's that clean! Nice boat!



40' PACIFIC SEACRAFT, '98 **\$298,000**
You owe it to yourself to contact us to arrange a viewing of this vessel in order to truly appreciate her.



40' OLSON, '83 **\$79,900**
Close to being Transpac/Pac Cup ready. Great fast cruiser that can easily be rigged for short-handling.



37' CUSTOM ENDURANCE, '79 **\$67,499**
The current owner spent well over \$100,000 on this vessel during a total cruising refit from 2004 to 2007.



35' J BOATS J/109, '04 **\$184,500**
Proven performance and complete sail inventory. Below decks, you'll love the modern amenities galore.



34' HANS CHRISTIAN, '77 **\$42,500**
She has a well laid out interior with beautiful woodwork. Add electronics, or navigate by traditional methods.



32' DREADNOUGHT KETCH, '72 **\$39,000**
Available at less than the cost of the materials to build it, this is one salty, warm and comfortable cruiser.

GOLD COAST YACHTS

U.S. VIRGIN ISLANDS

THE LEGEND CONTINUES

106 CUSTOM
BUILT
MULTIHULLS

- Composite Yachts
- Short Build Cycles
- Competitively Priced

www.goldcoastyachts.com

Find Us on Facebook: <http://www.facebook.com/goldcoastyachts>

MOM 600™

Not your ordinary throw cushion.



- Lightweight, Throwable Rescue Platform
- Compact for Convenient Stowage

- Easy to Board
- Easy to Be Seen
- Easy Retrieval



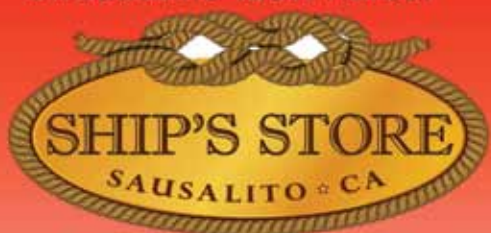
Trust Your MOM™



www.SWITOK.com

QUALITY • PERFORMANCE • INNOVATION

New look for 100 Bay Street
On Sausalito Yacht Harbor



ICE, Soda, Gifts, Tours, Books, Toys
Maritime Collectables, Boating Supplies
Deck to Dock Clothing, Hats and more...

34TH America's Cup Licensed Products



hawaiian traditionals since 1956
reyn spooner

NESPRESSO.

OPEN DAILY 11AM –5PM
CLOSED WEDNESDAY

Serving The Needs of Sausalito Visitors,
Locals and Marina Tenants

415 339-1300



**VALLEJO
MARINA**



Gateway to the Bay & Delta

The North Bay's Only Full-Service Marina!

- Slips starting at \$6.79 per foot!
- Concrete and Wood docks
- Covered berths available
- Night security guard



(707) 648-4370 • Fax (707) 648-4660

42 Harbor Way • Vallejo, CA 94590

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

LETTERS

As a general rule, rich and powerful people can afford to be environmentalists, while the very poor are too busy trying to feed their families to consider the long-term effects. Latitude is not in favor of such a canal. Neither is Panama, of course, as no monopoly welcomes competition.

↑↓ FINDING RAINWATER IN NICARAGUA

Someone needs to do a reality check about the plan to build a canal across Nicaragua to compete with the Panama Canal.

Panama relies entirely on rainwater to operate their canal. Nicaragua is well to the north of the dominant low pressure area that generates all the water needed to operate the Canal. And if they used the freshwater of Lake Nicaragua to provide water for the proposed canal, it would kill the only freshwater bull sharks in the world.

John Anderton
Vancouver, Washington

John — If a company — as opposed to a government — is going to spend \$40 billion on something, they are going to do complete due diligence about whether the project is feasible.

But our first reaction was the same as yours — where are they going to get enough rainwater? It turns out that Nicaragua gets as much rain as Panama, if not more. The Pacific Coast of Nicaragua gets 40 inches a year, Managua gets 45 inches, but the Mosquito Coast gets a staggering 100 to 250 inches a year. Panama City on the Pacific Coast of Panama gets 70 inches a year — the same as Miami — while Colon on the Caribbean Sea gets 129 inches.

Nicaragua, of course, was the original site of the canal that was eventually built through Panama. But then U.S. senators got involved, and decided it was much less trouble to steal a

part of Colombia and set up a government that would not only agree to let the U.S. build the Canal but give us a 100-year lease, too.

Feeling that they got screwed — which they did — in 1999, Nicaragua's National Assembly approved a concession for the so-called Ecocanal, which was to reopen the San Juan River — aka 'The Drain' — to commercial barge traffic.

In the mid-1800s, tens of thousands of 49ers coming to California for the Gold Rush used Cornelius Vanderbilt's steamboat to go up the San Juan River to and across Lake Nicaragua to within just a few miles of the Pacific Coast. The last few miles were completed on Vanderbilt's stagecoaches. To the best of our knowledge, the Ecocanal was a flop.



SCMP

Just one of the possible routes for the Nicaraguan Canal.

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

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

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

The Cup is coming – slips are going!



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

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

OYSTER COVE MARINA

385 OYSTER POINT BOULEVARD #8A,
SOUTH SAN FRANCISCO

(650) 952-5540

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

www.oystercovemarina.net

SEAFOOD PEDDLER

Restaurant & Fish Market

**We invite you to come visit us at our
NEW Waterfront Sausalito location**



1 lb. Steamed Maine Lobster
\$22.99

*With Clam Chowder
or Caesar Salad!*

Mondays & Tuesdays

All Specials for Lunch & Dinner

**Surf & Turf 3 Way
Combo \$25.99**

*New England clam chowder or salad,
Choice Filet Mignon, Canadian
lobster tail, grilled jumbo stuffed
prawn, au gratin potatoes*
Wednesdays & Thursdays



*Sunday Brunch 11:00-3:00
Reservations not required*

**Full 1½ lb.
Maine Lobster \$32.99**
Fridays, Saturdays & Sundays



Voted Best Seafood Restaurant
5 Years in a Row

www.seafoodpeddler.com

303 Johnson, Sausalito • (415) 332-1492

Come and Enjoy Indoor/Outdoor Waterfront Dining

KAYAKS • SAILBOATS • SUPS

WIND TOYS
WIND & WATER SPORTS CENTER

Hobie



Santa Rosa Store
800-499-SAIL

Sausalito Demo Center

415-332-SAIL

www.windtoys.net

joyon smashes transatlantic record

Despite having to come from as much as 100 miles behind the record pace, and having to sail hundreds of extra miles, Frenchman Francis Joyon has crushed the Singlehanded Transatlantic record with his 97-ft trimaran *IDEC II*. Averaging 23.3 knots on the great circle course — and 26.2 knots on the course he actually sailed — the humble Frenchman sailed from New York to The Lizard in England in five days and two hours, knocking an astonishing 16 hours off the record that had been held by Thomas Colville. During the latter stretches of the crossing, Joyon averaged over 27 knots for 24 hours, covering 650 miles.

Joyon now holds the 'big four' singlehanded records: 1) The Solo Round the World record of 57d, 13h set in 2008; 2) The Columbus Route from Cadiz to San Salvador of 8d, 16h; 3) the 24 Hour Solo Record of 666 miles (or 27.75 knots); and 4) The Transatlantic Record he just set. It would be nice to see him go for the TransPac record, wouldn't it?

Because various aspects of sailing are so different — Olympics versus around the world versus the America's Cup — it would be impossible to call anyone the 'greatest

living sailor'. But if someone put a gun to our head, we'd nominate the 57-year-old Joyon. Not only does he set remarkable records with regularity, he does almost all the maintenance and preparation on his boats himself, and no matter how long he's been awake or how rough the weather, he seems to be enjoying himself. Well done, Francis!

— richard



"So long, Francis!" Joyon left New York Harbor on June 12, bound for The Lizard.

mod70 flips in la route des princes

In this month's *Letters*, we give two reasons for preferring MOD70 trimarans over AC72s for the America's Cup. The first is cost. Because the MOD70s have soft sails and are a strict one design, they can be built and maintained for a fraction of the cost of just the wing sail for an AC72 catamaran. The second reason is that because MOD70s are longer, depowered versions of the ORMA 60 tris and, because they have safely raced across the Atlantic at higher speeds than any vessel under 100 feet, they would seem to be less likely to flip than the 72s. But, as we clearly stated, this doesn't mean MOD70s are immune to flipping.

As if to prove our point, on June 22, *Spindrift*, one of seven MOD70s built to date, flipped during one of the La Route des Princes inshore races off Dun Laoghaire. It was the first time a MOD70 has flipped. Unlike the tragic flipping of the AC72 *Artemis* on San Francisco Bay, skipper Yann Guichard didn't hesitate to explain exactly what happened:

"We had 22 to 24 knots of wind at the start line with gusts up to 30 knots at the lower end of the course. We were at the limit of weather conditions for our boats, and it was not great for racing. All the MODs had one reef in the main and staysail. We started a bit below and behind the fleet, and found ourselves slightly in a wind shadow. When our rivals had moved away, we had a sudden gust that flattened us. I was unable to do anything at the helm; the boat was turned over in a single blow. We let out the staysail immediately, but it was too

continued on outside column of next sightings page

aysf team

It's the selfless intent to help another person that makes a hero, not the outcome of his bravery. Sadly, the heroic efforts of six members of the American Youth Sailing Force — the local Red Bull Youth America's Cup team — failed to save the life of one woman but it wasn't for lack of trying.

Team members were getting ready for a fundraising mixer at Golden Gate YC on June 21 around 5 p.m. when a minivan careened across Marina Green and into the frigid waters of San Francisco Bay. "When we saw the van in the water, our



are heroes

first thought was that we had to go help," said Ian Andrewes, sailing team manager. In the minute or two it took to reach the van in the team's Protector, three of the young men had stripped off their dress clothes and selflessly jumped in the water. By then the van was already nose down and sinking fast.

Andrewes drove the Protector while Mikey Radziejowski and Nick Andrewes handed off tools to Tommy Pastalka and David Liebenberg, who tried to break out the rear window of the van. Evan Sjost-

continued in middle column of next sightings page

mod70 — cont'd

late as it all happened in a split second. The boat was lifted onto the port float and went over. Jacques [Yann's brother] was with me in the cockpit and we found ourselves in the net. We managed to get out and then were airlifted. The mast broke in two when *Spindrift* turned over. The frame of the trimaran was towed away to port."

Jacques suffered a broken pelvis.

As reported in a recent *Lectronic*, the Wanderer and Doña de Mallorca sailed aboard the MOD70 *Orion* on Banderas Bay at speeds up to 35 knots in true wind of about 20 knots. The thing that puzzled us was that you could only ease the mainsheet about three feet. When we sailed on Steve Fossett's ORMA 60 *Lakota* years ago, we'd also been surprised at how short the mainsheet was, although as we remember, it was somewhere between eight and ten feet long. Based on the video

continued on outside column of next sightings page



"Wotcha, governor!" 'IDEC II' arrived in England on June 16, smashing Thomas Coville's previous Transatlantic record by 16.5 hours.

PHOTOS: JEAN-MARIE LIOT / DPPI / IDEC

SIGHTINGS

mod70 — cont'd

of the accident, it doesn't seem to us that the trimaran flipped in a "split second," and that had there been a 'panic button' to instantly release the mainsheet, as there was on *Lakota*, it's possible that the trimaran could have been kept from flipping. But clearly nobody can guarantee that any of these high-performance multihulls won't flip.

The danger with big racing multihulls is, of course, not that they will sink, but that members of the crew will be hurt falling from high above the water onto a hard surface, or that they will be trapped under the nets.

— richard

heroes

edt free dove to get the doors open. They worked frantically for another couple of minutes, until the van sank out from under them. Sadly, they were unsuccessful.

It took several hours for rescue assets from the San Francisco Fire and Police Departments to locate the van but by then conditions forced a delay in recovering the van and its sole occupant. The body of Debra Crenshaw, 60, was retrieved the



— cont'd

next day and the vehicle removed from the Bay. The cause of death has not yet been released.

That these young men didn't hesitate to risk their lives in an effort to help a stranger is a testament to their characters and earns each the status of 'hero'. You can read more about these extraordinary sailors at americanyouthsailingforce.com.

— ladonna



LATITUDE / RICHARD

On June 22, the MOD70 'Spindrift' proved that no multihull is immune to flipping. Above, Katrina Liana indicates the maximum ease for the mainsail on the MOD70 'Orion'.

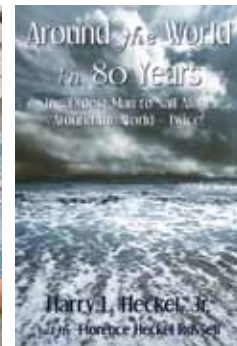


harry's tales from out there

Our having reported on more offshore sailors and circumnavigators than we can count, it hasn't always been the most famous sailors with the fastest boats that have impressed us most. In fact, one of the most impressive of all is one of most self-effacing people we've ever met — yet he certainly had plenty to crow about.

We first became aware of longtime singlehander Harry Heckel, Jr. during the winter of 2003 when some fellow cruisers reported that he

was long overdue on a crossing from Japan to North America. Turned out he was safe, but during that 4,000-mile North Pacific crossing his Dreadnought 32 *Idle Queen* had taken a beating from at least nine gales or near-gales (Force 7 or 8), and was also forced to drift through long



LATITUDE / ANDY; HARRY HECKEL, JR.

The world's oldest circumnavigator, Harry Heckel, Jr., has written a book about his adventures: 'Around the World in 80 Years'.

periods of calm. Typical of Harry's selflessness, his biggest concern during the passage was that his four children, many grandchildren and great-grandchildren would worry about him. At the time, he was 87 years old.

We're happy to report that Harry eventually made landfall safely, but in Hawaii, not on the West Coast as planned. When only 700 miles from San Francisco, *Idle Queen's* mainsail suffered irreparable damage and Harry had to run for Hawaii, 1,600 miles out of his way. He was understandably shaky when he finally stepped ashore after 142 days at sea.

Two years later, he crossed the tracks of that 10-year, east-about circumnavigation at Jacksonville, FL, at age 89, thus breaking his own record as the world's oldest circumnavigator. He originally earned that title in 1994, then 78 years old, when he completed a speedy, 2.5-year lap, west-about, around the planet. Even if we continue to report on world voyagers until we're Harry's age (he's now 97 and still going strong), we'll never forget the anecdote about that first benchmark: A friend petitioned the *Guinness Book of World Records* to include Harry's feat in their next edition, but Guinness regrettably declined, stating that they would hate to encourage such behavior!

Today, we're thrilled to report that Harry recently completed another impressive achievement. With a little help from his daughter Flo, he has just published an engaging book about his travels: *Around the World in 80 Years; The Oldest Man to Sail Around the World — Twice*. (You can find it on Amazon.) In it, he tells of both the highs and lows of more than 30 years of ocean voyaging, in a witty, engaging style. Having fully embraced the 'keep-it-simple' philosophy, he shunned most high-tech gadgetry, choosing instead to stick to time-honored traditions of navigation and seamanship.

An instantly likeable fellow with an easy smile, a sparkle in his eyes, and keen insights on the state of the world, he's made new friends easily, and his self-sufficient outlook on life earned him respect wherever he traveled. They don't make many like Harry these days.

— andy

a 'light' mast tuning guide

Mast tuning is simple if you remember a couple of basic principles. If you understand these principles, you can tune just about

continued on outside column of next sightings page

SIGHTINGS

tuning — cont'd

any mast.

The first principle, and probably the most important, concerns tuning the mast athwartships. The diagonal shrouds, lowers and intermediates, always pull the mast to weather at the spreader where they terminate. The spreaders, on the other hand, due to the compression from the wires going over their tips, push the mast to leeward. In order to tune a mast, you need to establish a dynamic balance between 'pull' of the diagonal and the 'push' of the spreader.

The second principle is that the length of the headstay controls the rake of the mast (the amount that the mast is aft of plumb in the boat). Masts, in general, should always have at least a small amount of rake — they're usually designed for one to two degrees of rake. The feel of the helm is the ultimate test of the rake. Making a mast more vertical will help weather helm and more rake will help to correct lee helm. This is a bit of a simplification, but after all this is the 'light' version of mast tuning.

The third principle is that most masts should have a slight prebend over their length with the headstay firm from a minimum of backstay load. Prebend can be visualized best by stretching the main



BALLENGER SPARS / WWW.BALLENGERSPARS.COM

Rig tuning is an important skill that every sailor should learn.

halyard down the aft face of the mast. The maximum distance that the back of the mast is in front of the halyard is the prebend (you should take into account any offset that the position of the main halyard sheave causes). Prebend can be attained by tightening forward lowers, chocking the mast forward in the collar at the deck, moving the mast step aft (on a keel-stepped mast), or lengthening the headstay. The amount of prebend varies from about one inch for a single-spreader deck-stepped mast to six inches for larger keel-stepped spars.

The last principle concerns the amount of tension in the rigging. As a general rule, when the rig is fully loaded up (top end of the #1 jib), the leeward shrouds should be beginning to appear to slacken. They can be deflected by hand, but not swinging loose. This will approach optimum general rig tension for most normal boats. Individually the wire tensions should be higher in the lowers and uppers than in any of the intermediates.

The tuning sequence that has worked the best for us is to start by centering the spar in the boat athwartships with the uppers. We tighten the uppers slightly. Next the lowers are adjusted so that the mast at the lower spreader is centered on the masthead. Sighting up the sail track is the best way to determine this. If the mast has multiple sets of spreaders, then the intermediates are adjusted next, starting at the upper spreader. When the mast looks to be in column from the deck to the head, then rig tension can be applied (chock the mast sideways and fore and aft now if it is a keel-stepped mast — make sure the step position is correct for the required prebend). We increase tension by adding equal numbers of turns to each side of the turnbuckles in the same sequence that we first used. Make sure that the turnbuckles are lubricated with heavy lubricant to prevent galling and damage to the threads. Check to see if additional adjusting of the shrouds is necessary as you add tension to the rig. Check the headstay to see if the rake of the mast is correct. Check the prebend. Tension the backstay and see if the mast remains straight under load. That should conclude the dock tune portion of

continued on outside column of next sightings page

kids, don't try

When we were invited to a cruise-out at Clipper Cove last month, we couldn't say no. Naturally, the biggest boat in the fleet — our Wauquiez Centurion 47 *Gazelle* — became the anchor of the raft-up . . . which grew and grew and grew! At one point on Saturday, the raft-up included eight boats — Brian Boschma's Olson 34 *RedSky*, Chuck Bullett's Aries 32 *The Chester P*, Brian Boone's Cal 39 *Diana B*, Nick Jaffe's Aries 32 *Harmony*, *Gazelle*, Robbie Gabriel's Moore 24 *Sweet Tea*, Alex & Tara Pearce's Cal 29 *Shrimp Louie* and Eric & Brian Jones' Spirit 28 *Sizzle*.

It was a fantastic party, and we highly



LATITUDE / LADONNA

Clockwise from right: Eight boats, one Rocna; food, drink and music are staples of cruise-outs; the new Bay Bridge offers quite the photo op; only a young singlehander such as Brian Boone would haul himself up the mast just to read Bernard Moitessier's 'Cape Horn, The Logical Route'.



LATITUDE / LADONNA



this at home

recommend big cruise-outs with good friends. But we can't in good conscience suggest rafting eight boats on one anchor — even if it is a highly rated Rocna. We were lucky enough to enjoy almost non-existent breeze in Clipper Cove, and three of the boats peeled off before nightfall. We would never have risked it otherwise.

Have you organized a cruise-out with your sailing friends yet this summer? If you haven't, you should. Most sailors are dying for an excuse to get their boat out of the slip, and good food and great conversation are the best reasons ever!

— *ladonna*

tuning — cont'd

the setup.

A Few Hints:

1. If the tip of your mast seems to fall off, and your uppers are fairly tight, try loosening the intermediates.
2. Check the rake of a mast by tying a heavy object to the main halyard and measuring the offset from the back of the mast. Subtract any sheave offset present.
3. Make sure to do the final tuning of the mast when sailing. Make sure that the mast remains straight athwartships. Check that the mast bends forward in the center (the reason for prebend).
4. Make sure that the bottom of the mast is square athwartships and, for a keel-stepped mast, that the mast is straight through the deck. If it is not, the mast will be forced into an S bend that is impossible to tune out. We usually tune a keel-stepped mast with the deck chocks out and shim

continued on outside column of next sightings page



PHOTOS NICK JAFFE EXCEPT AS NOTED

SIGHTINGS

mast tuning — cont'd

the mast sideways after the mast is straight athwartships. Mast steps and mast collars are rarely exactly on the centerline of the boat.

5. Use a steel tape run up the pole lift or main halyard to get the mast vertical in the boat.

6. Always pin and tape turnbuckles and cotter pins after tuning. Be sure the cotter pins are taped so that the sharp ends are covered to protect people and sails.

There it is, 25 years of experience condensed into a few paragraphs. Now you should be ready to tackle tuning any mast. In fact, I hear there are some openings for riggers for the next America's Cup.

— *buzz ballenger, ballenger spar systems*

what's your favorite

With the approach of the 20th Baja Ha-Ha cruisers' rally this fall, we've been pondering the colorful history of this annual San Diego-to-Cabo procession, which has propelled roughly 2,500 boats and close to 10,000 sailors into the cruising life.

Over the years there have been so many funny, exhilarating and heart-warming memories that we've decided to take a stab at putting together a collection of



Whether at sea or at the dock in Santa Barbara, 'Ocean Queen V' was very much in her element.



baja ha-ha memory?

anecdotes with the working title *The Best of the Ha-Ha*, to be published sometime before the October 28 start date of Baja Ha-Ha XX.

Naturally, we'd greatly appreciate your input. So cast your mind back to whenever you did the rally, and email us a succinct account of your favorite Ha-Ha tale(s), and perhaps a photo or two to illustrate it (andy@latitude38.com).

continued in middle column of next sightings page



Some delivery trips are better than others. While this one up the coast from San Diego was far from the worst, it wasn't always a dream delivery.

a delivery back in time

Having never been to sea without a color chartplotter or autopilot, I was a little dismayed when I heard the news that we would be hand steering the 55-ft yawl *Ocean Queen V* from San Diego to San Francisco during her northbound delivery in May. Designed by Phil Rhodes and built by Abeking & Rasmussen in 1951, she'd been owned and maintained by the same family for the last 60 years. Her new owner, Dewey Hines, practically had to submit a resumé and interview for the honor!

In her day, *Ocean Queen* had the stamp of highbrow yachting. The owner's cabin is in the stern of the boat, with the crew quarters — consisting of a couple of flip-down bunks and a fold-out wash basin — located forward. (Thanks to a spacious salon, none of the delivery crew had to sleep forward.) The most telling sign, though, was that the galley is located just aft of the mainmast — inconvenient if you want to grab a quick snack or cup of coffee, but great if you have hired help to prepare your meals.

The classic beauty had spent part of her life in the Pacific Northwest and on the Bay, but she hadn't moved from her San Diego slip for the last few years. Dewey bought her from the estate of Raymond Demere and, after a month's worth of work by local shipwrights, he hired lifelong ship's master Tony Carter to deliver his new mistress to the Bay.

A dock neighbor hooked me up with a crew position for the trip. Over the course of several deliveries, I've found that skills such as mast climbing, diving, repairs, changing fuel filters and cooking go a long way toward earning you a crew position, especially for those of us not easy on the eyes. For example, mentioning that I used to be an avid skydiver, climber and base jumper earned me a trip up the mast. As a diver, I always bring my wetsuit, fins and mask in case a prop or intake needs clearing. And I'm always willing — and eager — to take on even the

grungiest task.

But it's always important to be honest about your skill level. When asked if I cooked, I replied that I could burn myself a can of tomato soup once in awhile. My crewmate Bruce Storrs was assigned the cook position, and everyone was better off for it.

If you're looking to get experience as delivery crew, put the word out around the docks. Word of mouth is your best advertisement, so make sure you're always on your best behavior. Do what needs to be done without having to be asked or stepping on anyone's toes. Offer those on watch a cup of tea or a snack. Be polite, even when things aren't going well, be gracious, and go the extra mile. Remember, you're just a hired gun on someone else's boat.

Sometimes delivery crews luck out and have a great sail — this was not one of those times. Setting out from San Diego, strong headwinds forced us to turn around. On our second attempt, we made it as far as Santa Barbara while we waited for the weather to moderate. There are worse places to be stuck! We had a great time touring yachts and getting to know each other better. The last leg of the trip to the Bay offered nothing but fog. It was an intense experience, but we made it to St. Francis YC safely and were met by one very happy owner.



The author, Tim Sell, at the helm.

— tim sell

SIGHTINGS

eight bells for bay area legend

We regret having to report the passing on May 27 of well-loved Bay Area sailor and businessman Svend Svendsen, founder of Svendsen's Boat Works in Alameda.

Born in Denmark in 1932, Svend was descended from a family of fishermen, whose bond with the sea went back generations. According to his son Sean, one of his happy early-childhood memories was delivering fresh-baked bread on his bicycle. During the Nazi occupation of Denmark, he continued his rounds, sometimes delivering messages for the Danish underground, hidden within the loaves.

After the war, Svend learned his craft at a boat-building technical college, and eventually migrated to the U.S. in 1956 to pursue his career. After a stint in New York, he migrated to the Bay Area, where he worked for several well-known yacht builders in Sausalito and Oakland, and traveled the country with the world's fastest unlimited hydroplane boat, which he helped build and maintain.

During a Tahoe ski trip, he met his lifelong partner, Suzanne. They were married for 52 years. The couple founded Svendsen's Boat Works at the Pacific Marina in Alameda (now Marina Village) in 1963, and moved the business to its current location on Clement Street three years later. Over the years he built or co-built many boats including the Carerra 38 *Bumblebee* and the Azzura 310 *Outsider*. Affectionately called the Godfather of Folkboats, Svend is credited with preserving the Folkboat class, by ushering in the transition from wood to fiberglass construction. Svend was an avid racer and, with his son Sean as crew, won numerous regattas.

Until the end, Svend worked alongside his employees, building the business from a one-man shop to one of the largest boating supply and repair facilities in the country.

In an obituary, Sean wrote, "Svend was best known for his good nature, charisma and charm, and for the friendship he bestowed upon all who crossed his path. . . Svend had verve and panache, and was a lover of life. He will also be missed by his employees, whom he treated with the utmost respect and loyalty. Svend will be remembered by all for the positive influence he had on his community and the world around him." A longtime member of the St. Francis YC, Svend was heralded as the club's Yachtsman of the Year in 2004 for his substantial contributions to the sport of sailing.

— andy

safety first in the pac cup

Sailing has made mainstream news headlines for the worst of reasons in the last year. Names such as *Low Speed Chase*, *Aegean*, *Uncontrollable Urge* and *Artemis* ring in many sailors' heads as they cast off docklines.

For that reason, organizers of next summer's Pacific Cup race from San Francisco to Oahu are again offering their Pacific Offshore Academy to provide race participants — and any other sailors — with training to prepare for and deal with problems that can arise.

"The Pacific Cup has long been called the Fun Race to Hawaii, but to have fun one must first be safe," explains Sally Lindsay Honey, safety training coordinator for the race. "Training is essential to understand the range of possible solutions so you can decide what will work best for your boat, your program and your crew."

"The ocean doesn't create problems, but it's very good at finding them, and resources are very limited when you're in the ocean," concurs Steve Chamberlin, commodore of the Pacific Cup YC. "Skill, preparation and training are the only effective defenses. Mistakes and problems

continued on outside column of next sightings page

ha-ha

For us, the humorous memories are the ones that stand out — like the one about the crewman who missed the start, but was determined to catch up to his boat. After two plane flights and a bus trip, he commandeered a guy with a pickup truck to drive him four hours down a rutted dirt road to Turtle Bay. Along the way the driver drank his way through a couple of cases of beer, and blew out both spare tires, then blew a third on the outskirts of town. But he dutifully delivered his passenger, rolling

For the last 20 years, the Baja Ha-Ha has created many wonderful memories for its participants. We'd love to hear some of your favorites.

COURTESY SVENSEN FAMILY



Svend Svendsen.



— cont'd

down the main drag on a rim.

There was the guy who was sitting on the john when a flying fish flew through a porthole and whacked him in the head; the girl who changed boats on every leg, and finally found true love in Cabo; the former priest who got thrown into jail within an hour of arriving at the Cape. . . You get the idea. This will be fun, and so will Ha-Ha XX. There's still time to sign up at www.baja-haha.com.

— andy

pac cup — cont'd

have very different consequences in the ocean than near shore.”

Pac Cup organizers have always tried to ensure that participants were prepared for what the ocean delivers, so this focus on safety is nothing new. Since this is a Category 1 race, 30% of the crew, including the skipper, must hold a current US Sailing Safety-At-Sea certificate.

In addition to hosting traditional SAS classes and day-long seminars with expert speakers, in 2011, Honey and Chamberlin decided to include something new. In place of the “eight-hour talking head sessions,” as Chamberlin calls the previous seminar format, they organized a series of interactive half-day meetings, each covering four topics, including two small-table discussions for participants to speak

continued on outside column of next sightings page



PHOTOS LATITUDE / ANDY

SIGHTINGS

pac cup — cont'd

directly with the experts.

The break-out sessions proved popular, encouraging in-depth discussion about specific topics, and thus the Pacific Offshore Academy is back again. The first seminar took place last month, and there are three more on tap before the July 2014 race starts.

Supplementing the seminars, PCYC has made dozens of expert videos and articles freely available on its website for any interested sailors.

"There are many different ways to go to sea," Honey notes, "from casual cruise to budget race to family program to all-out race effort. The POA and Knowledgebase speak to any level, with articles on weather and navigation, hull and rig integrity, sail and safety gear selection, crew considerations and personal welfare, and emergency situations."

Training and listening to experts is critical but not enough, says Honey. "It is essential to practice on your own boat, preferably with

continued on outside column of next sightings page

emergency recall of

In late May, the Department of Transportation issued an emergency recall of composite propane tanks made by The Lite Cylinder Company. The tanks are easily identified by their plastic outer case and translucent inner epoxy tank. The recall noted several cases where the tanks ruptured, and one case of an injury.

There are more than 55,000 affected tanks out in the wild. If you own one, not only is the tank potentially dangerous, but it's also useless as it's now illegal to fill or even use one. It's unlikely a consumer would be prosecuted for using one, but they could get blown to bits and that would ruin just about any cruise-out!



PHOTOS LATITUDE / ANDY

lite propane tanks

Shortly after the recall was issued, the company closed its manufacturing facility and essentially told customers to take a flying leap. "The company is financially insolvent and will not be able to recompense cylinder owners, dealers and distributors for the expenses incurred in complying with this Emergency Recall Order," they said in an email to retailers.

The order requires consumers and distributors to return the affected tanks to Lite's facility, which is now closed. Since they can't be filled, moved or used legally, customers are stuck with holding on to them until further notice.

— ladonna

pac cup — cont'd

experienced help, to work out specific solutions, since each boat is different. It is vital to understand and communicate with your crew what works for your boat before you leave the dock. Once you are at sea, you are on your own."

If you'd like to learn more — or get a refresher — about what to do if there is a fire aboard, water in the boat, a rig failure or worse, go to www.pacificcup.org/knowledgebase.

While you're there, register for the next POA II on October 19. Two more are scheduled for early next year, giving you plenty of time to practice what you've learned before you head out the Gate next July.

And be sure to register for your spot in the race while you're on the site. The entry list is well over half-full, and includes the inaugural cruising division, so don't delay.

— ss

the flyin' hawaiian hits bay waters

While the eyes of the Bay Area sailing community have been acutely focused on the launches of AC72 catamarans in recent months, another big cat has been slowly taking shape in a quiet corner of Marin County.

After three years of exhausting labor — 17 hours a day, seven days a week — on the grounds of San Rafael's Loch Lomond Marina, James 'Hot Rod' Lane, 52, and his son Michael, 28, launched their self-designed cat during the wee hours of May 27, to take advantage of a 6.6-ft tide. Although neither James nor Michael is an accomplished sailor, and neither has built a boat before, the *Flyin' Hawaiian* floated impressively on her waterline, as though built by pros.

While she may not be sleek and sexy like an AC72 or a production-built cruising cat, we've got to give Hot Rod and his

son a lot of credit for hatching a dream and following it through to completion. Inspired by a friend who ran a big charter cat in Lahaina, Hawaii for many years, James decided to design and build his own big cat after an effort to buy out his buddy fell through. The dream was to build a big boat, sail it to Hawaii, and live the good life there on the hook.

"I had about \$15,000 from an insurance settlement, Michael put in another 5 or 6 grand from his 401(k), and my mom kicked in her savings." With that seed money, they began construction on the hulls about five years ago near their home in Butte County. Then three years ago they trailered the two massive amas to Loch Lomond, where harbor master Pat Lopez had agreed to let them build. "This is actually the only (privately owned) place in Northern California that has a ramp wide enough to launch us," James explains. They did it via a massive mobile home trailer. "The marina has been very generous with us."

Needless to say, as the bridge deck went on and the big cat slowly took shape, it became a curiosity not only to marina tenants, but to shoppers at the adjacent supermarket and residents of the neighborhood. "After we were on national TV," recalls Hot Rod, "everybody wanted to talk to us."

You don't need to spend much time with James to realize he's an old-school innovator. A totally hands-on guy, he's a mechanic by trade, with a deeply inquisitive nature that leads him to find work-arounds whenever his limited budget stands in the way of progress. He chose to build with construction-grade plywood and lumber, rather than marine ply and hardwoods. But he made sure every element was

continued on outside column of next sightings page



Michael, Grandma Carol and Hot Rod hope to depart soon for Hawaii. (Yup, the 1,600-cc bike is going, too.) With her combination marconi-lateen rig, the 8-ton 'Flyin' Hawaiian' carries 1,675 feet of sail and draws less than two feet.



SIGHTINGS

flyin' — cont'd

soaked in epoxy, and layered with extra-heavy fiberglass cloth. When he saw the price of marine-grade running lights and chainplates, he and Michael built their own. With no means of buying custom-built masts he adapted what he could find inexpensively. And he found that all sorts of discarded gear could be utilized simply by applying some ingenuity. For example, the big yellow cat is equipped with a decades-old commercial-grade radar with a six-foot array; an old but reliable GPS; passive water heaters adapted from pool-heating panels; two 750-gallon/day watermakers run off a pressure-washer pump; a 1932 searchlight with a hand-blown 400-watt bulb; and a compass from the sister ship of the *Exxon Valdez*.

"My buddies said we ought to go out and do some sea trials. But I said, 'I'll do my trials on the way to LA.'" where he plans to cash in some used sails at Minney's before heading offshore.

"We're just going to go get a life," explains Hot Rod. "You know, try to relax and enjoy the lifestyle of boating. It's not all about business all the time. It's about living on the water, watching the sunset and not about chasing a buck every day."

Before setting sail, they still need some basics like cleats, blocks and stanchions, so if you can help, give Hot Rod a call at (530) 680-4351. We wish him, Michael and Grandma Carol the best of luck.

— andy

one particular harbor: aquatic park

Jimmy Buffett sings of "that one particular harbor" and it's true, we all have a special place that we return to over and over again. We had sailed San Francisco Bay since the mid-'90s and had never ventured into Aquatic Park until last winter. What we found there won us over.

We entered the cove cautiously on our Flying Dutchman *Nataraja*, keeping a sharp eye out for swimmers, and even on that cold afternoon there were a few hardy souls out. Once the anchor was set, we sat back and took in our panoramic view that included the *Balclutha* and several other historical vessels along the Hyde Street Pier, Ghirardelli Square, the Golden Gate Bridge and Alcatraz.

The sounds from shore drifted out across the water — music from the bars, the barking of the sea lions from Pier 39 and the sound of the waves breaking on the beach. Once the sun set, the City lit up and took our breath away. It was absolutely magical!

The next morning, we landed our kayak on the beach by the Maritime Park where we met Jeff Morris, the harbormaster for Aquatic Park. He asked that we fill out a short permit and then gave us the rules and regulations for anchoring in the cove:

- Only non-motorized boats and sailboats (motors okay).
- Boats over 40 feet or 8-ft draft require pre-approval (415-859-6807).
- Permits required for overnighting; five-day anchoring limit.
- Outboards must be 5 hp or less; must be used *only* for transport to and from shore.

We've now spent a number of weekends there and every time we find something new to explore. The Hyde Street Pier is part of the Maritime Historic Park and is worth a visit. A walk along the beach leads to the Maritime Museum, another place that shouldn't be missed. Fisherman's Wharf, Pier 39 and Aquarium of the Bay also beckon. A stop at Boudin Bakery for some sourdough is a must, and be sure to check out the display bakery and museum, too. When in season, live crabs are available at the fish market on Jefferson. We happened to be there just before Christmas so we did some shopping, enjoyed all the decorations and ate lots of Ghirardelli chocolate samples.

It was very cold over New Year's and we ran out of diesel for our heater. How cold was it? It was so cold there was frost on the deck! But not to worry, there is a fuel dock in the commercial harbor. Imagine

continued on outside column of next sightings page

seachoice nav light

It's not a recall, but the Coast Guard has issued a Marine Safety Alert for an LED "navigation" light that's being marketed to mariners. According to the alert, the Seachoice Products LED Classic Navigation Light, SCP #03201 does not meet *any* navigational lighting requirements.

"Masthead lighting requires an arc of 225 degrees visibility and stern lighting requires an arc of 135 degrees visibility, for a total range of 360 degrees visibility," notes the alert. The Seachoice light has



A magic kind of medicine (clockwise from above) — Aquatic Park has become Eric and Emmy's 'one particular harbor'; the catch of the day; perusing the aisles at Ghirardelli; sailboats can use their engines to anchor, otherwise no motorized craft are allowed in the cove; rowing or paddling is only allowed to go to shore . . . or make a run for diesel; 'Nataraja' is now a common sight in the cove.



JULIE FOCHA

not a good choice

an arc of 180 degrees, so is not applicable to any requirement.

The light is available all over the internet, including at several online marine retailers. Boaters who have this light installed, either as a masthead or stern light, should remove it, replace it with a proper light, and return it to the retailer. Note that *only* the #03201 light is the subject of the alert. Read more at www.marineinvestigations.us.

— *ladonna*

aquatic park — cont'd

the look on the attendant's face when my husband Eric showed up in a kayak with a diesel jug.

New Year's Eve in the cove was full of activity. We were treated to a fabulous fireworks display that night and then had front row seats the next morning for the Alcatraz Swim, when about 100 swimmers braved the frigid waters.

Aquatic Park has something for everyone. If you are looking for a lovely spot to stop for lunch or special place to spend a weekend on the hook, this is the place.

For more information go to www.nps.gov/safr/planyourvisit/aquaticparkcove.htm.

— *emmy newbould*



THIS PHOTO COURTESY SF MARITIME NATIONAL HISTORICAL PARK; OTHER PHOTOS EMMY NEWBOULD

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



ERIK SIMONSON / PRESSURE-DROP.ORG

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



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



ERIK SIMONSON / PRESSURE-DROP.ORG

ERIK SIMONSON / PRESSURE-DROP.ORG

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.



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 *Sequest* 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



ERIK SIMONSON / PRESSURE-DROP.ORG



ROXANNE FAIRBAIN / ROXSHOTS.SMUGMUG.COM



ROXANNE FAIRBAIN / ROXSHOTS.SMUGMUG.COM

MAGIC ON THE WATER

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



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.



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 Davenport, had been sunk for two years.

Sailboats Under 30 Feet received six entries: *Grendel*, *Summertime*, *Pacific High*, *Cahoots* (a 505), 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 505 — 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.



LATITUDE / CHRIS

MADE IN SANTA CRUZ



LATITUDE / CHRIS



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



RICK LINKMYER



RACE WEEK



LATITUDE / CHRIS



LATITUDE / CHRIS



RICK LINKMYER



ALL PHOTOS WWW.NORCALSAILING.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 Winard 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 Kernot, 73; 10) **Paddy Wagon**, Sean McBurney, 92. (31 boats)

More at www.madeinsantacruzraceweek.com

EVERYONE'S FAVORITE PLACE IN EVERYONE'S FAVORITE CITY



PIER 39 is the sensational setting for our 300 berth marina on San Francisco's famous waterfront near Fisherman's Wharf.

Panoramic views of San Francisco Bay provide front row viewing for many popular events such as July 4th, Fleet Week and America's Cup racing.

Whether you join us for an overnight visit or permanent docking, the sumptuous dining, endless entertainment and fun specialty shops that are moments away from your boat will make it memorable.

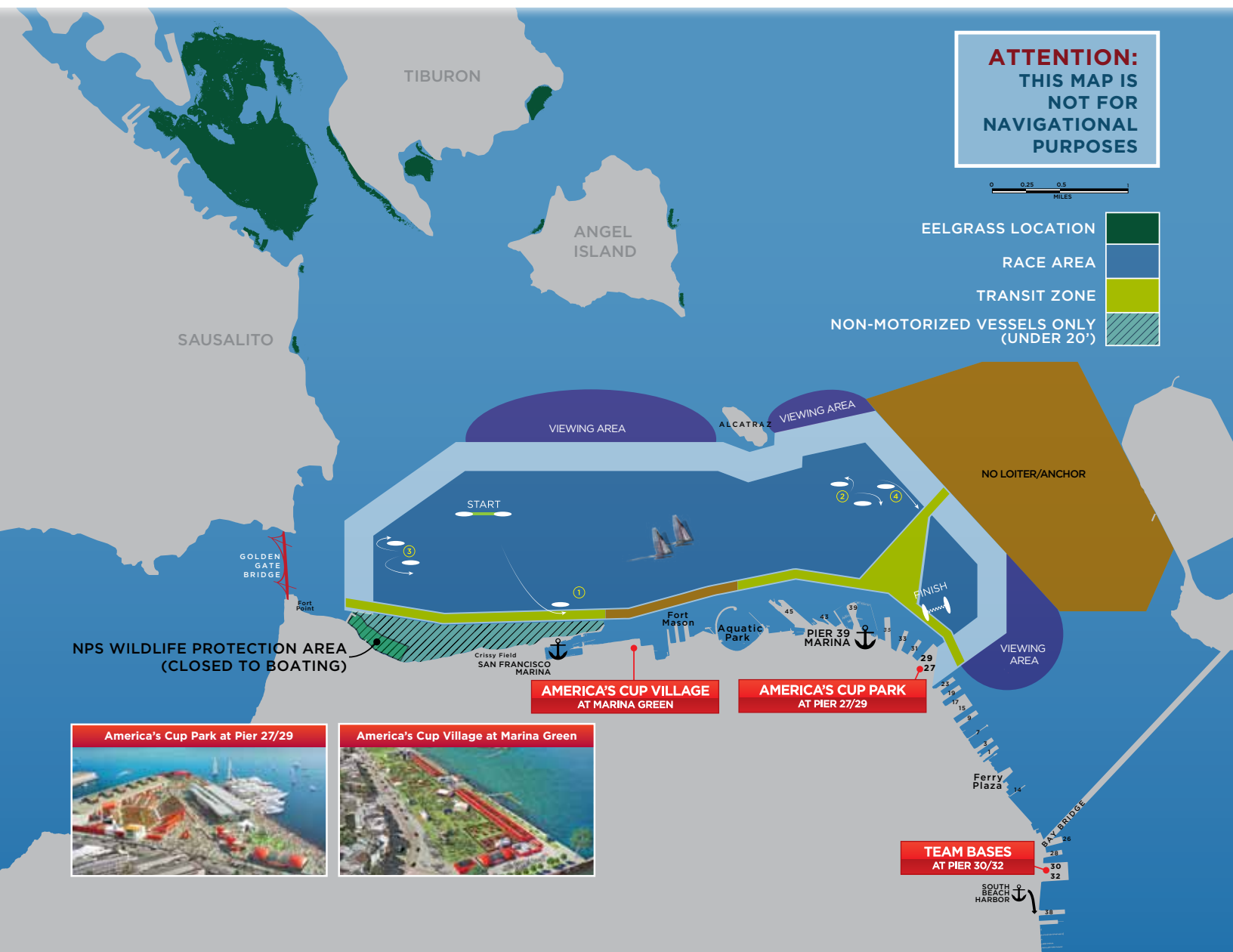
Go to our website to see all that we offer:

www.pier39marina.com

34th 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.

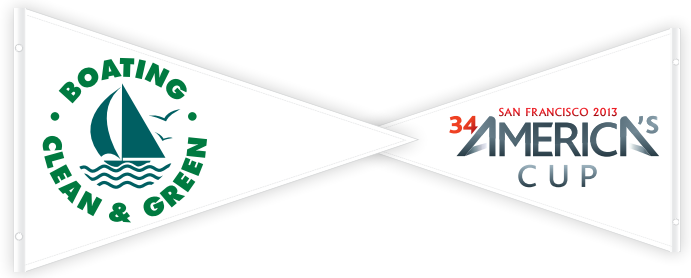
Hull fouling degrades sailing performance, increases fuel consumption, and can damage your systems and equipment. Introduced by visiting boats, invasive species can spread throughout the Bay, where they foul structures, displace native plants and animals, threaten public health, and upset the local ecology. 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,



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

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.

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

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-

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

ACEA / GILLES MARTIN-RAGET



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 design 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

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

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 Loick 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 Loick. Both have achieved many things throughout their careers and I'm really enjoying learning about big boat campaigns from them."

Loick 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

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."

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

CARLO BERLINGHI



SANDER VAN DER BORCH



Nathan Outteridge, AR



Loick Peyron, AR

SANDER VAN DER BORCH

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.



SANDER VAN DER BORCH

GILLES MARTIN-RAGET



Max Sirena, LRC

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



Dean Barker, ETNZ

success in the 2007 America's Cup in Valencia, Spain, skipping his team to a Louis Vuitton Cup win 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



Adam Beashel, ETNZ

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.

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



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.



JUNAVAS2 YOUTUBE

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

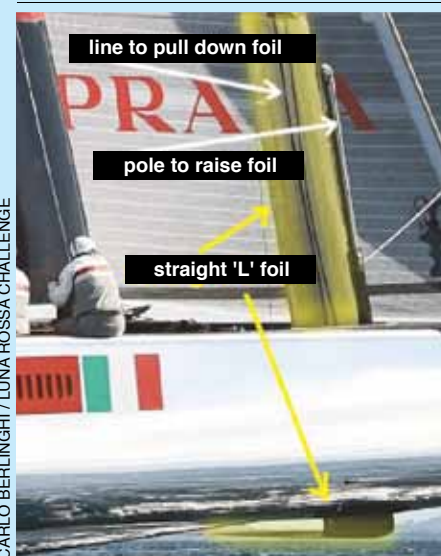


ORACLE TEAM USA

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 Kostecki, 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," Kostecki 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 Kostecki 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 'Electronic Latitude, at www.latitude38.com.



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



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.



The protest module.

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



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

Emeryville Marina

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



2 Marinas

Transportation Hub

- BART Highspeed rail from airport
- Bus/Rail through Northern California
- Free shuttle about town and to BART
- 10 minutes from SF by auto
- Charter boats

Arts, Science & Sports

- Water sports, fishing, Bay walk, bike trails
- Arts, public art walks
- Biotech, tech & new media hotbed
- Home to Pixar Animation Studios & Ex'pression College for Digital Arts



Photo: www.nhsebasphotos.com



EMERYVILLE
SPORTFISHING





Your first stop for housing in the East Bay

Short & Long Term Rentals



ex'pression
COLLEGE FOR DIGITAL ARTS

Tours Available

2 Marinas. 850 Slips. 1.2 Miles on the Bay. 4 Major Hotels.
30+ Fine Dining Restaurants and Cafes. 25+ Worldwide &
Boutique Brands. Unlimited Ways to Play. Begin your 2012/
2013 Cup trip planning at emeryvilleonthebay.com

Unlimited Ways to Play

Emery Cove Yacht Harbor offers competitive rental rates and is only minutes from the center of the Bay!
Emery Cove is unique in that you can make us your "second home" by purchasing your own slip in fee title,
as an option to renting. Own a dock on San Francisco Bay
and enjoy tax savings and a great investment!



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 rhumblining 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 winnerin 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/ROBB

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 *Dorade*. 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. *Dorade* 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: *Dorade* 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



**UPWIND,
DOWNWIND,
STARTING,
FINISHING...
DOYLE LEADS!**

Call for a
race-winning
quote today.

Stratis, Fiberlay, Crosscut and more. Doyle's unmatched racing technology is dedicated to one simple goal – winning!



DOYLE SAN FRANCISCO
Bill Colombo 510-523-9411

NEW DOYLE S. CALIFORNIA
Bob Kettenhofen 949-645-5388

www.doylesails.com



BY LAND & BY SEA

Kona Kai Marina is officially reconnected to the Kona Kai Resort!
Enjoy exclusive resort access to outlets and amenities, in addition
to special rates on guestrooms and services.

CALL 619-224-7547 FOR MORE INFORMATION!

1551 Shelter Island Dr, San Diego, CA 92106
konakaimarina.com | 619.224.7547



Start Line Strategies

**Winning Legal Planning
for Sport Programs**

10 years America's Cup Experience

Sponsor & Venue Arrangements • Crew Contracts
Vessel Shipping Logistics • Charter Agreements

Ashley Tobin

(925) 324-3686 • amtobin2@gmail.com

Gourmet chocolate in commemorative tins.

IDEAL FOR YOUR
AMERICA'S CUP
PARTY OR EVENT

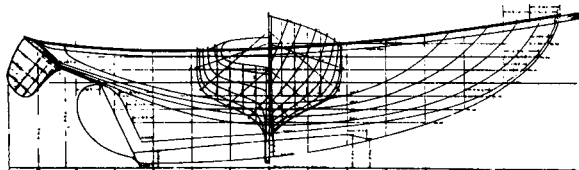


RETAIL AND
WHOLESALE
AVAILABLE



Order Today!

(888) 732 - 4626 www.bridgebrands.com



MAKELA BOATWORKS

Family owned since 1948

Wooden Boat Building • Repair and Restoration

19280 South Harbor Drive • Fort Bragg, CA 95437

(707) 964-3963

email: howard@makelaboatworks.com • www.Makelaboatworks.com

RIGGINGANDHARDWARE.COM

STANDING RIGGING - RUNNING RIGGING
LIFELINES - HALYARDS - CLUTCHES
ROLLER FURLING - WINCHES - BLOCKS
DECK GEAR & MORE...

Official
Sponsor
2013
BAJA
HA-HA

**RIGGING
ONLY**

since 1984

508-992-0434

sail@riggingonly.com



WWW.RIGGINGANDHARDWARE.COM

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 an 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.

Pactor modems — Get a Pactor modem with a USB connection if you plan to do HF SSB email. Frequently, when a cruiser has an issue with their Pactor modem connection, it is because they have a Pactor 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 Pactor 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!		8.122 USB 8.294 USB 8.297 USB		
14:00	#REF!	Amigo	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!	Sonrisa	3.968 LSB	Mexico	Weather at UTC 13:45 Summer & 14:45 Winter.
13:30	#REF!				
15:30	#REF!	Chubasco	7.192 LSB	Mexico	Warmup.
15:00	#REF!	Baja California	7.2335 LSB	Mexico	Weather 15:15 / 16:15.
16:00	#REF!				
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: radiator@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/

BAJA HA-HA XX

BROUGHT TO YOU
BY THESE
OFFICIAL SPONSORS



WWW.BAJA-HAHA.COM

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

Your
Yacht Club
South of the
Border



Home
of the
Banderas Bay
Regatta

Vallarta Yacht Club

<http://vallartayachtclub.org>
<http://banderasbayregatta.com>

Everything you need from a full service yacht club.

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



WAYPOINT

621 - 4th St., Oakland, CA

www.waypoints.com • (510) 769-1547

RIGGING ONLY

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

Since
1984

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

ICOM

Award-winning Marine Communications Equipment

Handhelds • Mounted VHF • SSB • AIS

Visit one of our many West Coast dealers

www.icomamerica.com/marine

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.

Summer
is safe at
Paradise



Enjoy
your stay
with us!

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

SELF-STEERING AND EMERGENCY RUDDERS



SCANMAR
INTERNATIONAL

Factory
Direct

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

West Marine
For your life on the water™

**Prepare for the 20th Annual Baja Ha-Ha
at a West Marine store near you !**

For more locations near you
or to shop online 24/7 visit www.westmarine.com



Est. 1973

Almar Marinas

Everywhere you'd like to be
www.almar.com

BAJA HA-HA XX



THE CRUISER'S CHANDLERY

2804 CAÑON STREET • SAN DIEGO
(619) 224-2733 / (800) 532-3831
FAX (619) 225-9414

www.downwindmarine.com



Let Marina El Cid Welcome You to Mexico

A Cruiser's Paradise!

www.elcid.com

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



New Mexican Liability Program

*Lower Rates * Tender Included*
Short Term Policies Available

(800) 992-4443

www.marinersins.com

See Our Half-Page Ad In This Issue

Newport Beach, CA - San Diego, CA
Burlingame, CA - Seattle, WA
Sarasota, FL - Puerto Vallarta, MX
*Affiliate company d/b/a: Mariners Insurance Mexico

Best Marina in Banderas Bay



MARINA RIVIERA NAYARIT

www.marinarivieranayarit.com

011-52-329-295-5526



SAN DIEGO BAY'S



HARBOR ISLAND WEST MARINA

*Serving Southbound Cruisers in San Diego
Bay for over 40 years*

www.harborislandwestmarina.com

619.291.6440

CALL ABOUT OUR BAJA HA-HA CRUISER SPECIAL!

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.



Sign up here.

Get QR Reader
FREE at your
App Store.

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



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

The World's Highest Quality Marine Products



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

www.marina-mazatlan.com

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



Survive Your Dream

ECHO Tec Watermakers

604-925-2660

www.hydrovane.com

Partner for Baja Ha-Ha 2013



Tourism Board

www.visitmexico.com



Todo Vela Mexico

BEST SELECTION IN MEXICO!

Harken - Marlow - Ronstan - NE Ropes

Marina Riviera Nayarit - Mercado del Mar #29
La Cruz de Huancaxtle - Nayarit - Mexico

(52) 322-105-4840 (cel)

Info@TodoVelaMexico.com



Made from recycled sails, collected from sailing communities all over the world.

We trade bags for sails!

Contact christa@seabags.com
for info on our sail trade program.

(207) 415-5104 • www.seabags.com



Large navy anchor tote,
hand-spliced rope
handles

BROUGHT TO YOU BY THESE OFFICIAL SPONSORS



La Paz 

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

OPEQUIMAR
MARINE CENTER • CENTRO MARINO

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

 **OCENS**

Weather, Email and
Voice Solutions.
Satellite Phone Sales
and Rentals.

www.ocens.com
sales@ocens.com • (800) 746-1462

McDERMOTT COSTA
insurance brokers - est. 1938

**CALL FOR
BAJA HA-HA/
PACIFIC PUDDLE
JUMP INFO.**

BILL FOWLER – Marine Specialist
(510) 957-2012
Fax (510) 357-3230
bfowler@mcdermottcosta.com

Cruise ROwater
and power

Go Cruising,
Not Camping,
with High Output
Water Makers,
Alternators, Wind Gen
and CoolBlue
Refrigeration.

TECHNAUTICS
CoolBlue Marine Refrigeration

www.cruiseROwater.com

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.

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

*Don't get stuck hand steering—
Get the reliable, powerful wheel pilot!*

CPT
AUTOPILOT

- QUIET AND DEPENDABLE
- AFFORDABLE
- EASY OWNER INSTALLATION
- LOW POWER CONSUMPTION

www.cptautopilot.com 831-687-0541

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

PACIFIC OFFSHORE RIGGING

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

Design consulting • Commissioning • Refits
Custom line and hardware

WE SHIP RIGGING WORLDWIDE
www.pacificoffshorerigging.com (619) 226-1252

Cruise over and spend a night
or two at our beautiful Marina

**CHANNEL ISLANDS
HARBOR MARINA**
Slip reservations, call 805.984.7780
Located halfway between Malibu and Santa Barbara
www.vintage-marina.com

CHARLIE'S CHARTS
WESTERN COAST OF MEXICO
Occasional Baja Coastline

**NEW! Western Mexico
13th Edition with Expanded
Sea of Cortez Coverage**
www.charliescharts.com

Charlie's Charts

Travel Guides • Gerry's Charts • Ships Store

PLEASE NOTE:

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

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

Please
remember
to patronize
Baja Ha-Ha
sponsors.



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."

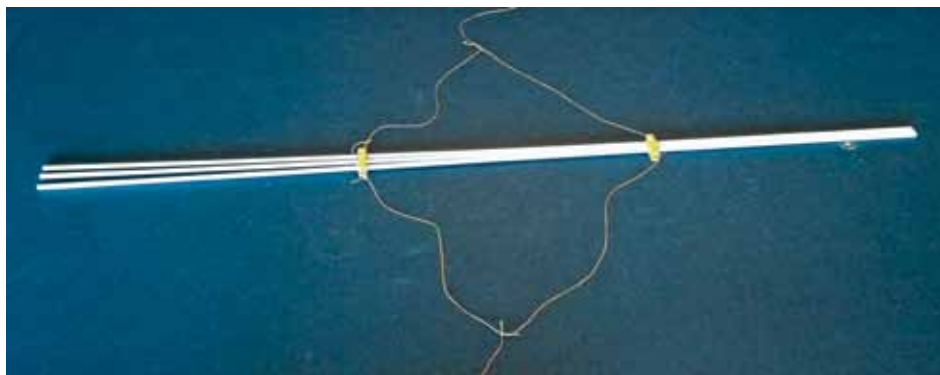
"I totally knew you'd need some convincing," Lee continued. "The theoretical proof is gnarly, so I brought an experimental apparatus to demonstrate. It's up in the parking lot in my friend's car — be right back."

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

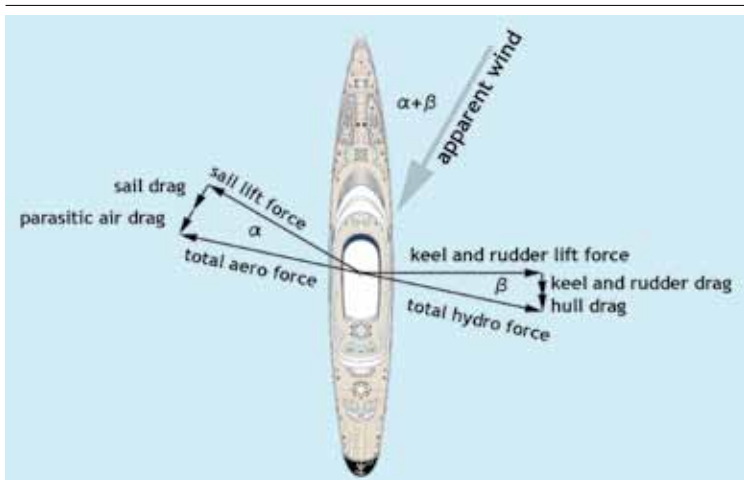
MAX EBB

example the forward lifeline lacing."

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."

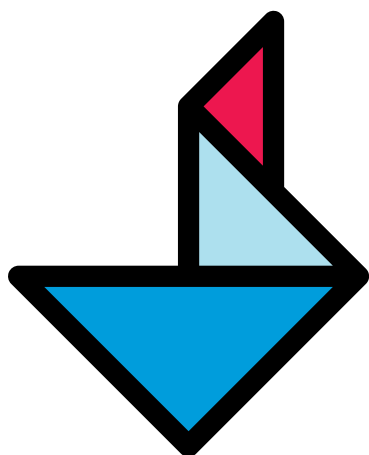
I finally got their attention turned to rigging the boat for the race. Although Lee still insisted on swapping out my jib-restraining lacing lines on the forward lifelines for some much thinner stuff.

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



**SAN FRANCISCO
BOATWORKS**

San Francisco's boatyard | www.sfboatworks.com

Marine parts and supplies



Complete haul and repair



Engine repair and service



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

Authorized dealer for:

YANMAR

**marine services
for power & sail**

415.626.3275

info@sfboatworks.com

835 Terry Francois St.

San Francisco, CA 94158

Take us **WITH YOU** on the water

**VESSEL ASSIST Captains
assist THOUSANDS
of Members a year.**



VESSEL ASSIST

Call or go online now to join!

**1-800-888-4869
www.BoatUS.com/towing**

Unlimited towing details and exclusions can be found online at BoatUS.com/towing or by calling.

THOUSANDS OF TOWS AND YEARS OF EXPERIENCE

work in your favor—we've been there, done that, and seen it all! Our captains are licensed and trustworthy. With over 600 boats in 300 ports nationwide, we're only a quick call away to assist you on the water when you need it most. Get Unlimited Towing for \$149 and just show your BoatU.S. Membership card for payment on the water.



Download
the **FREE**
BoatU.S.
Towing App!



CALLING ALL ISLANDERS

ISLANDER 36 ASSOCIATION

announces the

Islander InterNationals

inspired by the America's Cup
hosted by Sausalito Yacht Club

August 24 & 25

*Racing across the Bay
from the
Louis Vuitton finals!*



36

JOIN US – SIGN UP NOW!
www.islander36.org



DOWNWIND SAILING AT ITS BEST

South Beach Yacht Club • Benicia Yacht Club

Saturday, August 31

Post-race party with dinner and live music at Benicia Yacht Club!

Registration: www.southbeachyc.org

Questions: miltsmith549@gmail.com

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 nuking 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 nuking 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 Liljestrand'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

SEFYC/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) *Tiburón*, 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

QYRA 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 Walton-Smith. (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 Sjöberg; 2) *Golden Moon*, Express 37, Kame Richards; 3) *Dos*, Sierra 26, Brad Butler. (12 boats)

PHRF 2 — 1) *Uno*, Wylicat 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 Sloodman'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 Meg-eath'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 Megeath; 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.encycal.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



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

CLIPPER RACE



PACIFIC CUP

JULY 2014 • START NOW

the FUN race to hawaii

- 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 neophyte 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?

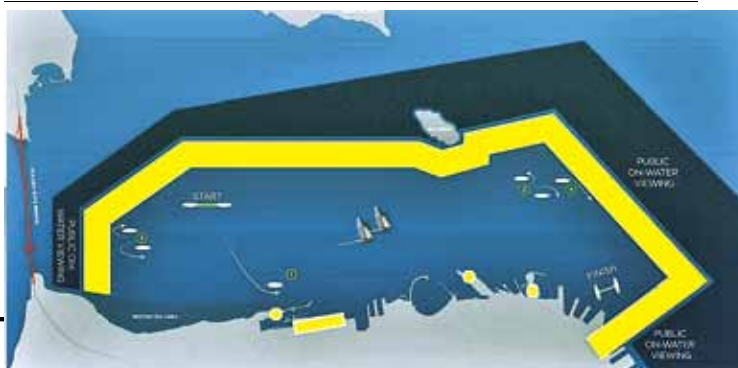
If you answered yes to any of the above questions, perhaps a flotilla charter would be right up your sailing alley.

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.



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.)



BVI YACHT CHARTERS

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

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

BVI YACHT CHARTERS

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

www.bviyc.com
charters@bviyc.com

SAN JUAN ISLANDS



Bareboat Charter

Fly to Bellingham, WA and set sail to explore the beautiful San Juan Islands! Charter bareboat or with a skipper. Our fleet of 33 sailboats and a growing fleet of trawlers offer you the newest vessels available for charter. All are maintained to the highest standards of preventive maintenance in the charter industry worldwide! (Airfare SFO/OAK to BLI approx. \$250)

Ask for our "\$100 Off" Latitude 38 Special!

CHARTER
40 Exceptional Yachts
from 30 - 49 feet



SCHOOL
AMERICAN
SAILING
ASSOCIATION

31 Years of Sailing Excellence

We certify more Bareboat Skippers than any other school in the Northwest!

1-800-677-7245 • www.sanjuansailing.com

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?"

Stop dreaming – go sailing.

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



**Conch
Charters**

www.conchcharters.com

(800) 521-8939



British Virgin Islands

Belize

The Grenadines

TMM
Yacht Charters

We're the Real Deal.
Real People. Surreal Places.

"Hey Guys, make sure you get a fresh cup of my Caribbean coffee in the morning."

Joyce "Oh Happy Days"
TMM - BVI (23 Years)

www.sailtmm.com
1-800-633-0155



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 offer-

ing 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.



A bent Leisure Furl boom is not a good thing.



BEACH HOUSE

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.

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



BEACH HOUSE

IN LATITUDES



STARSHIP



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

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 desert. 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.



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.

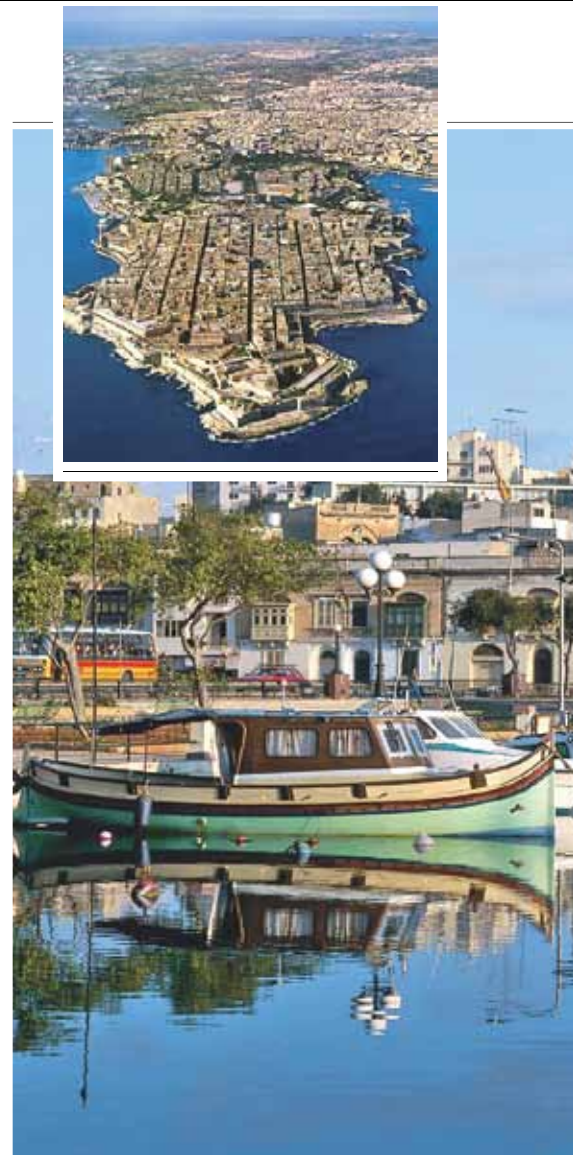
By the way, 'good on' the Wanderer and his singlehanding his Olson 30.

— 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 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.



Linosa, any port in a storm!



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!

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.

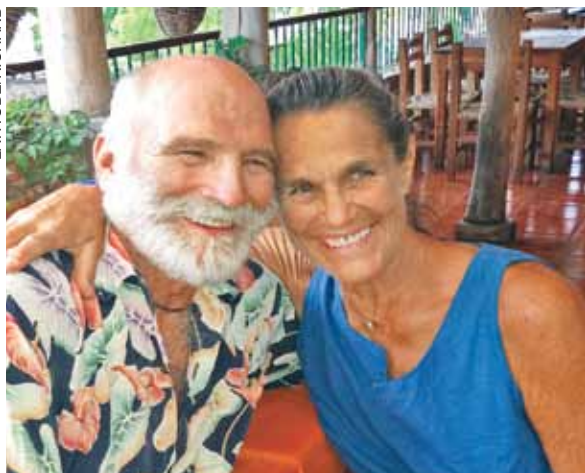
We came to Tunisia for three reasons. One was to reset the clock on our Schengen Visas, another was to get cheap fuel, and a third was to see another country. Restaurant prices were extremely reasonable — in fact, less expensive than eating aboard *Esprit*. We've also enjoyed the fact that many other 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.



LATITUDE/RICHARD

In late 2010, Tunisia's longtime 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

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

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, **Annabel'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

A wide-angle photograph of a small white boat on a vast expanse of turquoise water. The water is crystal clear, showing the sandy bottom. The sky is a deep blue with scattered white clouds. The horizon is visible in the distance.

BoatSmith

561.632.2628
www.BoatSmithFL.com

We Build Your Dreams

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



COCOKAI

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

Your Boatyard in the Heart of Paradise



Large, fenced, secure dry storage area

Tahiti Customs policy has changed!
Foreign Flag vessels can stay on dry storage in our yard for up to 12 months out of 24.



A Subsidiary of
The Moorings Yacht Charter, Ltd.

Our Services |

HAULOUT

- Marine Travelift 25 tons
- Marine railway 120 tons
- Storage in adjustable steel cradles
- Fenced Yard

PAINTING

- Topsides, hull, bottom, varnish
- Brush, roller, spray

MECHANICAL WORK

- Inboard, outboard, diesel, gas
- All brands

REPAIRS

- Electrical repairs
- Refrigeration installation & repair
- Fiberglass & woodwork
- Welding, steel, stainless, aluminum

SAIL LOFT

- Sail repairs, biminis, dodgers, covers

STORE

- International, Pettit, Epiglass, Devoe
- Spares
- Fill U.S. gas cylinders

DO-IT-YOURSELFERS WELCOME!

BoatUS Cooperating Marina



Professional boatyard in the heart of Paradise

Raiatea Carenage will make sure
paradise is everything you expected.
Call, write, or sail in . . . we're here to serve you.

B.P. 1111 Uturoa Raiatea 98 735 Polynésie Française

Tel: (689) 600-545 ~ Fax: (689) 600-546 ~ VHF 68

Web site: <http://www.raiatea.com/carenage> ~ email: raiateacarenage@mail.pf

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.



SPECTRA
WATERMAKERS

Adventure Awaits

Let us help you find it



www.swedishmarine.com



www.outboundyachtservices.com



www.emeraldharbormarine.com



www.seatechmarineproducts.com

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 —

*Call About Our
Special
Cruiser Rates!*

San Diego's Cruiser Destination
**Harbor Island
West Marina**

620 Single Slips
Outstanding Central Location
Complimentary Wifi
Fuel Dock

Pool/Spa/Laundry
Deli & Restaurant
Package/Mail/Fax/Notary

619.291.6440

www.harborislandwest.com

2040 Harbor Island Drive San Diego, California 92101

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 Stolnitz 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.

MARINA DE LA PAZ FULL SERVICE MARINA

Friendly, helpful, fully bilingual staff

Hardwood docks • Protective piling & sheetpile breakwater
Plug-in Internet • Dinghy landing • Cruisers' clubhouse
Electricity • Potable reverse osmosis water • And more!

TEL: 01152 612 122 1646

email: marinalapaz@prodigy.net.mx

www.marinadelapaz.com

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

HAWAII LONG TERM DRY STORAGE

Clear Customs at our dock

GENTRY'S

KONA MARINA

HONOKOHAU HARBOR

156°1'30" W
19°40'20" N

TOLL FREE 888-458-7896

www.gentryskonamarina.com

The friendliest boatyard in Hawaii

Available
Now!



Save Your Aft!

Using one of our 1900+ patterns or your own pattern, let our craftsmen create a comfortable, durable, and stylish set of all-weather cushions for your cockpit. Find your custom, closed cell foam cushions at www.bottomsiders.com!

BottomSiders

BottomSiders
2305 Bay Avenue
Hoquiam, WA 98550

Call Toll Free: (800) 438-0633
cushions@bottomsiders.com
Fax: 360-533-4474



1,000 Used Sails
Listed at
minneysyachtsurplus.com

**We Buy Good Used Sails
and Marine Equipment**

MINNEY'S YACHT SURPLUS

1500 Newport Bl., Costa Mesa, CA

949-548-4192 • minneys@aol.com

"We keep boating affordable!"



Ducks in a Row

deWitt

**Jim DeWitt is the
Sausalito Art Festival's
Official Poster Artist
this year!**

**'Ducks in a Row' can be bought
in the form of a poster on
Labor Day Weekend at SAF!**

DeWitt Art Gallery & Framing

(510) 236-1401 • pam@jimdewitt.com • www.DeWittAmericasCupArt.com

BAY MARINE DIESEL

*Marine Inboard Diesel Repair
Surveys • Personalized Instruction*

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



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

ATLANTIC 47 MASTFOIL™



**CHRIS WHITE DESIGNS
TEL: 508-636-6111
www.chriswhitedesigns.com**



KISS High Output Wind Generator

Four amps at 10 knots, 10 amps at 15 knots;
guaranteed to hurricane-force winds; electric
brake and built-in thermal protection; mizzen,
arch, or pole mount; three-year warranty.



MADE FOR CRUISERS!

Powerful, quiet and simply designed.

**SOLAR PANELS • CHARGE CONTROLLERS
LED LIGHTS • MUCH MORE**

**HOTWIRE ENTERPRISES • www.svhotwire.com
svhotwire@gmail.com • P/F: 727-943-0424 • Cell: 727-638-7417**

QUALITY CRUISING SAILS FOR LESS!



**MAINSAILS
MIZZENS
STAYSAILS
HEADSAILS
SPINNAKERS
SAILCOVERS
STRONGTRACK**

leesailscal@yahoo.com

(707) 386-2490

SAILMAKER TO THE WORLD

Classy CLASSIFIEDS





24-FT MOORE, 1980. Richmond YC. \$18,000/obo. #68 *Gruntled*, two-time National Champ + many more wins. Brilliant reputation. Beautiful new paint job and much more. Galvanized trailer, OB, Ericson mast... all you need to win! (510) 830-9574 or simonwiner@gmail.com.



14-FT SNIPE, 1996. Livermore, CA. \$7,600. Race-ready Snipe with like-new trailer and new sails. (408) 497-6107 or clebrooke@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, Australia. Designed "Electra" by Pearson. Restored to very high 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, 11hp, 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 artastarin@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. Rigged 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.



RIGGING ONLY • SMALL AD, SMALL PRICES

Standing and running rigging, life lines, furling gear, winches, line, windlasses, travelers, wire and terminals, blocks, vangs, and much more.

~ Problem solving and discount mail order since 1984 ~

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

BOAT • LETTERING

alphaboatsue@aol.com + www.alphaboatgraphics.com

Creative and durable lettering and artwork for your boat



STARBOARD YACHT DELIVERIES

Over 50,000 sea miles • Pacific, Caribbean, Atlantic
USCG Master 100 GT STCW • Power & Sail

Rick Whiting • (415) 740-2924 • captain_rick@sbcglobal.net



Spaulding Wooden Boat Center

Youth Boatbuilding Program • Community Sails

Boatworks since 1956 • We Specialize in Wooden Boats

Become a Member! 501(c)(3)

www.spauldingcenter.org • (415) 332-3179



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-axe 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=M8WhtoAgbRk. 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 michelleraymondsg@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. Solid, sturdy, sleeps 6 comfortably. Call for pictures and details.

SOLD



The FLEET KEEPER
Marine Restoration

www.thefleetkeeper.com • Regina (510) 499-7113

MARINE SURVEYOR

Sharpe Surveying & Consulting. SAMS Accredited Marine Surveyor. Serving the San Francisco Bay and Delta.

RSharpe@SharpeSurveying.com • (510) 337-0706

- Varnishing
- Topside Painting
- Deck Caulking



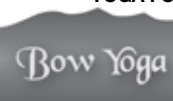
Afterguard Sailing Academy

The Affordable Way to ASA

ASA Basics to Ocean • Crew Intro to Cruising Prep
(510) 535-1954 • www.afterguard.net

YOGA FOR SAILORS ON THE SAN RAFAEL WATERFRONT

Perfect for beginners and those seeking to balance strenuous activity with gentle stretching, rest and recovery. Small group classes Tues/Thurs and private sessions. (415) 785-4530, www.bowyoga.com.





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.



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.



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.



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



30-FT BABA, 1979. SoCal. \$35,000. Classic BABA shape. Recent engine, professional package, s/t with Lying SoCal. and priced to sell at \$35,000.

32 TO 35 FEET



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 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 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.

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.



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 Jacksonwrightsf@yahoo.com.



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.



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.

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. by Jennifer Anne - PacCo. Pending jib. Furler. Universal MD38. SSB. EPIR. 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.



2013 Northern California Sailing Calendar & YRA Master Schedule



Pick one up at our office, 15 Locust Ave., Mill Valley, CA. 94941
Go online and download the eBook or order a hard copy at:
www.latitude38.com

Latitude 38 eBooks

FREE ★ AVAILABLE WORLDWIDE ★
www.latitude38.com/ebooks.html



SAILKAILANI.COM

Passages in the South Pacific aboard a safe, fast and comfortable
Deerfoot 63 with USCG/YRA licensed captains / instructors - from \$1200
OFFSHORE SAILING ADVENTURES

COMPLETE MARINE WOODWORK

Design / Restoration • Expert European Craftsmanship • Interior / Exterior
Repairs / Maintenance • Marine Windows & Frame Replacement
Wood & Dry Rot Repairs • Varnish Work • Marine Painting
Reasonable Rates • (415) 453-2231 • References Available



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.



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 Thooosa 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 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 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.



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 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 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.

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. Re-rigged 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 traim69@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 dalydolphin@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 Barient winches, including Barient 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, derrickhensman@gmail.com or (310) 874-3727.



Introducing ePaint, an advanced line of copper-free, water-based, and VOC compliant bottom paints that are safer for you, your boat and our environment.

Ray Lopez • Bonita Marine • (209) 772-9695

'Electronic Latitude

Just like the magazine but... online, three times a week, and totally different! Find it at www.latitude38.com!

OFFSHORE PASSAGEMAKING INSTRUCTION IN THE SOUTH PACIFIC

John & Amanda Neal are dedicated to providing hands-on, documented instruction aboard their Hallberg-Rassy 46 *Mahina Tiare III*, drawing on their combined 584,000 miles and 73 years of experience. www.mahina.com • (360) 378-6131

Going Somewhere?

Mexico ≈ Caribbean ≈ South Pacific

Stop by our office and take a bundle of *Latitude 38* magazines along with you. We promise you'll be a hero for sharing them with other cruisers!

Latitude 38 • 15 Locust Ave • Mill Valley, CA • (415) 383-8200 • Open M-F 9-5



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 billsails@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 karlrehch@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 Tiltotson 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 rwwales@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. \$79,000. 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.yachtsoffered.com/listing.php?yacht_id=188. Email for complete specs, refit list, pictures and recent survey, jfullerpcpa@hotmail.com.



MOBILE MARINE PUMP-OUT SERVICE

\$25 per pump up to 40 gallons.
Includes fresh water flush and a packet of treatment.
20% discount for regularly scheduled service.

www.mobilepumpout.com • (415) 465-0149 • tim@mobilepumpout.com



DOGGIEVENTURE – A doggie daycare on the go!

Morning or afternoon sessions available in San Francisco

Training • Boarding

www.doggieventure.com • (415) 314-7541

DAVE'S DIVING SERVICE

Hull Cleaning • Zinc Replacement • Inspections • Props Replaced
New 75'x30' service dock in Sausalito also offers vessel wash and wax.
Fully insured and marina recommended.

(415) 331-3612 • Serving Southern Marin Since 1984

Certified Marine Surveyors

NAMS - SAMS SA

Professional Marine Surveys • Bay and Delta

captainterrylee@gmail.com • (415) 722-7695 • (916) 599-5241



Panoramic Land and Spectacular Panoramic Vistas

Mt. Tamalpais Retreat – Fully Furnished, Sleeps up to 20, \$700/night



Large 3-level home with beautiful views. 5 bedrooms, 4 baths and full kitchen. Private hot tub, pool table, spa and courtyard. Wide screen TV and internet access.

Great for groups, family retreats or business meetings.

Easy access to Muir Woods/Beach and downtown Mill Valley. 20 minutes to San Francisco.

For more information call or email:

maxine.cohen8@gmail.com • (415) 505-2864

KATADYN SURVIVOR 35 WATERMAKER

The Survivor is a must for all sea-going vessels and is the most widely used emergency desalinator. It is used by the U.S. and international forces. It is able to produce 4.5 liters of drinkable water per hour.

Reconditioned by Katadyn **\$950**

Also available:

New Katadyn Survivor 35: \$2395

New Katadyn Survivor 40-E: \$3895

New Katadyn Survivor 80-E: \$4995



EQUIPMENT PARTS SALES

In the U.S.: (800) 417-2279 • Outside the U.S.: (717) 896-9110
email: rod@equipmentpartssales.com

FOR SALE BY OWNER • \$475,000

Walk, Drive, Bike to Beach
Swim • Clams • Crabs

On private, maintained,
gated access
road.

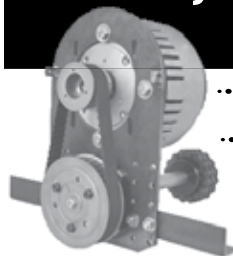
Camano Island, WA
Drive to Island

Boating Family's Charter
Capt. Waterfront Home
w/private mooring.



Details at: www.camanosail.com
(425) 314-9824 or camanosail@camano.net

Convert your auxiliary drive to CLEAN, QUIET ELECTRIC



- Low maintenance and affordable
- Generate power while under sail
- No noxious gas/diesel fumes
- Superior torque at low RPM

ThunderStruck Motors

SALES • SERVICE • CONSULTING • CUSTOM PROGRAMMING

www.ThunderStruck-EV.com • 707-578-7973



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 liveaboard, 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 lighthead45@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 liveaboard and long range blue water cruiser with rare two-cabin, two-head layout. Center cockpit with hard dodger. Recently recaulked teak decks. Aft cabin has transom windows above the thwartships queen size bunk and opening portholes for ventilation. Go to www.YachtWorld.com for specs. (530) 541-4654 or mortmeiers@aol.com.



42-FT CASCADE, 1972. Redwood City. \$40,000. New sails, watermaker, Autohelm, 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.americkiwhome.com. Email neptune@ecentral.com. 150A Beach Road, Onerahi-Whangarei 0110, New Zealand.



46-FT IRWIN. Center-cockpit ketch, 1982. San Rafael. \$82,870. Spacious cruiser/liveaboard, 3 cabins, sleeps 8, easy for crew of 2. Perkins diesel, 62hp. Recent haulout, over \$50k restoration. Taking best offer before I move to NYC. <http://ourethos.wordpress.com>. Contact derrickhensman@gmail.com or (310) 874-3727.

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.



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.



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.



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.



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.



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.



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 state-rooms). Excellent cruising/liveaboard 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.

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, Barent 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 off 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.



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.

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.

51 FEET & OVER

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.



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.

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.



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.

MULTIHULLS



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 pandkpark@comcast.net.

34-FT GEMINI 105MC, 2005. Redwood City, CA. \$119,900. High performance racing boat that is also amazingly a spacious liveaboard 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.





*A Sailor's
Consignment
Chandlery*

NEW & USED BOAT GEAR
Open Tues.-Sat. 10 to 5 p.m.

510-769-4858

Located at Grand Marina

www.bluepelicanmarine.com

Innovative marine products



Mastlift & Accessories

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



Anchor Buoy Self adjusting

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

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

SWI-TEC America

INNOVATIVE MARINE PRODUCTS

www.swi-tec.us

After hours
pick up and
drop off
available.



Specializing
in
Sail Repair
and Service.

Marchal Sailmakers

2021 ALASKA PACKER PLACE, ALAMEDA, CA 94501

Dominic Marchal • (510) 239-5050

www.marchalsailmakers.com



AVAILABLE
FOR PARTIES
TOO!

BAR OPEN DAILY TILL 9 PM

LIVE LATIN MUSIC

Saturday & Sunday 5:30-8:30 pm

with an outdoor BBQ 5-8 pm

FRIDAY SUNSET SOIREES

Dancing 6-9 pm

WEEKENDS

Brunch Served 9:30 am-4:30 pm

WEEKDAYS

Lunch Served M-F 11 am-4 pm

Fridays 11 am-3:30 pm

Happy Hour M-Th 4-7:30 pm

855 Terry François St., San Francisco

www.theramprestaurant.com

(415) 621-2378

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



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.

POWER & HOUSEBOATS



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, re-frigeration, 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.

PARTNERSHIPS

CATALINA 30 SHARE. In Sausalito. \$300/month. Just renewed/updated; she sparkles. New deck, new Hood performance mainsail/Pineapple jib. Best dock in Sausalito. Free parking, steps to boat/cafe/bars, 5 min. you are sailing. Upgrades: diesel/wheel, performance mast/spar, furling, MaxProp, replaced cushions. Share (non-equity \$300 month, up to 6 days month). (415) 332-5442 or Leeloves2sail@hotmail.com.

CARIBBEAN PARTNERS WANTED. St. Thomas. Looking for partners interested in a USVI-based sailboat. I'm just gathering names of those interested at this point. Details to be worked out - very flexible. Please email: matt@comprate.com or (916) 421-1167.

46-FT JEANNEAU SUN ODYSSEY 45.1. 1996 San Francisco West Marina. 25% partnership interest. Pristine condition. Prefer StFYC member or someone interested in joining StFYC. Call John at: (650) 722-3699.



SOUTH OF THE BORDER

SAILING THE SEA OF CORTEZ. In La Paz. Sailing with a MacGregor 26X or Herreshoff 28. See www.sailing-baja.com. Contact info@hacienda-sol.com or (011-52) 612-123-5440.



S/V IN THE SEA OF CORTEZ. Loreto. I have an S/V in the Sea of Cortez (40-ft, 2 staterooms, 2 heads, Sirius, TV, fridge, ice). Lovely town, marina, safe, secure, dinghy, ready for your arrival. Offering exchange, getaway/rental, p/s, etc. Available year 'round. Sailing? American CG captain on site if needed. Reasonable. If sailing, resume required. Minimum two weeks; max 4 people. Prefer sailing couple(s) or in-slip tenant. (831) 818-8452 ext. 104 or calmeismal@aol.com.



PLAN YOUR MEXICAN GETAWAY NOW.

At the brand-new, gorgeous Cielo Y Mar condos. Located in Punta Mita, 35 minutes from Puerto Vallarta, available to rent from private owner. On the beach, 10 feet from the water, they offer spectacular views of ocean and mountains, the biggest infinity pool in the area, an endless beach, great surf breaks, great fishing, tremendous views of whales, bird life and the islands. While uncrowded and tranquil, just a five-minute walk to several waterfront restaurants. Choose from a spacious, beautifully furnished one- or three-bedroom unit, or an amazing two-story penthouse with lovely shade trellis on the top floor. See details at website: www.puntamitabeachfrontcondos.com. To reserve, call Dona de Mallorca, (415) 599-5012.

GEAR

TROLLING GENERATOR KIT. Alameda. \$299. Designed for use with Ampair Aquair 100. Swivel mounting ring, standard pitch trolling propeller, 30m 12mm braid tow rope and fittings. Generator not included, but could be good start for home-brew. Unused. (650) 367-9926 or Lat38CC@Ricks-Cafe.net.

WATERMAKER: SURVIVOR 06. Alameda. \$499. PUR (now Katadyn), 2 units each \$499. One in unopened package, one re-bagged, likely never used. Both have sat for years and should get refurbished (\$100 + shipping from Katadyn, (unusual parts cost extra)). (650) 367-9926 or Lat38CC@Ricks-Cafe.net.

74-FT MAST. Designed for catamaran. Best offer. (415) 269-5165.

HEMPEX ROPE / LINE \$6/\$80/\$120. Construction: 3-strand laid construction from PP staple fiber (Spleitex(R)). Hemp and black color. Good to know use: Halyards, sheets on traditional vessels, can also be used as mooring line. A light, floating material (should therefore not be used for anchor warps). The material is manufactured with traditional fiber-spinning procedures and thus exhibits typical hemp-like behavior. Very high break loads compared to natural fiber ropes. High chemical resistance. Very good UV-resistance gives excellent service life. Low elongation. Free of THC. Looks like hemp, feels like hemp, but is in fact a modern and durable man-made fiber rope. Various sizes and lengths. (415) 827-6694 or jlinman@hotmail.com.

STAYSAIL + ASYM SPINNAKER. Brickyard Cove. \$950. Excellent condition. Ullman staysail (luff: 35', leech: 30'4", foot: 12'3"). Asym spinnaker code 3 (luff: 37'4", leech: 32'8", foot: 19'0"). Ullman bags included. Contact (530) 542-3641 or denewman2@aol.com.



weatherguy.com

Worldwide Marine Forecasts Cruising, Racing & Commercial

Packages Starting at \$65.00 USD

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



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

www.weatherguy.com

www.pacificmaritimelaw.com

Maritime Law Offices of Jared A. Washkowitz

SF Bay Area | So. Cal. | Hawai'i

Vessel Documentation
Fed. & State Regulation
Charter Parties
Personal Injuries
Wrongful Death
Maritime Liens
Vessel Arrests
Limitation of Liability
Towage



Collision/Allision
Vessel Financing
Cargo Loss & Damage
Longshore Act
Jones Act
Wreck Removal
Salvage
Marine Insurance
+ other practice areas

Email: jaw@pacificmaritimelaw.com

PH: +1 (415) 320-8254 (Calif.) | +1 (808) 840-7410 (Haw.)



WEDLOCK, RAMSAY & WHITING Marine Surveyors

Vessel surveys,
consulting, deliveries.

Serving the
Bay Area
since 1980



www.norcalmarinesurveyors.com
(415) 505-3494

How to Read
Latitude 38
in the Azores:

Download our eBooks
FREE!

www.latitude38.com

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.

AMERICA'S CUP RACE accommodations. San Francisco. First class, for two persons, in the heart of San Francisco. \$8,900 for both race weeks starting September 14. For more details email: regchuck@comcast.net.

NEW MAST. Wilton, CA. \$9,900. New masthead-rigged, keel mount, 55-ft mast and boom. Never used, always warehoused. Made by Ballenger, it's an anodized, tapered, double-spreader, wired lights-in, stainless steel rod rig + 4 new halyards. Contact (916) 471-8091 or vergparrett@frontiernet.net.

CLUBS & MEMBERSHIPS

OAKLAND YACHT CLUB ALAMEDA. Discover the fun and fellowship of belonging to a yacht club. Enhance both your boating skills and social experiences on the water. Find out how by calling the Oakland Yacht Club, celebrating its 100th year in Alameda, CA. See more at www.oaklandyachtclub.net. Or call (510) 522-6868.

PROPERTY SALE/RENT



PRIME LOCATION FOR AMERICA'S CUP. San Francisco. \$160/night - monthly. 1200 sq.ft. top floor in safe historical Castro District. Gorgeous Victorian: 2 bedrooms, split bathroom, fully equipped kitchen, ample dining and living room, bay windows, natural sunlight and city views. (415) 203-0361 or hugaton@mac.com.

AMERICA'S CUP TIMESHARE RENTAL. San Francisco. \$250/day. One-bedroom deluxe timeshare at the Wyndham Canterbury SF. Sleeps 4. Available 9/6-13, 9/13-20, and 9/20-22. Resort details at website: www.wyndhamvacationresorts.com/ffr/resort/details.do. Contact (707) 762-7124 or fosterjrf@sonic.net.



SPEND AMERICA'S CUP. In a 1906 Victorian triplex. Sausalito. Best Offer. Overlooking the Bay in beautiful old town Sausalito. We have 3 lovely, furnished units, top has unreal panoramic views, middle still has Bay views with some Bay Bridge, Angel Island and straight out in Bay, bottom has no views, but still very charming and all are right here within a few minutes from Golden Gate Bridge. One-minute walk to the Golden Gate Transit bus stop and dry cleaners, across the street is Golden Gate Market. Golden Gate Bridge is two minutes away by car. Downtown and the Ferry is an eight-minute walk away. Email for link and info. *Possible second furnished triplex also available. (415) 259-9877 or merz356@earthlink.net.



MAKANI KAI MARINA CONDO. With deeded boat slip. Oahu. \$735,000. Large waterfront condo with deeded 34-ft boat slip just steps away. Exclusive yachting community on beautiful Kaneohe Bay. 3B/2B, 1300 SF with 700 SF of lanais and patio. Recently remodeled, many upgrades. Quiet, gated, clubhouse, pool, yacht club, BBQs, kayak storage, resident manager. Close to KYC, Coconut Island and sandbar. See http://mkmarina.org. Contact (808) 445-0080 or kit.carlan@gmail.com.



SANTA CRUZ: GETAWAY. For yachters. Downtown, walk to beach, SCYC member. The SS Minnow: Santa Cruz, California. Artistically sets sail. Weekend/short-term stays. Alarmingly charming yacht-like artistically designed kitchen/galley area. Loft sleeping area, large porch with beautiful southern exposure hosts a greenhouse designed as sleeping/reading area in a historical building. We have a few bikes for use or walk to the beaches, downtown. Street parking, Wi-Fi and yoga studio downstairs round out the experience. \$160/night. Email dates. www.7squidrow.com. (831) 239-0654 or info@artdujour.org.

HELLABAD SF FLAT. Bernal Heights. \$6,000/month. Party like a Victorian! 1890s Victorian, Bay views, furnished w/ period pieces. 2/3 bdrm, 2 bath, 1250 sq/ft, modern appliances, art, books, decks, HBO, forced air heat (rare in SF!). Available July. (415) 282-0875.



NORTH TAHOE LAKEFRONT TAHOE.

Four-bedroom, condo in Star Harbor, near Tahoe City. Panoramic lake views and two buoys assigned to this unit. HOA amenities include pool, tennis, beach, pier and a private harbor with an assigned boat slip for each unit. Contact Dan Hauserman, Coldwell Banker. (530) 583-9111 or dan@ilovetahoe.com.



AMERICA'S CUP. Vallejo, CA. \$835/weekly. Historically-registered, gorgeous, furnished Victorian house, two blocks uphill from Vallejo Yacht Club. Waterfront dining, four blocks from Vallejo Ferry direct to Pier 39. Stunningly romantic deck, panoramic Bay water views with BBQ. Contact hanglide1@netzero.net or (707) 557-8050.



LOVELY POUSSADA. Off the coast of Brazil. Ilha Grande Island. \$220,000. 2 hours from Rio, short boat ride from the mainland. Could be used as a business or a large vacation home. Perfect for several families. 6 bedrooms, 5 bathrooms, covered deck overlooking the ocean. Boat dock. Partially furnished. (916) 873-4318 or kbwiese@comcast.net.



BAY AREA HIDEAWAY. Mill Valley, CA. Large 1 bedroom apartment, 2 short, flat blocks from downtown Mill Valley, and close to the Bay, beaches and hiking. This is an upper unit, 2 decks, one above a babbling creek, the other beneath the redwoods. Well equipped AEK with dishwasher, full bath, large bedroom with queen size bed. Covered parking, washer/dryer on premises. Hi-speed Wi-Fi, cable, DVD. \$120 a night, 2 night minimum. No smoking, no pets. See more at www.airbnb.com/rooms/160781 or franicowan@yahoo.com.

BERTHS & SLIPS

40-FT BOAT SLIP FOR RENT PIER 39. \$400 per month. Great boat slip in the heart of San Francisco! Yet away from the crowds. Security, discount parking, shower and laundry facilities. (425) 643-0614 or (206) 321-3730.

50-FT PRIME SLIP, PIER 39, SF. \$50,000. F-Dock, Slip 11, east side. Protected from wind. Close to gangway, showers and marina office. Covered parking across street with special rates for owners. (559) 355-6572 or scorch@tempest-edge.com.

DOCK SPACE FOR YACHT. Up to 90-ft Point Richmond. \$400/month. Safe, quiet, low-traffic dock for motor or sail yacht at private home. Locked gate with 24/7 access. \$400 per month PLUS power. No liveaboard. (510) 237-2020 or (510) 666-4257 or emalona@tyriscorp.com.

50-FT COMMERCIAL SLIP. San Francisco. Pier 39. \$55,000. Newly constructed J-Dock, Slip 6, west side with views of Golden Gate Bridge, Angel Island, and Alcatraz Island. Special rates for owners at Pier 39 parking garage. Sublease until 2034, contact James. (650) 520-4607 or jvandyke100@yahoo.com.

BEST 40-FT SLIP AT PIER 39. San Francisco. D-57. Best location. Next to end tie. Open water allows easy in and out. Beautiful views. 19 years remain on lease. (805) 969-8380 or jackalbrecht@cox.net.



CREW

OFFSHORE INSTRUCTION. John and Amanda Neal provide documented ocean passagemaking instruction aboard *Mahina Tiare III*, their Hallberg-Rassy 46, drawing on their combined 584,000 miles and 73 years experience. More at www.mahina.com or (360) 378-6131.

SAILING-BAY/OFFSHORE/VOYAGING. Two-for-one special. Train aboard *Six String*, Pacific circumnavigator. Bay/California or voyage south. We also like to SCUBA/snorkel when wind quits! Great food and adventure unlimited. More at www.rosewindcorporation.com. Call Jim, (970) 635-0346 or shellgamer@aol.com.

JOBS WANTED

DO YOU NEED PROFESSIONAL HELP? Santa Cruz. Professional mariner for vessel delivery or personal calm and relaxed instruction in greater Bay Area. USCG 1600-ton sail upon oceans, 35 years International experience on power to 180-ft and sail to 165-ft. (831) 251-4656.

PART-TIME CAPTAIN. USCG Master 50 GT with tow, looking for interesting part-time work on the water in Bay Area. Retired successful businessman, mid-50s, with great people skills. Contact Michael Long, michael@longfinancial.net or (707) 483-0191.

JOB OPPORTUNITIES

J WORLD SEEKING INSTRUCTORS. And coaches. J World, the national leader in sail training, has opportunities for sailing instructors and coaches. Significant growth and travel opportunities, and a great working environment. See more at www.sailing-jworld.com. Interested sailors email resumes to: info@sailing-jworld.com. (510) 271-4780.

PART-TIME SAILING & POWER instructors for CN. Sausalito and Alameda. Club Nautique, the Bay Area's premier sailing / trawler school and charter company, is looking for friendly, competent licensed Coast Guard captains who love to have fun and share their passion for boating while getting paid to teach sailing and powerboating. Offshore experience is a plus. Two great locations, Sausalito and Alameda. Email your resume to David Scott, School Director: Dscott@clubnautique.net.

MARINE TECHNICIAN. Hirschfeld Yacht is a Bay Area leader in the sales, repair, service, installation, and customization of marine diesel engines and generators. We are looking for marine technicians to join our team. Minimum qualifications: 2+ years direct mechanical/electrical experience. Experience with gas and diesel engines ranging from 10-300hp, inboards and outboards. Experience with manufacturers such as Mercruiser, Mercury, Honda, Yamaha, Beta Marine, Yanmar, Perkins, Volvo, or Universal. Expertise in electrical systems with a solid understanding of electrical fundamentals. Clean background check. Must have a California driver's license and car/truck. Must have own tools and mobile tool kit/bag. Preferred qualifications: ABYC Certifications, manufacturer specific certifications, gas/diesel technology certifications, electrical certifications. For more information and to apply, email: hycbetawest@gmail.com.

BUSINESS OPPORTUNITIES



LIVE THE DREAM \$250,000. 30-year established charter business for sale. *Sadie Sea* operates out of St. John, U.S. Virgin Islands, and is certified to hold 31 passengers. Contract with National Park Service to pick up hikers and many other partnerships. New paint, survey, lower decks and stability test summer 2012. www.sadiesea.com. Email for more details, sadieseacharters@gmail.com.

SAN FRANCISCO SAILING COMPANY. For sale. Pier 39, San Francisco. My name is Erik, I started the SF Sailing Co. 10 years ago and it has been an unbelievable experience. I am that guy with a boat full of bikinis pointing out which boats are mine sailing around, all the while stacking cheese a mile high. But I've fallen in love and am ready for my life's goal of a circumnavigation. Both the charter side and sailing school are available. Great financials and long-term contract with Pier 39 in place. Looking to sell all or part, or take on an equity partner to finance my trip. Ready to consider all offers. Who wants to live the dream? More info at www.sailinglessonssf.com and www.sailsf.com. Contact (415) 420-9065 or erik@sailsf.com.

Sold My Boat!

"As a result of my Classy Classified in *Latitude 38*, our boat sold quickly. Thanks for your help in making the placement of the ad easy, and for your great customer support!"

If you want a proven method to sell your boat, get your ad into the next issue of *Latitude 38* – the deadline is the 15th at 5:00 pm. A 40-word ad is just \$40, and best of all, you can do it online!

www.latitude38.com



Bilge Steam Cleaning Oil Changes

Professional service at your slip!!!



MarineLube 877 744-2244

www.MarineLube.biz

Fuel Polishing Tank Cleaning

VISA MasterCard Discover American Express

KISS-SSB The Simple, Proven
Marine SSB
Ground Plane



• Easy to install
• Superior performance
• Fiberglass/wood boats
• Sail or power

See
www.kiss-ssb.com
for more info or to order.

(360) 510-7885

Specializing in Complete Packages



SEATECH SYSTEMS™

800.444.2581 • 281.334.1174
info@sea-tech.com • www.sea-tech.com

Navigation, Communication & Weather

Mast Mate™



Climb Your Mast Alone with Mast Mate
Made in the USA for 20 Years

Satisfaction Guaranteed

(207) 596-0495
www.mastmate.com

JUST YOU AND THE SEA...



...and the jacuzzi,
the 80-ft long pool, the surf,
the Punta Mita anchorage, and the 4-mile distant
Tres Marietas Islands

Punta Mita Beachfront Condos
Call Doña de Mallorca for reservations!
1.415.599.5012
www.puntamitabeachfrontcondos.com

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.

SPECIAL NOTE: We are also the exclusive dealer for the new Neel Trimaran, winner of *Cruising World* magazine's 2013 award for Most Innovative Boat of the Year. We think this boat will set a new standard for multihull cruising. See our website for more information and to arrange a personal tour of this exciting new boat.



www.catamaranaccess.com

(510) 469-3330 • (408) 828-7299

CATAMARAN ACCESS



Mathiesen Marine

For all of your electronics and electrical needs

Sales & Installation of all major brands
of marine electronics



Electrical system
Troubleshooting & Repair

GARMIN

PC & Mac based
Navigation Systems

AUTHORIZED INSTALLER

Corrosion issues, Inverters, Battery Banks

Visit our showroom located at
3300 Powell Street, Emeryville

(510) 350-6622 www.MathiesenMarine.com



44-FT TARTAN 4400, 2003

Channel Island Harbor • \$379,000, or trade?

Reduced price! Dark green hull, low hours, bow thruster, electric winches, Vacuflush heads, spinnaker, new batteries, new LP and bottom paint, numerous other options/upgrades.



See test sail at:

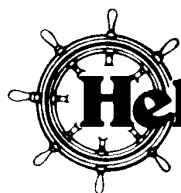
www.youtube.com/watch?v=ckZHxXEAMec

amgjohn@sbcglobal.net • (530) 318-0730

ADVERTISERS' INDEX

AB Marine.....40	Boatswain's Locker13	Emeryville Marina49	Heritage Marine Insurance.....61	Makela Boatworks.....107
Almar Marinas.....31	BottomSiders.....142	Emeryville on the Bay102, 103	Heritage Yacht Sales.....160	Marchal Sailmakers.....152
America's Cup Race Managemant93, 94, 95	Breakwater Cove Marina.....63	Ensenada Cruiseport Village28	Hobie Cat.....	Marina Bay Yacht Harbor.....27
BVI Yacht Charters.....126	Brisbane Marina47	Equipment Parts Sales.....150	Hogin Sails6	Marina de La Paz.....142
Bacon Sails & Marine Supplies45	CDI/Cruising Design57	Essex Credit Corp.....46	Hood Sails.....17	Marina El Cid57
Baja Ha-Ha Sponsors111, 112, 113	Catamaran Access157	Farallone Yacht Sales.....11	Hotwire Enterprises.....143	Marine Lube156
Bay Marine Boatworks.....33	City Yachts.....7	Fine Arts Museums of San Francisco22	House For Rent.....150	Marine Outboard Company18
Bay Marine Diesel143	Club Nautique19	Flying Cloud Yachts159	Hydrovane.....47	Mariner's General Insurance.....43
BayGreen Marine Sanitation50	Conch Charters.....127	Fortman Marina44	Islander 36 Association ..117	Maritime Institute.....60
Berkeley Marina.....35	Cover Craft.....58	Gentry's Kona Marina142	Iverson's Design59	Marotta Yachts.....162
Berkeley Marine Center29	Coyote Point Marina.....51	Gianola Canvas Products55	JK3 Nautical Enterprises.....25	Mast Mate156
Hirschfeld Yacht54	Cruising Yachts/Sail California8, 9	Gold Coast Yachts.....67	Just Marine.....49	Mathiesen Marine157
Blue Pelican152	Defender Industries.....62	gotzinc.com.....158	KISS-SSB/Radioteck156	Mazatlan Marine Center/ La Paz Yachts.....10
Blue Water Yacht Insurance.....56	DeWitt Studio143	Grand Marina2	KKMI - Brokerage.....161	McDermott Costa Insurance.....62
BoatU.S.117	Dinghy Doctor, The.....55	Hansen Rigging63	KKMI - Boatyard164	McGinnis Insurance.....64
Boat Yard at Grand Marina, The.....24	Downwind Marine.....42	Harbor Island West Marina141	Kissinger Canvas.....61	Minney's Yacht Surplus ...142
BoatSmith Marine Carpentry and Boatbuilding138	Doyle Sails106	Helms Yacht & Ship Brokers158	Kona Kai Marina107	Modern Sailing School & Club59
	Dry Creek Vineyards57	Helmut's Marine Service....52	Lee Sails143	
	Easom Rigging.....61		List Marine Enterprises.....65	
	Elco Electric Boats.....43		Live2Media.....15	
	Emery Cove Yacht Harbor39		Loch Lomond Marina.....55	

CONTINUED



YACHT SALES INC.

(510) 865-2511

www.helmsyacht.com



2004 CORSAIR 36
\$185,000



**2003 FOUNTAINE
PAJOT 43 \$375,000**



**CORSAIR 750
SPRINT/DASH**



1985 SWEDE 55
\$79,000

got zinc?

boat bottom scrubbing & more...

zinc replacements • propeller changes
thru-hull inspection & replacement



415.331.SAIL www.gotzinc.com william@gotzinc.com

NEW AND USED SAILS!

Specializing in production boats and featuring the largest selection of stock sails available anywhere! Save with warehouse volume discounts on Stock Sails, Custom Sails, Sail Covers, Furlers and Accessories. All top Quality.

FAST SHIPPING!

All Fully Guaranteed!

- Full Batten Mains
- Furling Genoa's
- Storm Jibs
- Trysails
- Furling Units
- Custom Canvas
- Used Sails

THE SAIL WAREHOUSE

Ph. (831) 646-5346 www.thesailwarehouse.com

ADVERTISERS' INDEX – cont'd

Multihull Company, The .. 159	Punta Mita Beachfront Condos 156	Schoonmaker Point Marina 30	Switlik 67	Wedlock, Ramsay & Whiting Marine Surveyors 154
Napa Valley Marina 60	Quantum Pacific 53	Sea Bags 45	TMM Yacht Charters 127	West Marine 12, 14, 16
New Era Yachts 160	Quickline 41	Sea Hawk/New Nautical Coatings 45	Tartan 4400 For Sale 157	West Marine - Rigging 48
Norpac Yachts 163	Raiatea Carenage Services 139	Seashine 41	ThunderStruck Motors 150	Westwind Precision Details 37
North Beach Marine Canvas 37	Ramp, The 152	Seatech 156	Trident Funding 4	Whale Point Marine Supply 32
North Direct Sails 43	Real Estate, Camano Island, WA 150	Sequoia Yacht Club 56	Twin Rivers Marine Insurance 53	White, Chris Designs 143
North Sails 23	Reynolds Resorts 58	Ship's Store, The 68	Vallejo Marina 68	Wiest, Michael, Yacht Sales 39
Oakland Yacht Club 20	Richardson Bay Marina 64	Siamons International, Inc./ Concrobium Mold Control 47	Ventura Harbor Boatyard 59	Windtoys 69
Opequimar Marine Center 65	Rigging Loft 107	South Beach Harbor 34	Volpar 66	Yachtfinders/Windseakers 67
Outboard Motor Shop 50	Sail Warehouse, The 158	South Beach Riggers 37	Washkowitz, Jared A., Maritime Law Offices... 154	
Owl Harbor Marina 65	Sailrite Kits 26	South Beach Yacht Club .. 117	weatherguy.com 154	
Oyster Cove Marina 69	Sal's Inflatable Services 54	Spectra Watermakers 140		
Pacific Crest Canvas 36	San Francisco Boat Works 116	Starbuck Canvas 51		
Pacific Cup Yacht Club 123	San Francisco Chocolate Company 107	Start Line Strategies 107		
Pacific Offshore Rigging 53	San Francisco Sailing Company 41	Stem to Stern 51		
Pacific Rigging 49	San Juan Sailing 126	Sterling Associates 63		
Passage Yachts 5	Scanmar International 66	Svendsen's Boat Works 21		
Pier 39 Marina 92		Svendsen's Marine 38		
Pineapple Sails 3		Swedish Marine 52		
		Swi-Tec America 152		

Remember to
tell 'em
Latitude
sent you!





Flying Cloud Yachts



6400 Marina Drive
Long Beach, CA 90803

Sail • BROKERS • Power
www.flyingcloudyachts.net
flyingcloud@verizon.net

Phone (562) 594-9716
Fax (562) 594-0710



47' VALIANT/50, '02 \$549,500



45' HUNTER, '98 \$170,000



35' FUJI SLOOP, '76 \$42,500



46' CAL 2-46, '73 \$97,500



34' GEMINI 105M, '97 \$89,000



40' BABA, '80 \$120,000



43' MASON CUTTER, '79 \$99,000



45' CREEKMORE, CC '81 \$59,000



43' TASWELL CUTTER, '89 \$175,000



36' CATALINAS, three from \$39,000



39' O'DAY SLOOP, '83 \$45,000



42' HYLAS, '86 \$86,000

APPROX. 100 LISTINGS ON OUR WEB SITE: www.flyingcloudyachts.net



THE MULTIHULL COMPANY

THE WORLD'S LEADER IN MULTIHULL SALES AND SERVICE

www.multihullcompany.com

The Multihull Company is pleased to announce the opening of the Northwest Multihull Center on Puget Sound's Commencement Bay. The Northwest Multihull Center is a great starting place for buying or selling a catamaran or trimaran or to learn more about the world of multihulls. We are creating the West Coast's largest concentration of catamarans and trimarans to serve you better!

The Multihull Company is the world's largest international catamaran and trimaran brokerage. Our team of multihull experts offer several distinct differences including buyer and seller services, a powerful online presence, worldwide offices, displays at major national and international boat shows, newsletters and social marketing that inform and reach the right buyers and sellers. Visit us at www.MultihullCompany.com or at our new Northwest Multihull Center and see why The Multihull Company is truly the choice for sailors around the world.

FEATURED WEST COAST LISTINGS



50' CATANA, 2008
Washington
€700,000



42' LAGOON TPI, 1994
Washington
\$230,000



CATANA 471, 2001
Washington
\$574,000



34' GEMINI 105MC, 2002
San Francisco, CA
\$109,900



34' GEMINI 105MC, 2008
Washington
\$149,000



36' CORSAIR C36, 2004
San Francisco, CA
\$199,500

SAN FRANCISCO SEATTLE FT. LAUDERDALE CHARLESTON FRANCE TURKEY TRINIDAD TORTOLA ST. MARTIN KOREA
HQ Phone: 215-508-2704 Northwest Multihull Center: 206-297-1151 email: info@multihullcompany.com



54' Jeanneau DS, '06 \$469,000



54' Hunter, '82 \$117,000



47' Beneteau 472, '03 \$199,500



42' Catalina Tri-Cabin, '92 \$80,000



42' Hunter 426AC, '03 \$172,900



40' Newport Offshore, '87 \$69,900



37' Hunter 376, '97 \$79,900



37' Pacific Seacraft, '90 \$145,000



36' Catalina, '02 \$97,500



34' Catalina, '88 \$40,000



32' Catalina, '02 \$84,000



31' Pacific Seacraft, '07 \$149,500

SUMMER SAILING READY!



44' NAUTICAT, 1983

Well built ocean voyager with extensive equipment list for comfort and safety at every latitude. Asking \$164,500



57' ALDEN YAWL, 1931

Own a Master Mariners treasure with an undisputed pedigree. Rare find. \$249,000



45' EXPLORER KETCH, 1978

Loaded and ready for cruising. Asking \$95,000



ISLANDER 36, 1976
\$39,900



40' CANADIAN SAILCRAFT, '87
\$75,000



33' SANTA CRUZ, '78
\$35,000



50' VALIANT, 2001
\$535,000



39' C&C CC, '85
\$62,900



31' BOMBAY CLIPPER, '78
\$22,000

WE NEED LISTINGS!

**WORLD CRUISER
– ALL LATITUDES**



PERSHING 54 (2000) *Agua Azul*

A powerful Italian motoryacht with elegant styling. Luxurious suites and salon below deck with separate crew quarters astern. High-speed performance, transferable Redwood City berth. Very lightly used. **\$420,000**

Check our site at:

www.kkmi.com/yacht-sales

Quality Yachts and Unique Opportunities



PACIFIC SEACRAFT 37 (1996)

"Akanke" means, literally, "to know her is to love her." This is an incredibly low use, very clean, very well kept and maintained sailboat. We've seen the competition, and this one stands out. **\$169,000**



BURGER 72 PILOTHOUSE YACHT (1964)

Papagallo II's luxurious "Onboard Nautical Events" attract intimate parties of two and celebrations of 40-60. Great SF Bay opportunity. **\$595,000**



BENETEAU 43 (2007) 2008 model year, *Living the Dream* has many extras (bow thruster, satellite TV, Gori prop, inverter, new canvas, Nu-Teak cockpit). Immaculately maintained, lightly used. **\$225,000**



LAZZARA 76 OPEN FLYBRIDGE (1995)

E'lan combines beauty and elegance with robust all-ocean construction. Emeryville, transferable end-tie. America's Cup anyone? **\$695,000**



BALTIC 42 DP (1981)

Why Not is Doug Peterson's award-winning design for full comfort performance cruising. Motivated seller. Sausalito berth in very desirable location transfers with application approval. **\$75,000**



48' ROYAL HUISMAN/KOOPMANS KETCH

(1970) *Lola* just completed an 18-month total refit (electronics, rigging, sails, mechanicals, electrical and paint). Sails like a dream. Must see. **\$369,000**

**Where
in the
world?**



We've sold and shipped brokerage boats to Uruguay, Turkey and Australia in the past year. We truly reach an international clientele.



www.kkmi.com/yacht-sales

(510) 236-6633 • cell: (510) 207-8041 • fax: (510) 231-2355
yachtsales@kkmi.com

530 W. Cutting Blvd., Pt. Richmond, CA 94804

The Bay Area's Premier Boatyard and Brokerage – An Unbeatable Combination



Marotta Yachts of Sausalito

Brokers of Fine Sail and Motor Yachts

415-331-6200 • info@marottayachts.com • www.marottayachts.com

See at: www.marottayachts.com

NEW LISTING



46' KELSALL CATAMARAN, 2008 Well-found long-distance cruiser easily handled by a couple, Bristol in and out. Twin Volvo diesels, 6kW Northern Lights genset, full electronics, 3-cabin/2-head layout, lying in Sausalito YH. **\$349,000**

See at: www.marottayachts.com



48' ISLANDER SLOOP, 1985
Pacem has had only two long-term owners since new, and shows absolutely beautifully today. New sails. **\$149,900**

See at: www.marottayachts.com



34' GEMINI 105MC CATAMARAN, 2005
THE most successful cats ever designed. Just detailed, very nice inside and out. Never cruised, low hours on Westerbeke. **\$129,000**

See at: www.marottayachts.com



43' SLOCUM CUTTER, 1984
Cruising cutter that has been well maintained and extensively updated – owners estimate they spend \$10,000 yearly. **\$123,500**

See at: www.marottayachts.com



35' HINCKLEY YAWL, 1966
Only two owners, nice original condition with roller furler jib, new sails in 1999, Westerbeke diesel rebuilt in 2007, striking gray Awlgripped hull. **\$70,000**

See at: www.marottayachts.com



28' ALERION EXPRESS, 2000
Lovely little daysailer shows as new for a fraction of the price of a new build. Very well equipped and lying in a potentially transferable Sausalito Yacht Harbor slip. **\$69,500. \$69,500**

See at: www.marottayachts.com

NEW LISTING



32' WESTSAIL, 1979 Factory finished, beautifully maintained was repowered in 2006 with a 40hp Volvo diesel, plus new mast and rerigged (2005), very clean inside and out. No teak decks, aluminum mast. Nicest we've seen in years! **\$49,500**

See at: www.marottayachts.com



ERICSON 35 Mk III, 1983
Coveted Mk III has had \$30,000+ spent on her since 2004, including new sails, rigging, electrical panel, keel bolts, etc. In a Sausalito Yacht Harbor slip. **\$48,000**

See at: www.marottayachts.com



30' FORTUNE PILOTHOUSE CUTTER, 1978
Charming custom pilothouse feels WAY bigger than 30-ft! Much new equipment. Pride of ownership throughout. Must see. **\$29,500**

See at: www.marottayachts.com



30' ALBIN BALLAD, 1978
Classic in very nice shape. New Yanmar diesel, new custom Ballenger spars, roller furler, sails and dodger. Transferable Sausalito Yacht Harbor slip. **\$24,500**

See at: www.marottayachts.com



25' CATALINA, 2002
Nice little daysailer shows as new inside and out. Lying in a potentially transferable Sausalito Yacht Harbor slip. **\$19,500**

See at: www.marottayachts.com



TWO 30' TARTANS, 1977 & 1978
Both in nice shape. See website for details. One is priced at **\$15,950** and one at **\$19,500**

at 100 BAY STREET • SAUSALITO • CALIFORNIA 94965 since 1946

NORPAC YACHTS

1150 Brickyard Cove Rd., B9, Pt. Richmond, CA 94801

(510) 232-7200 • FAX (510) 232-7202

email: info@norpacyachts.com

**SUMMERTIME!
BOATS ARE
SELLING!
LIST YOURS FOR
SALE NOW –
IT'S FREE!**



52' STEPHENS 1929 CLASSIC Raised deck express coastal cruiser. Absolutely BRISTOL condition. Exquisitely decorated and stunning custom built, one-of-a-kind Gatsby era gem. Twins, gen, flybridge, more! Asking **\$385,000**



42' WESTSAIL CENTER COCKPIT Cutter. Aft strm, dodger, wheel, low-hr dsl, full keel w/cutaway forefoot, dedicated nav station, enclosed head & MORE! Outstanding bluewater cruiser from board of Crealock. Westsail quality & seaworthiness. Nice boat. Must see. Asking **\$84,950**



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**



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**



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**



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**



44' STEEL Canoe-stern cutter by Geo. Buhler/Fred Lagier & Sons. John Deere diesel. Stout steel construction. Awesome bluewater cruiser built to go to sea and stay there. Radar, GPS, etc. Here's your world beater! Asking **\$59,950**



35' ERICSON MK II Sloop. Yanmar diesel, roller furling, weather cloths, windlass, two mains & 90% jib, galley, enclosed marine head/shower, autopilot, great interior, full rails & pulpit. Very nice example of this venerable & well loved Bruce King design. Asking **\$21,950**



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**



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**



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**



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**



48' GRAND BANKS Trawler LRC. Aft master S/R, twin diesel, FB & PH helms, classic mahogany in BEAUTIFUL condition. Onan, fully loaded galley, 3 heads, shower & tub, inflatable dinghy w/motor, swim platform, steady sails, radar, MORE! Asking **\$99,950**



42' BENETEAU FIRST
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**



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**



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**

PLEASE SEE
www.norpacyachts.com
and/or
www.yachtworld.com/norpacyachts
for MORE BOATS



40' VALIANT CUTTER Great blue water cruising design that changed cruisers forever. Loaded with cruising gear, color radar, R/F, plotter, nav station, private staterooms, and MORE! A big, strong, performance world cruiser. Asking **\$69,500**



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**



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' 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**

**CALL (510) 232-7200 OR
TOLL FREE (877) 444-5087
OR CALL GLENN DIRECTLY AT
(415) 637-1181
FOR APPOINTMENTS & INFORMATION**



Get your boat looking like new this Summer!

HOME

SERVICES

LOCATIONS

STORE

YACHT SALES

GENERAL YARD

HAULS & LOADING

BOTTOM PAINTING
& REPAIR

FINISH PAINTING
& DETAILING

GEL COAT
& FIBERGLASS

WELDING
& FABRICATION

WOODWORKING
& CABINETRY

SYSTEMS & EQUIPMENT

RIGGING

ENGINES

ELECTRONICS

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 sparkles like never before. The complete restoration of *Kookaburra*, the Bird Boat built in 1922, is a work of art.



PT. RICHMOND (510) 235-5564

SAUSALITO (415) 332-5564

WWW.KKMI.COM