

Latitude 38

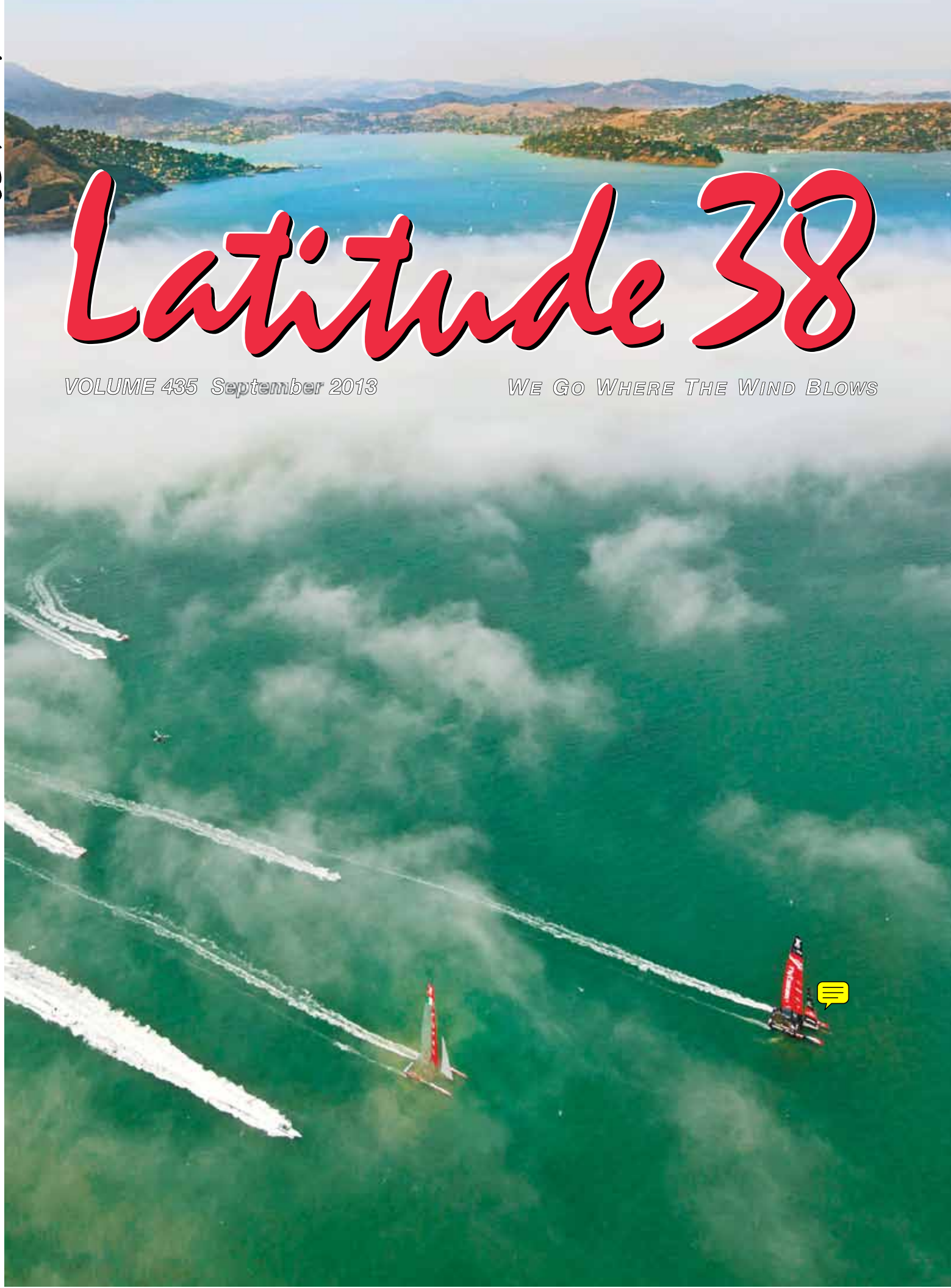
Latitude 38

VOLUME 435 September 2013

WE GO WHERE THE WIND BLOWS

SEPTEMBER 2013

VOLUME 435



GRAND MARINA



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Élan - energy, style and enthusiasm

Elan has been a fixture in the Express 37 one-design fleet for a long time, but for relatively new owner Jack Peurach, the ocean races have been particularly rewarding. In 2012, *Elan* won her division in the Pacific Cup - and nobody was more surprised than first-timers Jack and his crew. The 2013 OYRA (Ocean Yacht Racing Association) season has been equally kind to *Elan*, with a string of solid finishes as the season comes to a close. Jack has won 3 of the last 4 ocean races, and is tied for the series lead in his class.

Elan has had this success with a relatively old set of Pineapple sails that came with the boat, which according Jack, "miraculously, still look great." It has only been this year that Jack has started to upgrade to a new set - not surprisingly, exactly like the old set ... from Pineapple Sails.

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Cover: A bird's-eye view of AC72 competition in the recently completed Louis Vuitton Cup Final.

Photo: Gilles Martin-Raget/ACEA

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

BENETEAU SAIL

AT OUR DOCKS



46



25



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



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OCEANIS 423	2004	\$175,000
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OCEANIS 40	2009	\$197,000
OCEANIS 393	2003	PENDING
OCEANIS 393	2005	\$130,000
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FREEDOM 36	1987	\$69,500
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CATALINA 34	1988	\$39,900
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ALERION EXPRESS 28	2011	SOLD
ALERION EXPRESS 28	2008	SOLD
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Latitude 38

"we go where the wind blows"

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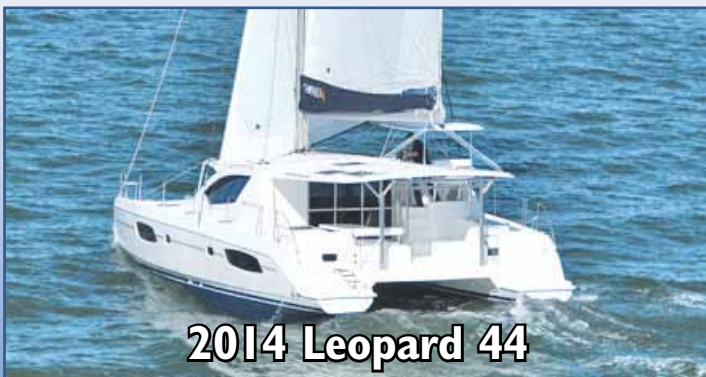
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Marina Village Boat Fest
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CALENDAR

Non-Race

Aug. 31 — Nautical Flea Market at Vallejo YC, 8 a.m.-3 p.m. "If it's legal, sell it!" Info, www.vyc.org or (707) 643-1254.

Aug. 31 — 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. 31-Sept. 2 — Check out Jim DeWitt's America's Cup art at the Sausalito Art Festival. Info, www.sausalitoartfestival.org.

Sept. 1-29 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Sept. 1-29 — 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.

Sept. 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.

Sept. 1-Nov. 30 — America's Cup & Historic Racing on San Francisco Bay exhibit at the Maritime Museum, 10 a.m.-4 p.m. Includes historic boats, historic and modern photos, and a rare model of *America*. Open daily with museum admission. Info, www.maritime.org or (415) 447-5000.

Sept. 2 — The unofficial end of summer — Labor Day.

Sept. 4 — Mexico Cruising Seminar, featuring presenters from Mexican marinas, immediately preceding the Mexico-Only Crew List Party (see next listing), 4-6 p.m. Free. Stay for the party!

Sept. 4 — *Latitude 38's* Mexico-Only Crew List Party & Baja Ha-Ha Reunion at Encinal YC in Alameda, 6-9 p.m. \$7 (free for registered '13 Ha-Ha skippers and first mates). Info, www.latitude38.com/crewlist/CrewParty/CrewParty.html.

Sept. 5 — Setting the Land Speed Sailing World Record presentation by Richard Jenkins at Corinthian YC, 7 p.m. Free. RSVP at www.cyc.org or (415) 435-4771.

Sept. 6, 20, 27 — Sunset Sail aboard the schooner *Seaward* in Sausalito, 6-8 p.m. \$50. Info, www.callofthesea.org.

Sept. 6-8 — 37th Annual Wooden Boat Festival in Port Townsend, WA. "The Woodstock for wooden boat lovers." Info, www.woodenboat.org.

Sept. 7 — Free Fishing Day across the state! Info, www.dfg.ca.gov.

Sept. 7 — Chantey Sing aboard a historic vessel at Hyde St. Pier, 8 p.m.-12 a.m. Free. RSVP to peter_kasin@nps.gov.

Sept. 7-8 — 29th Annual Pittsburg Seafood Festival at Pittsburg Marina. Info, www.pittsburgseafoodandmusicfestival.com.

Sept. 8 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Sept. 10, 1959 — John Guzwel sailed into Victoria, BC, aboard his 21-ft *Trekka*, completing his solo circumnavigation and eventually earning him the Blue Water Medal from the CCA.

Sept. 11-15 — Lake Union Boats Afloat Show in Seattle. Info, www.boatsafloatshow.com.

Sept. 12 — 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.

Sept. 14 — Marine Swap Meet at Emeryville Marina, 8 a.m.-1 p.m. Info, (510) 654-3716.

Sept. 14 — Marine Swap Meet at Channel Island Landing in Oxnard, 8 a.m.-3 p.m. Info, (805) 985-6269.

Sept. 14 — Spaulding Wooden Boat Center open house in Sausalito, 11 a.m.-3 p.m. BBQ and free boat rides! Info,

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Catalina 42 MkII, 2005.....	199,900
Catalina 42, 1989.....	84,500
Catalina 400, 2001.....	REDUCED! 159,000
Catalina 380, 1998.....	REDUCED! 119,000
Catalina 36 MkII, 2001.....	REDUCED! 95,000
Catalina 36, 1994.....	SOLD!
Catalina 34 MkII, 2007.....	NEW LISTING! 115,900
Catalina 34, 1989.....	47,500
Catalina 34, 1986.....	49,950

Catalina 34, 1986.....	49,900
Catalina 310, 2001.....	SOLD!
Catalina 309, 2009.....	93,500
Catalina 30, 1989.....	37,900
Catalina 30, 1984.....	SOLD!
Catalina 28 MkII, 1997.....	32,000
Catalina 250, 2005.....	23,900
Preowned Sailing Yachts	
Norseman 447, 1984.....	REDUCED! 179,000
Island Packet 380, 1999.....	SOLD!
C&C 38, 1979.....	SOLD!

Hunter 356, 2003.....	84,995
Ericson 32, 1970.....	REDUCED! 26,900
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Ranger 25 Tug, 2009, includes trailer.....	105,000
Ranger 21 Tug, 2008.....	39,000

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CALENDAR

www.spauldingcenter.org.

Sept. 14 — Sea Music Festival on the Pier at SF Maritime National Historic Park, 9:30 a.m.-5:30 p.m. Two stages on Hyde Street Pier will feature music from around the world. Music is free; vessel admission, \$5. Info, (415) 447-5000.

Sept. 14, 21 — Sail aboard San Francisco Maritime National Historic Park's scow schooner *Alma*. Learn the Bay's history on this 3-hour voyage, leaving Hyde St. Pier at 1 p.m. \$40 adults, \$20 kids 6-15. Info, www.nps.gov/safr.

Sept. 19 — Sail under the full moon on a Thursday night.

Sept. 19 — Arrgh, matey! It's Talk Like a Pirate Day!

Sept. 20-22 — Sabre Rendezvous on San Francisco Bay, starting on the Estuary and ending at Clipper Cove. Contact Jack Lennox at jack@jk3yachts.com for info.

Sept. 21 — Marine Swap Meet at Alameda West Marine, 7 a.m.-noon. Info, (510) 521-4865.

Sept. 21 — Marine Swap Meet at Martinez Marina, 8 a.m.-1 p.m. Info, (925) 313-0942.

Sept. 21 — California Coastal Cleanup Day, 9 a.m.-noon. Show up at the nearest drop-in site to do your part to keep our beaches clean. Info, www.coastal.ca.gov/publiced/ccd/ccd.html.

Sept. 21 — Delta Blues Festival at Antioch Marina, 12-7:30 p.m. Free. Great boat-in venue! www.deltabluesfestival.net.

Sept. 21 — Chula Vista Harborfest at Bay Side Park, 10 a.m.-8 p.m.. Live music on three stages, beer & wine garden, seafood fest, boat parade and *The Californian*, the state's official tall ship. Info, (619) 233-5008.

Sept. 22 — Usher in the autumnal equinox with a sail.

Sept. 26 — B&G Academy at Sausalito YC, 6:30 p.m. Learn about marine electronic use and calibration, navigation solutions and selecting electronics. Bring your mobile device(s). Presented by West Marine Sausalito and Navico. Free. Info, (415) 332-0202.

Sept. 26 — 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.

Sept. 28, 1957 — The three-masted lumber schooner *C.A. Thayer*, now docked at Hyde St. Pier, sailed under the Golden Gate Bridge after a 14-day voyage from Seattle.

Sept. 28 — 17th Annual PICYA Wheelchair Regatta, a powerboat cruise for disabled U.S. veterans, followed by a picnic at Encinal YC. Info, www.picya.org.

Sept. 28-29 — 21st Annual Northern California Women's Sailing Seminar at Island YC. Info, www.iyc.org/wss.html.

September, 1983 — It Was Thirty Years Ago from the article 'Wildly Immodest' in *Sightings*:

At times, publishers are given to make wildly immodest claims on the covers of their magazines. We were reminded of this recently when a new swimming/fishing/boating publication humbly announced that it was the largest marine publication in the Bay Area.

A mere wisp of a thing, we had no idea what they could be talking about until another publisher explained the joke. "Don't you see?" he asked. "Their pages are three inches wider and almost three and a half inches taller than yours." Okay, now we get it. Nobody ever accused us of being too bright.

But the prank did get us to thinking about which U.S. marine publication had the most number of pages. We were a little bit surprised to find that, when we compared August [1983] issues, we were larger than *Sail*, *Yachting*, *Cruising World* and the rest. It's something we can brag about to our grandchildren, and we thank all of our readers, advertisers and contributors for making it all possible. We've busted our

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CALENDAR

butts for you folks in the past and plan on humping harder than ever in the future.

Oct. 3 — SF2SF Ocean Race, a presentation about the newest around the world race by Cree Partridge and Jim Antrim at Corinthian YC, 6:30 p.m. Free. RSVP at www.cyc.org.

Oct. 4-6 — Westsail Owners Rendezvous at San Leandro YC. Guest speaker: Dave King. Would-be owners welcome! Info, www.westsail.org/NCrondy.

Oct. 4-26 — A Salute to the America's Cup art exhibit by BayWood Artists on the Bay at the Bay Model in Sausalito. Info, www.baywoodartists.org.

Oct. 5 — Redwood City PortFest, a free showcase of the waterfront. Live music, kids' activities, food and wine garden. Info, www.rwcportfest.com or (650) 306-4150.

Oct. 5 — Chula Vista Marina Swap Meet, 7 a.m.-noon. Info, boatslips@cvmarina.com.

Oct. 5-6 — US Sailing Advanced Judges Seminar at St. Francis YC. \$90-\$135. Register at raceadmin.ussailing.org/Judges/Seminar_Calendar.htm.

Oct. 5-6 — Hey, sailor, it's Fleet Week. Details can be found at www.fleetweek.us.

Oct. 19 — Baja Ha-Ha Welcome to San Diego Party at Downwind Marine, 12-4 p.m. Info, www.baja-haha.com.

Oct. 27-Nov. 9 — Baja Ha-Ha XX Cruisers Rally starts from San Diego! Info, www.baja-haha.com.

Racing

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

Aug. 31-Sept. 2 — 61st Annual Labor Day Invitational Regatta at Marshall Beach in Tomales Bay. A family event complete with camping on a sail-in only beach along the Pt. Reyes National Seashore. Santa Rosa SC, www.santarosa-sailingclub.org.

Aug. 31-Sept. 7 — Knarr International Championship. SFYC, www.sfyc.org.

Aug. 31 — 25th Annual Jazz Cup, a 26-mile romp from T.I. to Benicia YC. SBYC, www.southbeachyc.org.

Aug. 31 — Catalina 38 Nationals at Berkeley YC, open to all Catalina 38s. Info, www.catalina38.org.

Aug. 31-Sept. 1 — BAYS #5 at TYC. PYSF, www.bayarea-youthsailing.com.

Aug. 31-Sept. 1 — Redwood Regatta on Humboldt Bay's Big Lagoon. HBYC, www.humboldtyachtclub.org

Sept. 1 — 22nd Annual Day on Monterey Bay Regatta to benefit Big Brothers-Big Sisters. SCYC, www.scyc.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 world's best young sailors against each other in one of the Bay's most challenging sailing months. www.americascup.com.

Sept. 2 — Laser Sail Off on Half Moon Bay. HMBYC, www.hmbyc.org.

Sept. 3-7 — 2013 Access NAs. BAADS, www.baads.org.

Sept. 4-7 — U.S. Multihull Championships at SYC. Info, championships.ussailing.org/Adult/USMHChampionship.htm.

Sept. 7 — YRA Series Race 4. EYC, www.yra.org.

Sept. 7 — YRA-WBRA #7. HMBYC, www.yra.org.

Sept. 7 — Barth Race. CPYC/SeqYC, www.cpyc.com or www.sequotayc.org.

Sept. 7 — Fall Series #1. SSC, www.stocktonsc.org.

Sept. 7-8 — West Marine Fun Regatta for junior sailors. SCYC, www.scyc.org.



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2006 43' J/133
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ADDL SAIL.....

- 1988 70' Santa Cruz 70 \$380K
- 2005 52' TP52 \$459K
- 2000 42' J/42 \$209K
- 2008 41' X Yachts X41 \$275K
- 1992 40' Sea Ray Express \$57K
- 2002 41' Hunter 410 (TX) \$139K
- 2001 40' C&C 121 \$195K
- 2010 39' Jeanneau 39i (TX) \$209K
- 1987 37' J/37 \$79K
- 2013 36' J/111 **SOLD**
- 1995 36' Sabre 362 (TX) \$159K
- 2006 36' J/109 \$186K
- 2006 35' J/105 \$116K
- 1995 35' J/105 **SOLD**
- 1994 35' J/105 \$115K
- 1998 33' Seawind Cat \$139K
- 1995 32' Pacific Seacraft \$107K
- 2005 32' Beneteau 323 **SOLD**
- 2011 31' J/95 **SOLD**



1998 40' Lobster Boat
SARI ANN \$140,000



2004 35' J/109
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2000 35' Tartan 3500
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ADDL POWER.....

- 2008 44' Renzo Rivolta **SOLD**
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- 2003 44' Hinckley Talaria \$625K
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- 2014 37' Downeast 37 **CALL**



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2005 28' Protector CC T Top RIB
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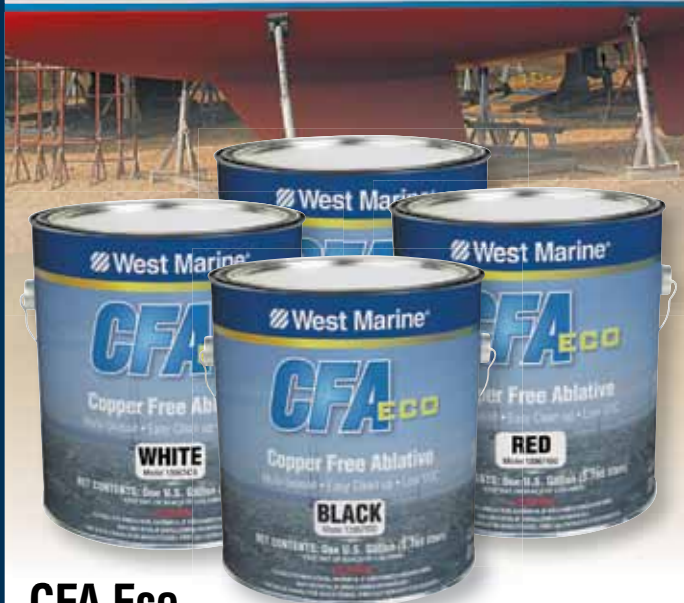
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CALENDAR

Sept. 7-8 — Millimeter Nationals. EYC, www.encinal.org.

Sept. 7-8 — Laser Champs. TahoeYC, www.tahoeyc.com.

Sept. 7-15 — Nespresso 18-ft Skiff International Regatta, including the Ronstan Bridge to Bridge, a mad dash from the Golden Gate Bridge to the Bay Bridge for 18s, boards and kites. StFYC, www.stfyc.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.

Sept. 8 — Fall #2 on Lake Elizabeth. Fremont Sailing Club, www.fremontsailingclub.org.

Sept. 14 — YRA-OYRA Southern Cross. BYC, www.yra.org.

Sept. 14 — Tornberg Regatta. TYC, www.tyc.org.

Sept. 14-15 — Totally Dinghy. RYC, www.richmondyc.org.

Sept. 14-15 — Beneteau Cup, fun racing (and learning) for Beneteau owners of any skill level, hosted by San Diego YC. Info, www.scyachts.com/join-beneteau-cup

Sept. 15 — Baxter/Judson #6. PresYC, www.presidioyachtclub.org.

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

Sept. 19-22 — Ultimate 20 Nationals. SCYC, www.scyc.org.

Sept. 21 — Small Boat Summer #3. EYC, www.encinal.org.

Sept. 21 — Schreiber Cup. OYC, www.oaklandyachtclub.net.

Sept. 21 — North Bay Challenge #6. VYC, www.vyc.org.

Sept. 21-22 — Tuleberg Regatta. SSC, www.stocktonsc.org.

Sept. 21-22 — Multihull Invitational. RYC, www.richmondyc.org.

Sept. 22 — Fall #3 on Lake Elizabeth. Fremont Sailing Club, www.fremontsailingclub.org.

Sept. 22 — Fall Series #1. FLYC, www.flyc.org.

Sept. 26-29 — 49th Rolex Big Boat Series, when Bay racing gets back to normal. StFYC, www.stfyc.com.

Sept. 28 — Wosser Cup. SFYC, www.sfyc.org.

Sept. 28 — Singlehanded #4/Commodore's Cup. SeqYC, www.sequoiayc.org.

Sept. 29 — Fall SCORE #2. SCYC, www.scyc.org.

Sept. 29-Oct. 5 — International Folkboat Regatta. RYC, www.richmondyc.com.

Sept. 30-Oct. 5 — Melges 24 Worlds. SFYC, www.sfyc.org.

Oct. 5 — Kay & Dave Few Regatta. CPYC, www.cpyc.com.

Oct. 5 — Oktoberfest. OYC, www.oaklandyachtclub.net.

Oct. 5 — Shorthanded Races. TYC, www.tyc.org.

Oct. 5-6 — YRA Season Closer. Island Tour on Saturday, Crazy 8 on Sunday. CYC, www.yra.org.

Oct. 5-6 — Sausalito Cup, a J/105 match race. SYC, www.sausalitoyachtclub.org.

Oct. 5-6 — Fall Dinghy Regatta. SCYC, www.scyc.org.

Oct. 5-6 — Vice Commodore's Cup. HMBYC, www.hmbyc.org.

Oct. 6 — Red Bra Regatta. SBYC, www.southbeachyc.org.

Oct. 6 — El Toro Stampede. RYC, www.eltoroyra.org.

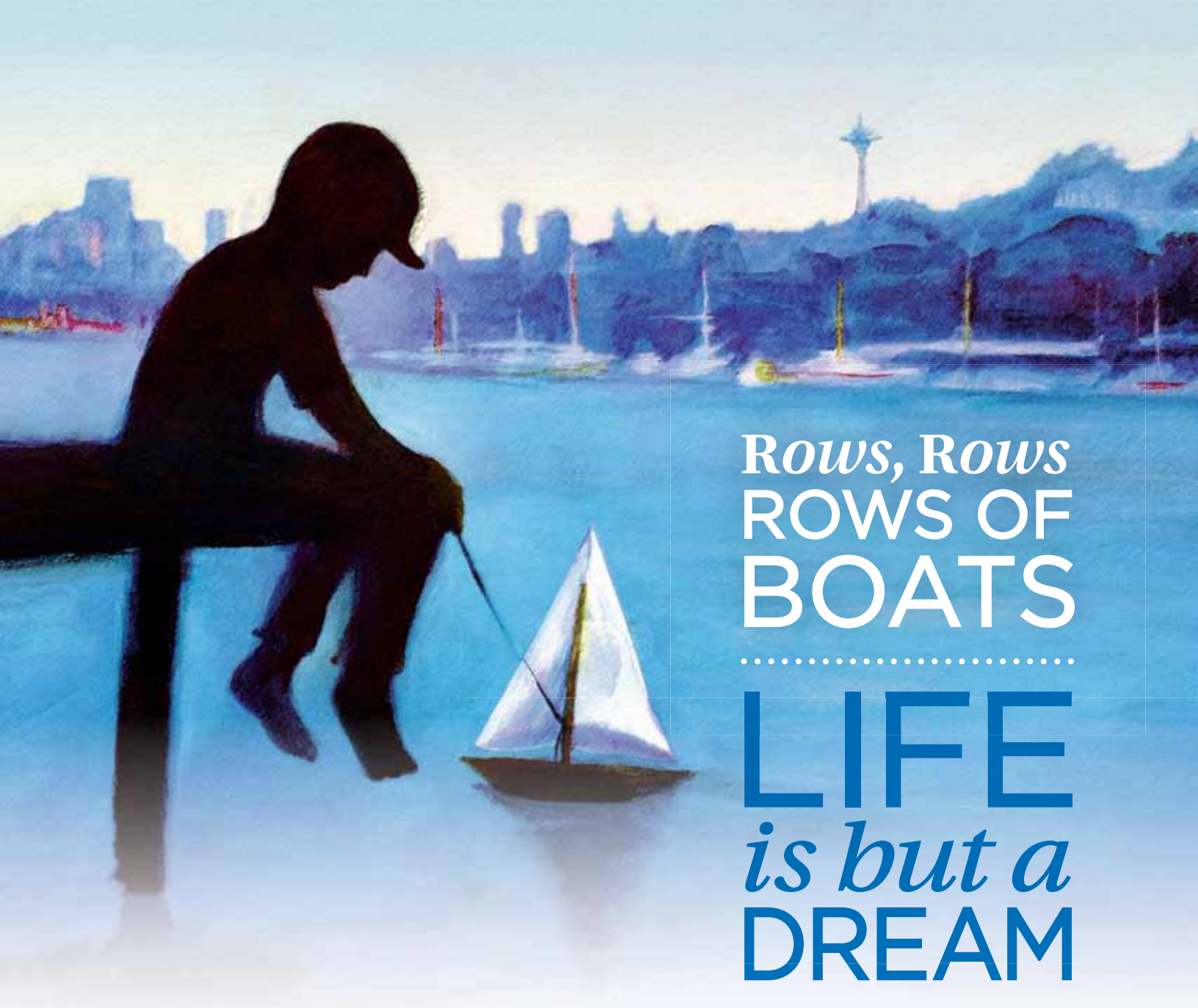
Oct. 6 — Chowder Series #1. BYC, www.berkeleyyc.org.

Oct. 11-13 — IOD NAs. SYC, www.sausalitoyachtclub.org.

Oct. 11-18 — International Knarr Championship. SFYC, www.sfyc.org.

Oct. 12 — Jessica Cup, fleet racing for big woodies. StFYC, www.stfyc.com.

Oct. 12 — Joan Storer Regatta. TYC's women skippers' race. TYC, www.tyc.org.



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CALENDAR

Oct. 12 — Los Gatos Challenge Race. SeqYC, www.sequoia-yc.org.

Oct. 12 — Fall Series #2. SSC, www.stocktonsc.org.

Oct. 12-13 — PHRF Championship. MPYC/SCYC, www.scyc.org.

Oct. 12-13 — Vanguard 15 Fleet Championships on Tomales Bay. InvYC, www.invernessyachtclub.org.

Oct. 13 — Chowder Series #2. BYC, www.berkeleyyc.org.

Oct. 13 — Laser Short Course Championship at RYC. Info, nburke@skysail.com or (415) 601-7483.

Oct. 19-20 — Leukemia Cup Regatta, PHRF and one design racing to benefit the Leukemia & Lymphoma Society. Hosted by SFYC, featuring keynote speaker Sir Ben Ainslie. Info, www.leukemiacup.org/gba.

Remaining Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 9/6, 9/20. Gary Helms, (510) 865-2511 or garyhelms44@gmail.com.

BAY VIEW BOAT CLUB — Fall Monday Night Madness: 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. Patrick Hind-Smith, (415) 328-2819 or www.berkeleyyc.org.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intraclub only; Thursday evening JY15 races through 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: 8/31. John Herne, (831) 840-0200 or johnherne@gmail.com.

ENCINAL YC — Friday Night Summer Twilight Series: 9/6. Jim Hemiup, (510) 332-1045 or jhemiup@yahoo.com.

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

ISLAND YC — Summer Island Nights on Fridays: 9/13. John, (510) 521-2980 or icyracing@yahoo.com.

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

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

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

RICHMOND YC — Wednesday nights: 9/4, 9/18, 9/25. Eric Arens, (510) 841-6022 or ericarens@comcast.net.

ST. FRANCIS YC — Thursday Night Kiting Series: 9/12, 9/19. Friday Night Windsurfing Series: 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: 8/16. Info, (831) 425-0690 at scyc@scyc.org.

SAUSALITO YC — Summer Sunset Series on Tuesday nights: 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@hrnlockwood.com.

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

TIBURON YC — Every Friday night through 9/6. Ian Mat-



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40' PACIFIC SEACRAFT, 1998

Island Nomad was built for the current owner with many factory upgrades, improving upon the standard Voyager Package. Since her launch in 1997, she embarked on several Pacific Coast cruises to Mexico prior to heading out and completing a ten-year circumnavigation from 2002 to 2012. Even with the excellent reputation Pacific Seacraft enjoys as a true bluewater sailing vessel (well proven during *Island Nomad's* extended voyage!), this knowledgeable owner continued to make many improvements, additions and replacements to enhance her ability for worldwide cruising and to optimize her for singlehanded or shorthanded sailing in safety and comfort. A must-see for the person or persons ready to fulfill their dreams.

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46' HUNTER 460, '00 \$164,000

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46' BENEteau OCEANIS 461, '97 \$133,000

Fast, easy to sail, and has been professionally maintained. An offshore veteran, everything is clean, operating well, ready to go!



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One of the roomiest 40-footers ever built, this boat has been a local Southern California boat and is well cared for. New dodger!



38' HANS CHRISTIAN MK II, '80 \$67,000

Attractively-priced Mk II offered by motivated seller. Complete hull overhaul in 2005 - new gelcoat, epoxy bottom, new standing rigging.



38' DOWNEASTER, '76 \$55,000

Plenty of storage below. Equipped with solar panel, wind generator and dinghy davits. Numerous upgrades and improvements.



38' ENDEAVOUR, '85 \$59,000

Space both inside and out speaks in terms of a 40-footer. This is a vessel that should be at the top of the list for a boat in this category.



38' C&C MK III, '86 \$38,000

Rigged to run races as well as take you offshore, with extra winches, spinnaker pole and double halyards. Willing to invest some TLC?



36' LANCER, '80 \$26,000

This very basic performance cruiser designed by Bill Lee and Bruce Farr will make a wonderful coastal cruiser, daysailer, or racer.



35' CONTOUR CUSTOM TRI, '05 \$70,000

Motivated seller! Make offers! Modern sail-handling systems with bow sprit, roller furling/sail-tacking headsail, and full-battened main.



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35' HUNTER 356, '02 \$84,500

Easily driven under sail, the Hunter 356 offered upgraded interiors that included Corian countertops and teak detailing down below.



32' CATALINA 320, '04 \$94,000

A very clean and tidy Catalina 320 that shows as near new. Tabernacled mast, Raymarine E80 chartplotter/radar and autopilot.



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CALENDAR

thew, 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 9/26. Al Sargent, asargent@standfordalumnt.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.

September Weekend Tides

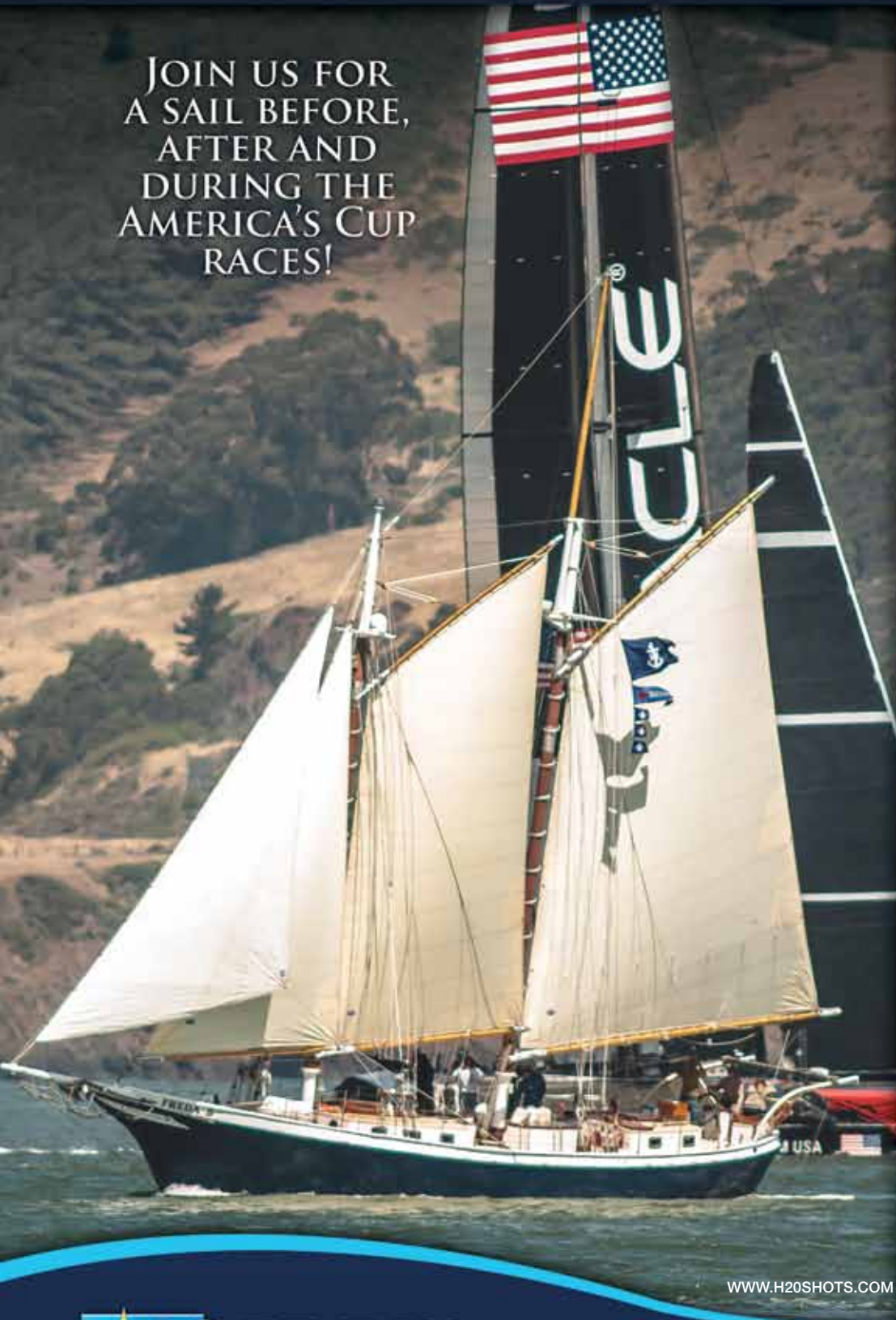
date/day	time/ht.	time/ht.	time/ht.	time/ht.
	LOW	HIGH	LOW	HIGH
8/31Sat	0301/0.7	1010/4.6	1455/2.8	2048/5.6
9/01Sun	0344/0.5	1046/4.7	1541/2.5	2137/5.7
9/02Mon	0421/0.5	1116/4.9	1621/2.3	2222/5.8
	HIGH	LOW	HIGH	LOW
9/07Sat	0109/5.4	0656/1.0	1334/5.7	1928/0.9
9/08Sun	0156/5.1	0731/1.4	1408/5.9	2013/0.7
	LOW	HIGH	LOW	HIGH
9/14Sat	0131/0.1	0850/4.7	1340/2.7	1949/6.0
9/15Sun	0232/0.0	0940/5.0	1445/2.2	2055/6.1
	HIGH	LOW	HIGH	LOW
9/21Sat	0127/5.5	0656/1.2	1323/6.1	1953/0.3
9/22Sun	0218/5.2	0737/1.7	1358/5.9	2020/0.3
	LOW	HIGH	LOW	HIGH
9/28Sat	0113/0.9	0839/4.5	1341/2.8	1913/4.9
9/29Sun	0208/0.9	1919/4.7	1434/2.5	2016/5.0

September Weekend Currents

date/day	slack	max	slack	max
	8/31Sat		0100/3.2E	0515
	1123 2243	1358/1.5E	1711	2003/2.0F
9/01Sun		0157/3.5E	0601	0913/2.9F
	1207 2334	1441/1.9E	1759	2051/2.3F
9/02Mon		0243/3.7E	0642	0949/3.1F
	1245	1516/2.3E	1841	2132/2.6F
9/07Sat		0003/3.4F	0310	0557/3.9E
	0923 2150	1219/3.4F	1522	1818/4.2E
9/08Sun		0045/3.4F	0355	0639/3.6E
	0955 2234	1255/3.2F	1554	1900/4.4E
9/14Sat		0653/3.1F	1011	1224/2.1E
	1552	1841/2.4F	2133	
9/15Sun		0045/4.2E	0450	0757/3.4F
	1107 2242	1331/2.5E	1659	1950/2.8F
9/21Sat		0008/4.0F	0317	0553/3.7E
	0924 2157	1214/3.5F	1512	1809/4.6E
9/22Sun		0053/3.8F	0406	0635/3.2E
	1005 2244	1253/3.1F	1550	1851/4.4E
9/28Sat		0644/2.4F	0946	1156/1.5E
	1545	1824/1.6F	2109	
9/29Sun		0010/3.0E	0426	0737/2.5F
	1035 2210	1258/1.8E	1641	1926/1.9F

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LETTERS

↑↓ **DON'T FORGET ABOUT ROSE NOELLE**

In regard to the loss of *Niña*, *Latitude* listed the longest periods of time that people have survived vessel sinkings and such. You somehow forgot to mention the four men — John Glen-



COURTESY ROSE NOELLE

The crew of 'Rose Noelle' survived for four months in the turtled trimaran.

nie, James Nalepka, Rick Hellriegel and Phil Hoffman — who survived for 119 days in the overturned aft cabin of the 40-ft trimaran *Rose Noelle* in 1989. They ultimately washed up on New Zealand's Great Barrier Island, which is in the same general area of the

world as where the *Niña* apparently was lost.

The 119 days puts them in third place, between Poon Lim, who survived 131 days in World War II, and the Baileys, who survived 117 days after a whale sank their boat on their way from Panama to French Polynesia.

Warren Stimmer
San Francisco

Warren — Right you are. The survival of the *Rose Noelle* crew is often omitted from lists of longest survivals at sea.

The four men were caught in heavy seas off New Zealand, and eventually set a sea anchor, which seemed to work well for a long time. Just before they attempted to retrieve the sea anchor and resume sailing, they heard a huge wave coming, and it flipped them. In retrospect, they think that not taking in the sea anchor earlier was a mistake.

The four had to scramble into the overturned aft cabin and, for the next four months, had to share a cold and damp space the size of a double bed. They eventually were able to cut a hole in the bottom of the hull — which now faced the sky — for the EPIRB. Although the EPIRB indicated that it was working for several days, the signal was never picked up. EPIRBs were notoriously unreliable back then.

Despite the many deprivations, the men appeared to be in such good shape when they ultimately were found on Great Barrier Island that some people were skeptical of their story.

Glennie, the owner of the trimaran, wrote a book titled *The Spirit of Rose Noelle: 119 Days Adrift*. It gets five out of five stars on Amazon.

↑↓ **EVEN MORE GRAND THAN THE CUP ITSELF**

I'm writing this just hours before the start the fourth race of the Louis Vuitton Semi-Finals — the one in which the Italian Luna Rossa team will beat the star-crossed Swedish Artemis team for the fourth straight time, and before the Luna Rossa team gets creamed by the Kiwis in the Louis Vuitton Finals. So far, I've found the America's Cup summer to be a bit of a snore, although the speed of the AC72s is incredible. And the concerts have been good.

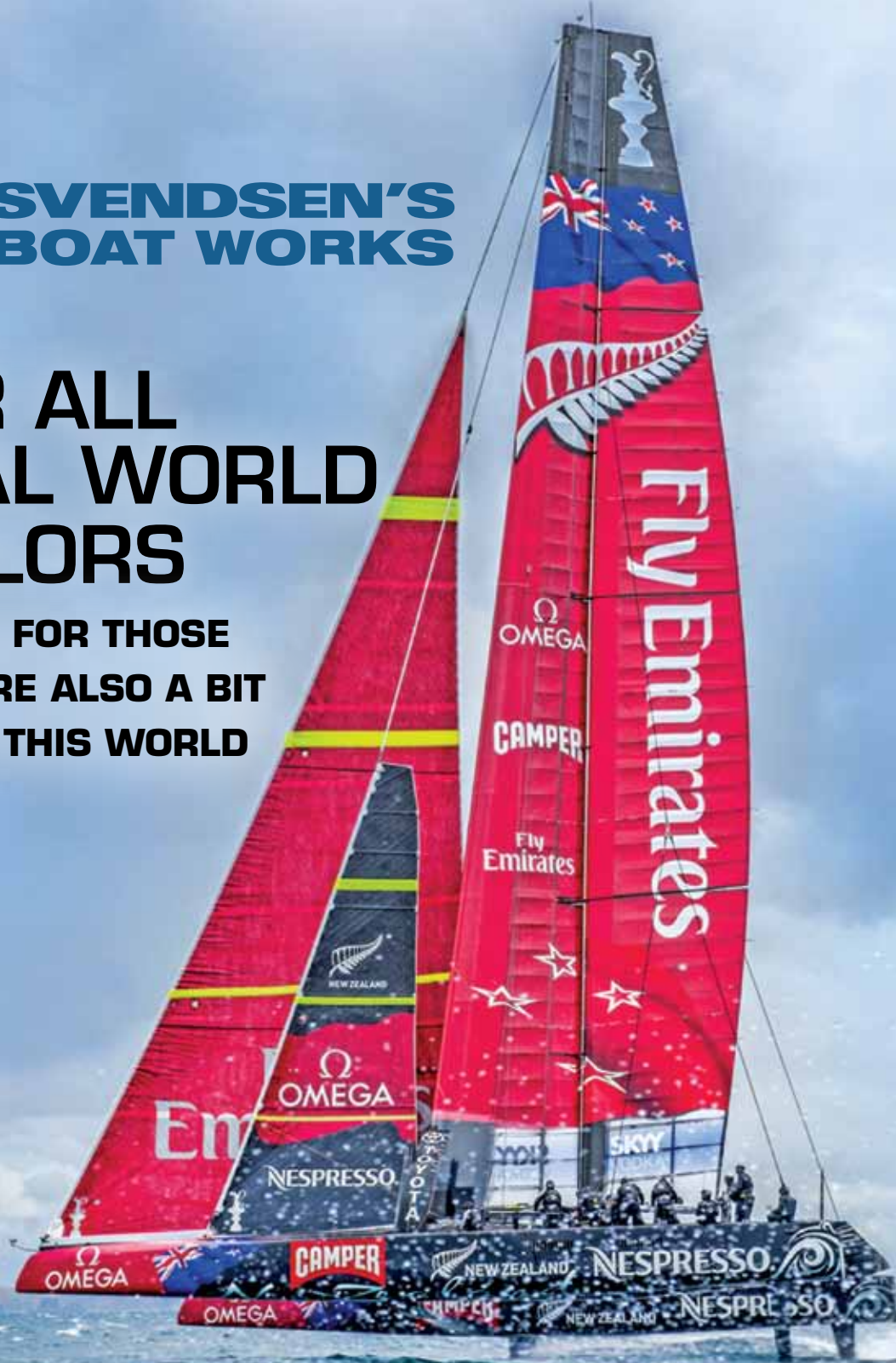
When it comes to racing, I suppose we can all hope that the America's Cup, between Oracle and Emirates Team New Zealand, will finally provide some real on-the-water excitement. But when it comes to spectator pleasure, I think the real sleeper for this America's Cup summer might actually be the Superyacht Regatta, which is slated for September 9, 11 and 13, the lay days of the America's Cup Final. Holding the Superyacht Regatta to coincide with the America's Cup started in New Zealand a few Cups back, and has always been a huge



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LETTERS

hit.

According to the America's Cup website, some 15 super-yachts, ranging in size from 85 to 300 feet, are expected to compete. Given the fact that the America's Cup folks promised 15 teams for the America's Cup, I'm not going to believe they're going to get that many participants until the boats actually hit the line. But I hope they do. I've been to the Voiles de St. Tropez and a couple of other superyacht regattas, and they are really something to see. In fact, I think most spectators would enjoy the Superyacht Regatta a lot more than the America's Cup itself.

Jack Rawson
San Francisco

Jack — We doubt anything is going to top the America's Cup for raw speed, but when it comes to a sailing spectacle, we agree, the Superyacht Regatta could be the biggest crowd-pleaser of all. The sight of the 214-ft all-carbon Hetairos running down the 289-ft Maltese Falcon on the Bay would be spectacu-



LATITUDE / RICHARD

Seeing superyachts such as the 174-ft sloop 'Salperton IV' sail around San Francisco Bay would be a sight, but we're not holding our breath.

lar. But it's all a matter of numbers. If the Superyacht Regatta really does attract 15 superyachts, it could be fantastic. But if they get just five, it's going to be a whiff. And we're a little concerned because the organizers are already fudging a bit. Sure, an 85-footer is a big boat, but proper superyachts start at 100 feet.

In too many respects, the America's Cup summer has been a flop, but we're hoping that the Red Bull Youth America's Cup, the Superyacht Regatta, and Cup can make everyone forget what came before. Everybody seems to think that the Kiwis are going to walk away with the Cup. We disagree. Oracle has done more two-boat racing than anybody with the 72s and has demonstrated an ability to foil upwind. We think they are going to retain the Cup.

↑↓ A DOSE OF REALITY TV

Our neighbor, the captain of a 100-ft motoryacht, turned us on to *Below Deck*, a quirky reality show on Bravo supposedly about crewing aboard a 163-ft yacht in the Caribbean. It's pretty staged, but they manage to get across the drama of the charter business.

While paging through a past issue of *Latitude* today, I came across a photo of CJ Lebeau from a Ha-Ha recap — and recognized him as being one of the members of the crew on the *Below Deck* show! CJ was the guy who missed the first two legs of the 2010 Ha-Ha, but made his way down to Bahia Santa Maria and was able to hitch a ride to Cabo.

CJ plays the engineer of the boat. I say 'plays' because, while most of the regular crew of the yacht were dismissed during the five weeks it took to film the 10 episodes, the real captain, first mate and engineer were kept onboard to keep things under control. Given that it's a reality show, it's mostly

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ABOVE: J/88 hull #1 flying 3Di 760m mainsail and jib in Newport, RI. Photo courtesy J-Boats

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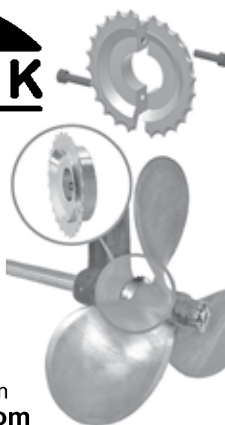
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LETTERS

about which chicks CJ hooks up with.

The first episode was based out of St. Martin, so perhaps the Wanderer will recognize the boat, *Cuor di Leone*, the name of which was changed to *Honor* to protect the innocent. Who knows, maybe you'll even run into CJ this coming winter.

Anyway, here's a photo from the Ha-Ha Beach Party



LYNN RINGSEIS

where CJ is applying a Ha-Ha tattoo to some unidentifiable chick — who bears a strong resemblance to Doña de Mallorca, Chief of Security for the Ha-Ha.

Lynn Ringseis
Moonshine
Leopard 43
Novato / BVIs

Expert Ha-Ha tattoo applier, CJ Lebeau, is now the star of a reality TV show.

Lynn — Thanks for the heads-up. We checked out a couple

of YouTube clips of the show, and it was a pretty dreadful concoction of manufactured drama. We also saw a clip of CJ giving a tour of the boat, and he actually did a good job — in a reality-show way.

THE MILSKIS ARE UNCOMMONLY GOOD SAILORS

I am a recent follower of *Latitude 38* from the other side of the Pacific, and I was really pleased when I saw the interview with Jim and Kent Miski of the Schionning 49 *Sea Level*. What comes through in their commentary is a relaxed confidence, and they play down their achievements. However, without wishing to embarrass them, I feel I should flag up the fact that they are a seriously accomplished team of sailors and all-around good people — as are their pals, Steve and Manjula Dean of the Corsair 41 catamaran *Endless Summer*.

My wife Kate and I were lucky enough to meet the four of them in Vanuatu in somewhat unusual circumstances in 2010. We were on John and Amanda Neal's *Mahina Tiare III*, doing the leg between Port Vila and Noumea. As we pulled into Port Resolution on Tanna, there was intense VHF radio traffic about a local small motorboat that had overturned 24 hours before while making the passage across from the neighboring island of Aniwa. The small boat had been overloaded with men, women and some children, as well as the produce that they hoped to trade for some diesel for their island's small generator. A rescue effort coordinated by a New Zealand SAR aircraft had begun, but they were calling for all available craft to assist.

John and Amanda — a couple who deserve more recognition — immediately put to sea. At the same time, Jim and Kent on *Sea Level* and Steve and Manjula on *Endless Summer* were approaching Port Resolution from Fiji. Despite doubtlessly being tired from a shorthanded passage, the crews of both boats immediately volunteered assistance and were assigned a search area.

It was a jaw-dropping moment when Jim came on the radio some hours later to report they'd found one survivor, then another. The two had survived 36 hours in the water clinging to bags of coconuts. The Milskis got both men aboard, and restored them with tea and chocolate to the extent that, when they were later dropped off on shore, they were nearly restored to good shape.

The next morning there was a conference between the cruisers and the villagers about how much longer to continue

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LETTERS

searching, given that there were still eight people, including women and children, missing. It was decided that, while the chances of anyone still being alive were slim, we should search for one more day, in part to help give the villagers closure.

As a result of this additional day of searching, Kate and I, who are medics, found ourselves aboard *Sea Level*. It was



KENT MILSKI

The 'Sea Level' crew saved found two survivors of a boating accident.

quickly apparent that Jim and Kent were uncommonly able sailors. Equally amazing was the boat itself, and because the workmanship was so staggeringly good, I found it hard to believe that Jim had completed her from a kit. Jim is a dedicated craftsman as well as an expert mariner.

We met again a couple of months later when they passed through Brisbane on their way to Tasmania, and discovered they are lively company on land as well. Having known them but briefly, I felt compelled to relay a story that highlights their many qualities as human beings and that modesty may have prevented them from telling.

Jonathan Fawcett
Brisbane, Australia

LOG BOOK MEMORIES

From 1980 to 1994, I lived aboard and sailed my Hunter 37 *Sandpiper* all over San Francisco Bay. I had one requirement of everyone who sailed with me — they had to leave an entry in my log book before they left my boat. When I sold *Sandpiper*, the book was stowed away with a lot of my sailing gear, and I had no thought of reading it again.

Well, things change and relationships end, so once escrow closed on the house, I started searching for my retirement



FRON ROWE

Log books can bring up fond memories of past adventures. Just watch out for anyone who might be reading over your shoulder.

home on the water. I found her in my soon-to-be-rechristened Crealock 34 *Marion Christina*. Naturally, I started going through all my old boxes of gear, during which time I came across the old log book. I spent several hours laughing as I read it and found myself longing for 'the good old days'. Some of the entries:

- The first day I sailed *Sandpiper* alone after my fiancée and I split.
- The first sail with my parents.
- Sailing with friends of friends, who were nicer than my friends.
- Friends now gone and friends now in foreign lands.
- The day I found a body off Stinson Beach, which happened to be the same day I blew the exhaust manifold when

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I left the slip. As a result, we had to tack back and forth near the body until the Fish & Game boat *Chinook* relieved us.

But I learned one lesson from re-reading the log book: never let a girlfriend sign your log until you're completely sure you'll never get back with the old girlfriend. Because if you do, you'll have a lot of explaining to do.



RON ROWE

Ron's new lady love, 'Marion Christina'.

going to happen out there."

I left the dock at Marina Village on July 20 by myself in fantastic weather. I steered clear of anything heading toward the America's Cup, raised the sails off Alameda Point, and headed toward the South Bay. The day was going great when suddenly I came upon a small group of harbor porpoises. They swam in front of the boat for a few seconds, jumped in and out of the water, and then departed. I continued on for another hour or so and started back to Alameda, when I ran into them again.

It was truly a great day on the Bay, and gave me a fantastic first entry into my new log book.

Ron Rowe

Marion Christina, Crealock 34
Alameda

↑↓ SIZE DOES MATTER, KIND OF

The July 30 edition of the *Whidbey News-Times* had a story about Rimas Meleshyus, 61, a Russian immigrant, who'd sailed out of Oak Harbor the day before hoping to cruise into sailing history. He departed aboard a San Juan 24 he purchased for \$500, and hopes to complete a nonstop circumnavigation in seven months.

It was interesting to me that his San Juan 24 would make him ineligible for entry in the Baja Ha-Ha, as boats need to be at least 27 long for that event. Care to comment?


Robert X.
Oak Harbor

Robert — Sure. Meleshyus would not be permitted to enter the Ha-Ha, not necessarily because of the length of his boat, but because he's singlehanded. Given the number of Ha-Ha boats sailing in pretty much a straight line, the Ha-Ha Committee doesn't think it would be safe or fair to others to have a boat on the course that didn't have someone on watch at all times. For the record, there has only been one collision in the Ha-Ha, and that was a bump from behind early on the first day of the first Ha-Ha, when there were only 30-some boats.

While the stated minimum length for Ha-Ha boats is 27 feet, sailors with shorter boats can seek special dispensation from the Ha-Ha Race Committee. And the Race Committee, after determining that the skipper has substantial offshore and sailing experience, has usually given it. For example, Raymond Jackson was given permission to do the second Ha-Ha in '95 with his Redding-based Cal 25 Duck Soup. And in '09, Jay Bowden was allowed to Ha-Ha with Little Lara, his Santa Barbara-based Dana 24.


The smallest Ha-Ha entry to date has been Dulcinea, Randy

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LETTERS

Ramirez's Stockton-based Flicka 20 in 2006. When Ramirez inquired about dispensation, the Committee asked where he had sailed his boat. He said that he'd sailed her to Canada and back. Actually, that's just what the Committee thought he said. He actually said that he'd sailed the boat to Catalina and back. It wouldn't have mattered, as either one would have been good enough.

About five years later, Ramirez teamed up with Jenny Haldiman on her Stockton-based Mariah 31 Mystic, and the two became known in the South Pacific for almost always sailing onto and off the anchor, moorings and docks. The two burned just 12 gallons of diesel in their nine-month crossing from California to New Zealand, forever earning our respect.

As for Meleshyus, we wish him all the best in his audacious endeavour, but we have significant concerns. First, while the San Juan 24 is a fine little boat, she was designed and built for sailing in protected waters, not rounding Cape Horn and/or a



RIMAS MELESHYUS

Meleshyus' first San Juan 24 was lost during an ill-fated passage across the Gulf of Alaska.

fast trip around the world. Nor was she intended to carry the considerable provisions necessary for a nonstop circumnavigation.

Second, Meleshyus has already lost one San Juan 24, during an ill-fated 34-day attempted passage across the Gulf of Alaska. He was rescued by the Coast Guard nine days after being shipwrecked. Third, when he departed Oak Harbor on his circumnavigation, it was the first time he'd ever sailed that particular San Juan 24.

We are aware of the many circumnavigations made with small boats, the smallest being former Berkeley resident Serge Testa's 11-footer. But few, if any of them, were via Cape Horn and nonstop. Our fear is that Meleshyus is underestimating the power of the ocean, which can be dangerous, if not fatal.

↑↓ A PROLONGED BLAST

Recently one of the members of a sailing group from the East Bay got pretty upset with me — in fact, later in the day he flipped me off — because I sounded a four-second blast upon leaving my Sausalito slip under power.

Evidently he related the sound of my boat horn to that of car horns on the street, and figured it was an insult aimed at him. He was crossing about 50 yards ahead of my bow. He also claimed that I must have sounded my horn because I was speeding. According to my boat's readouts, I was doing 1.7 knots.

In fact, my prolonged blast was intended for the many other boats and kayaks in the area that I couldn't yet see because of the large berthed yachts blocking my view on either side of the fairway that I was leaving. His proper response would have been an answering horn, not getting pissed. He needs to learn the rules, as do many others who think use of proper sound signals on the water might be rude.

Those who have studied the rules know that a prolonged blast of four to six seconds is required by USCG/federal regulation when approaching an obstructed view of the waterway and when leaving a dock.

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she shall sound one prolonged blast."

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Bob Braid

Willow, Wauquiez Centurion 40s
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Bob — Your prolonged blast is the correct signal when departing places such as Sausalito Yacht Harbor, Pelican Yacht Harbor and Schoonmaker Point Marina, where it's often not possible to see if there is traffic approaching in the channel. Lots of skippers don't make the signal. We suppose half don't because they are not aware of the requirement, the other half because it would make for some very noisy Sunday afternoons in Sausalito.

↑↓ EIGHT BELLS FOR ALEX KOZLOFF

I'm sorry to have to report the passing of Alex Kozloff, a longtime catamaran enthusiast and my good friend. Alex was the first American to win the Little America's Cup, and he later designed and built the D cat *Invictus*.

At one point, Michael Fay's Kiwi syndicate chartered *Invictus*



Alex Kozloff designed and built 'Invictus', now known as 'Adrenaline'.

to help his 'big boat' prepare for the monohull versus multihull America's Cup against Dennis Conner in San Diego. I had the pleasure of sailing with Alex on *Invictus* for a few days in that series. What a trip! *Invictus* is now Bill Erkelens' *Adrenaline*.

Alex and I worked together on many projects over the years, including the Duffy Voyager, a 62-ft electric powered trimaran. Alex was the most upbeat and positive guy I ever met.

Jim Antrim
El Sobrante

↑↓ THE 'CREOLE CURSE'

It's unfortunate that the current round of interest in large old wooden yachts has been sparked by the apparent loss of the 70-ft American staysail schooner *Niña* in the Tasman Sea. Nothing has been heard of the schooner, which was built in the Northeast in 1929, or more importantly her seven crew, since early June. What a terrible tragedy.

Although I've never owned a large wooden yacht, I've always been a fan of them, and thus was a little surprised that *Latitude* failed to mention the long and somewhat dark history of the 214-ft three-masted black-hulled schooner *Creole*, the largest wooden yacht ever built. I remember her from when she was in San Diego for the America's Cup in '91. It's my understanding that the yacht has long been associated with misfortune, misery — and maybe even murder. Can *Latitude* fill me in with some details?

Kent Minton
San Diego

Kent — It's a history as improbable as the great yacht itself. As Kim Hampton detailed on her site *Yachtpals.com*, *Creole* was designed in the mid 1920s by Charles Nicholson of England for Alexander Cochran of New York, who christened her *Vira*. After



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graduating from Yale, Cochran, who had inherited \$40 million from the family stake in the largest carpet manufacturer in the world, had taken up yachting as a way to pass his time. The so-called "richest bachelor in New York City" participated in the America's Cup with Vanitie, after which he called on Nicholson to create the ultimate personal yacht. Vira was built by Camper & Nicholson in Gosport, England, and launched in 1927.

Unfortunately, by the time Vira was launched, the then-50-year-old Cochran was suffering so badly from tuberculosis that he could barely walk from the bow to the stern. As he was too weak to break the celebratory bottle of champagne over the bow, he had a friend do it. It was considered a bad omen that his paladin needed three attempts to break the bottle of bubbly.

Cochran would only own Vira for two years, and they weren't very good ones for him or the yacht. Quite ill by this time, Cochran had the schooner's masts shortened several times, changed the keel, and added a lot of internal ballast. The net result was disastrous, as Vira's performance suffered badly and she rolled at anchor much more than before. Cochran lost interest in the yacht before he passed away in 1929.

Vira was purchased from Cochran's estate by Maurice Pope, who rechristened her Creole, and restored her three masts to their original height. In 1937 the yacht was bought by Sir Connop Guthrie, who returned Creole to Camper & Nicholson to have her restored to her original design. She subsequently sailed wonderfully, and won many regattas in grand style.

With the rise of Nazi Germany in 1939, Creole was drafted into military service as a minehunter, and renamed Magic Circle. After the war, she was returned to the Guthrie family, albeit stripped of her masts and interior, and thus barely recognizable.

Once again named Creole, the yacht continued to deteriorate until Stavros Niarchos — whose parents had owned a department store in Buffalo, New York until three months before he was born in Athens, Greece — purchased her in 1948. Niarchos had become wealthy in the 1940s and a multimillionaire in the 1950s as a result of building and operating the largest oil tankers in the world. It was after Niarchos bought Creole that things really started getting dark — if not a tad incestuous.

The 'Golden Greek' poured money into the dilapidated yacht for many years. The results were spectacular, however, and eventually Creole was once again worthy of having the finest art hanging from her walls. Niarchos spent much of the 1960s aboard Creole, and often referred to her as his home.

But in 1970, Eugenia Livanos, Niarchos's third wife and daughter of fellow Greek shipping magnate Stavros Livanos, was found dead from an overdose of barbiturates on Niarchos's private island. Although Niarchos was exonerated, the circumstances of his wife's death were never clear, and they cast Niarchos negatively in the public spotlight. He reportedly never sailed his much-loved schooner Creole again.

Niarchos's relationship with Eugenia had been an unusual one. While married to her, he had a well-known affair with Pamela Churchill Harriman — who seemed to have affairs with many rich and powerful men. After Eugenia and Niarchos were divorced, he married Charlotte Ford, daughter of Henry Ford II, in Mexico. After having a child with Ford and then divorcing her, Niarchos took up with Eugenia once again. Indeed, she would have become his fifth wife, in addition to being his third, had Niarchos' Mexican marriage to Ford not been recognized as illegitimate.

It gets even stranger.

A year after Eugenia died of the drug overdose, Niarchos married Athina, the Marchioness of Blandford. Athina was not only the sister of his late wife Eugenia, but had also been the first wife of Aristotle Onassis, Niarchos' bitter rival in shipping,



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riches and women. In 1974, four years after getting married, Athina died of a drug overdose in Paris, making her the second Livanos daughter to die of a drug overdose while married to Niarchos. Curious. It's not known if there was a connection. But following Athina's death, Niarchos put Creole up for sale.

The next owner of the 214-ft schooner was as unlikely as could be — the Danish government. Displaying the infinite wisdom governments are known for everywhere, the Danes decided the world's largest luxury yacht would make a wonderful sail training vessel for . . . school children. After that proved to be not such a bright idea, they came up with an even more foolish one — using Creole as a tool in an attempt to rehabilitate drug addicts. As one might imagine, the poorly-cared-for yacht went to hell once again. By the time the Danish government sold her in 1983, Creole needed a savior.

That savior turned out to be Italian couturier Maurizio Gucci, who unlike anyone else, both saw the potential in Creole and had the money to realize it. Pledging to restore Creole to her former glory, Gucci had her in the shipyard for six years, and spent a vast fortune having her restored. The results were spectacular, and Creole was once again one of the most beautiful yachts in the world, fully worthy of the Gucci name. She was more than just good looking, too, as she won many regattas.

As you mention, Creole came to San Diego in 1991 for the 28th America's Cup, but soon things started to go south once again. It was in '91 that the divorce of Gucci and Italian socialite Patrizia Reggiani, his wife of nearly 20 years, was finalized. The divorce might have been caused by the fact that six years earlier Gucci had told his wife he was going on a short business trip, but never came home. His 'business' was actually being in the arms of a younger and more beautiful woman. After the divorce in '91, things got worse for Reggiani, as a year later she was found to have a brain tumor. Miraculously, she survived and is still alive today.

Three years later, Gucci was brutally gunned down by a hit man on the steps of his office in Milan. Rumors circulated among the yachting community that the 'Creole Curse' had struck again.

A year later, Reggiani, then known as 'the Black Widow', was arrested, accused of hiring the hit man who killed her ex-husband. In the words of one wag, it brought together Italy's four greatest obsessions — sex, money, designer footwear and astrology — so it was the Italian trial of the century. After Reggiani's personal psychic admitted that she had hired the killers

on behalf of Reggiani, the gig was up, and the ex-wife was sentenced to 29 years in prison.

Allegra and Alessandra Gucci, Maurizio and Patrizia's two daughters, appealed to have their mother's conviction and sentence overturned, arguing that the brain tumor had affected her judgment and



COURTESY CREOLE

'Creole' has had a fascinating — and rather sordid — history.

her judgment and behavior. Their appeal was not universally supported by the extended Gucci family and, in any event, was denied. When Reggiani was offered a chance at parole in 2011, she dismissed it by famously saying, "I've never worked in my life and I'm not going to start now."

Creole is now owned by Allegra and Alessandra Gucci, but



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is rarely sailed. The sisters prefer to race the family's engineless 60-ft gaff sloop Avel which, like Creole, was designed by Charles Nicholson. But get this, she was built in 1897, 30 years before the huge schooner! Avel won her division in the Voiles de St. Tropez in both 2011 and 2012, with Allegra helping on the bow and Alessandra tailing the main.

So why do the Gucci women still own Creole? There may have been a hint in what they said following their most recent win at St. Tropez: "We must always look after the tradition, taking care of the boats."

People with smaller boats often gaze at megayachts in jealousy, unaware that big problems often come with big fortunes needed to buy and maintain megayachts. Creole, the biggest wooden yacht ever built, is perhaps the biggest cautionary tale of all.

↑↓ THE WOODEN HULL YC STEPS UP

I enjoyed the article on the Wooden Hull YC's One More Time Regatta in the August issue of *Latitude*. There's a photo of me standing next to Dennis Conner, and the caption identifies me as the Commodore of the Del Rey YC. I'm actually the Commodore of the Wooden Hull YC.

For what it's worth — and a little self-promotion — I've taken three firsts in class and one second in class in the last four McNish Classics with my Kettenburg 40. Not bad, eh?

If there's any way we can get an article that details the wooden boating community between San Diego and Port Townsend, I'd be an enthusiastic supporter.

Steve Guilford
Antares, Kettenburg 40
San Pedro

Steve — Three firsts and a second, not bad at all.

If the participants in classic yacht regattas want to get publicity, the basics of the event and results need to be made available to us. The folks at the Wooden Hull YC did a good job this year with the One More Time Regatta, but what happened with the McNish? We couldn't find any information on the July 27 event.

↑↓ BOATERS LOOK OUT FOR ONE ANOTHER

Once again we are in debt to our fellow sailors for helping us out of a sticky situation. After two days anchored at Decker Island in Horseshoe Bend near Rio Vista, our batteries had run low and we couldn't start the engine. Tristan, from the nearby 54-ft ketch *Excalibur*, offered some long jumper cables, and a local day-tripper motorboat, whose name we didn't get, used them to hook up their batteries to ours. Within minutes our engine was running.

The owner of the ketch and the motorboat were very gracious about giving assistance, repeatedly saying that the boating community looks out for one another. A big thanks to both boats and their passengers!

Gayle & Pete Vaughan
Cover Girl, Catalina 34
Benicia

↑↓ PERSONAL LOCATOR BEACONS

I liked last month's editorial response, the one that reviewed EPIRBs and other distress messaging options for boats. But what I'm looking for is something that I can wear in case I fall overboard when I'm on watch and my husband is asleep.

I know there are personal EPIRBs, but that's not going to do a lot of good if I fall over during the Ha-Ha or halfway to the Marquesas. In those cases I would likely die of exposure or



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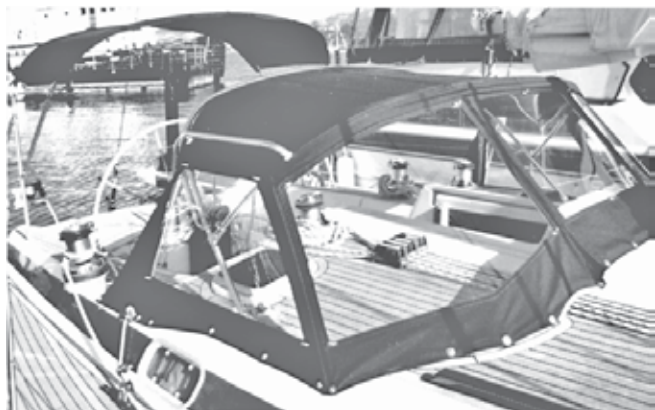
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drowning before my personal EPIRB would bring help. Can't somebody come up with something that will signal the boat I've fallen off that I'm in the water and need help?

Ellen Eferon
Two for the Road, Custom 46 Sloop
Sitka, Alaska

Ellen — They have. In the past there have been some devices that would send signals if you fell overboard, but the new SafeLink R10 by Kannad, and the SmartFind S10 by McMurdo, introduce superior technology to the solution. And the FCC was nice enough to approve the devices, called PABs (Personal AIS Beacon), a little more than a year ago.



Kannad's SafeLink R10 will send a signal to every receiver in a four-mile radius.

There are some PFDs that will semi-automatically turn on the Kannad device, which would be good if you went overboard because the boom whacked your coconut during an uncontrolled jibe.

The PAB works using AIS technology. When you turn it on, an alarm goes off aboard every AIS-equipped boat within four miles, giving your precise location, and each boat's bearing and range to you. Brilliant!

We know of a number of mariners over the years whose lives would have been saved by a PAB. In our estimation, PABs are just as important to doublehanded boats as EPIRBs are to the boat itself. The West Marine website has a video with Chuck Hawley explaining what's so great about the products, which retail for just over \$300. If you're a couple going cruising, where there often will be just one of you on watch, we can't recommend PABs highly enough. And if you're doublehanded, you only need one of them.

⚡ EIGHT BELLS FOR JIM CASEY

Jim Casey, a beloved character and friend to many people in the sailing communities of Lake Tahoe, San Francisco, and Mexico, passed away in early August. His wife Jamie shared his story with me, and we thought people in the sailing community might like to remember Jim with us.

Jim was an Iowa farm boy who discovered sailing in 1973 when he met Jamie at South Lake Tahoe. He bought a used Laser and learned to sail the old-fashioned way — by going sailing. They inherited their first keel boat, an Endeavor 26 named *23 Skidoo*, and won the Trans Tahoe thanks largely to the boat's massive handicap. They then bought a series of faster boats, including the J/109 *Ice Nine* and J/124 *Pleiades*, racing on Lake Tahoe and winning their share of Trans Tahoe and Southern Crossing races. They also spent many glorious summer nights 'boat camping' around the lake.

Jim loved sailing in warm weather, and one year he went to the boat show and came home the owner of a Jeanneau 43DS charter boat in the British Virgin Islands. He and Jamie sailed charters in the BVIs, Tahiti, British Columbia and Thailand, and then brought *Sierra Luna* through the Panama Canal to Mexico and renamed her *Tomatillo*.

Jim found a second home at Punta Mita on Banderas

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Bay, where he spent his last few winters. He contributed to the local community, working with the nonprofit community development project PEACE (Protection, Education, Animals, Culture, and Environment) and the Puerto Vallarta Marine Turtle Protection Program.

Anyone who knew Jim will remember him as a gentle, soft-spoken man with an inner core of steel, who lived life with gusto. He worked hard and played hard. After a race he drank his tequila in a wine glass at the Tahoe YC bar, and his crew was often treated to a meal at a fine restaurant where he had an "account," having traded roofing or sheet metal work for restaurant credit.

Jim Casey will be will be dearly missed by his family and his many friends.

Anne Thomas, with Jamie Casey
Lake Tahoe

Readers — Jim was a neighbor of the Wanderer and Doña de Mallorca in Punta Mita, Mexico. We raced against each other, we cruised together on Profligate, we rode motorcycles through the jungle to Sayulita together, and he even trimmed the main — electric — on Profligate during races after his arm was amputated. Jim was the first to admit that he could be 'passionate' about his opinions — including the racing rules, keeping the cars off the beach at Mita, poblano chiles and tequila — but he was much-loved and will be greatly missed.

↑↓ KAISER PONIED UP

In the August issue you wrote that you thought the bills for Doña de Mallorca's post roll-over CAT scan and other treatment at the San Javier Hospital in Nuevo Vallarta would be paid by Kaiser Insurance. I don't know why, but sometimes I feel that insurance companies give the impression they will pay for something, then don't. Can you confirm that they paid for it?

Jeffery Goode
San Francisco

Jeffery — Kaiser, to their credit, paid the bill, apparently because it was emergency treatment. It's also de Mallorca's understanding that they would have paid for emergency surgery or, if necessary, a flight back to California for additional treatment done at a Kaiser hospital in California. However, this is just her understanding, and it may vary from one Kaiser plan to another, so she's not making any guarantees.

We're also happy to report that de Mallorca, thanks to good luck and a seatbelt, hasn't suffered any adverse affects from rolling over twice.

↑↓ HEALTH CARE COSTS IN MEXICO

A lot of us Baby Boomer-sailors are considering taking off cruising to Mexico and/or beyond in the next few years, and health care costs are naturally a big concern. What can you tell us?

Samantha Smith
San Jose

Samantha — Funny you should ask, because that topic came up during the cruisers' motorcycle ride from La Cruz to Sayulita the other morning.

We got our first bit of information from Dan Orlando, who with his wife Deborah arrived at Puerto Vallarta aboard their Roche Harbor, Washington-based Maple Leaf 48 Summer's Echo on Christmas Eve in 1999. While they dock their sailboat behind their home at Marina Iguana, they are also both full-



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time captains of other yachts. About two years ago, Dan was grazed by a pickup truck while riding his motorcycle. He ended up dazed on the ground. Philo Hayward of Philo's Music Studio was right there, and rushed him to the San Javier Hospital in Puerto Vallarta.

"The hospital was beautiful," remembers Orlando, "and they didn't even ask my name or if I had insurance before immediately taking me back to the examination room. They did three CAT scans; two on my head and one on my thigh. In addition, they did three X-rays; two of my hand and one of my leg. I was examined by both a neurosurgeon and an orthopedic surgeon, tended to by nurses, and kept overnight for observation in a very nice room. The total cost was \$2,500 USD."

We wonder what that same treatment would have cost in the States, and how long he would have had to wait in the ER.

Philo Hayward, who sailed to Mexico with the Ha-Ha in 2000 with his Cal 36 Cherokee, says he is one of many Americans in Mexico who has IMSS health insurance, which is sort of like their social security health insurance. It covers just about everything and costs — you're going to want to sit down before you hear this — just \$320. That's \$320 a year, not a month. Philo once went to an IMSS hospital to have a camera lowered into his gut to check for an upper-level hernia. There was no charge. Had there been a charge, it would have been \$300 USD. The quality of IMSS hospitals varies depending on where you are in Mexico. They tend to be quite good in urban areas such as Vallarta.

The mother of Philo's Mexican partner suffered from cancer and passed away a few months ago, and was covered under IMSS. She got chemo and radiation treatments, and what Philo considered to be good medical care. She was treated in Guadalajara, and Philo says that if there had been anything more that could have been done in Mexico City, she would have been sent there, and if anything more could have been done, she would have been sent to . . . Arizona.

Since we were out SUP-ing with Mike and Robin Stout of the Redondo Beach-based Aleutian 51 Mermaid later that day and talking about dental costs, we can report the following: Mike paid \$80 for having two teeth extracted in Mexico. The couple also flew their son Austin, a vet of the Ha-Ha, from L.A. to La Paz twice for dental care. "He got his teeth cleaned, whitened, and X-rayed, had a root canal, and got a crown — all for less than the crown would have cost in L.A.," says Robin. "I pay 500 pesos to get my teeth cleaned, X-rays, and a full exam." Five hundred pesos is \$40. Dental offices in Mexico can range from old-style to immaculate with all the latest high-tech equipment.

As for health and dental costs beyond Mexico, we're going to have to rely on reports from people cruising in those areas. Our general understanding, however, is that the most expensive place to have a medical problem, even if you have health insurance, is the United States.

⇅ IT'S NOT PERFECT BUT IT WORKS

In the August issue *Letters*, 'Anonymous in Ventura' raised the issue of using public funds to upgrade infrastructure in Santa Barbara Harbors ostensibly to benefit wealthy boatowners. Anonymous's argument has some validity, but having suffered the sting of acquiring a slip in the marina, I think I can offer an alternate interpretation.

First, the money from the state was a loan, not a grant. It will be repaid by the slip holders via fees and taxes. Second, not all boatowners in Santa Barbara are wealthy. Indeed, many have held their slips for many years or have working fishing boats. The presence of working boats greatly changes the complexion of the marina and adds to its charm.

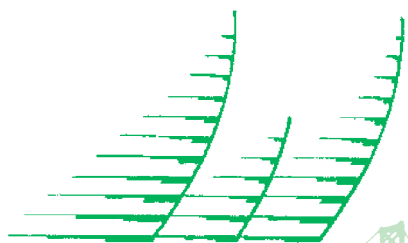
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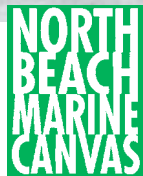
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LETTERS

open market, the slips ultimately belong to the city. It is public infrastructure that is being upgraded. If it were not properly maintained, it ultimately would degenerate into an unsightly and unsafe harbor, and acquire a reputation similar to that of the Ala Wai Yacht Harbor in Honolulu. The city of Santa Barbara derives over \$12 million in revenue from the waterfront, and it's in the public interest to maintain it. Indeed, the waterfront is Santa Barbara's primary tourist attraction, and I don't see why California Boating shouldn't provide a loan to maintain public boating infrastructure.

While the system in Santa Barbara has its critics, I've actually come to believe in it. Having had a boat in the Bay Area for many years, I've witnessed firsthand the pointless waiting lists and the skulduggery, corruption and nepotism involved in getting slips in the desirable marinas. While Santa Barbara's system may be mercenary, the rules are well known. Since slips have value, there is an incentive for boat owners to use them or get rid of them. There are very few derelict or abandoned boats in Santa Barbara. I wonder how many other marinas in the state could make that claim?

David Kramer
Santa Barbara

David — As we've written before, there is no perfect solution to the problem, if you will, of private citizens benefitting financially from the increase in value of the right to the slips in desirable public marinas. We think Santa Barbara has come up with a reasonable solution, which is pretty much about all you can hope for when there is no perfect solution.

As for "skulduggery, corruption and nepotism," that's pretty much become the way of the world for government appointments and jobs, freshman slots at UC Berkeley, corner offices in corporate buildings, and just about anything else desirable. It's sometimes true when it comes to berths in Northern California, but nothing like 20 years ago, when berths were in extremely short supply.

↑↓ FOND MEMORIES OF BUD TRAVIS

I'd like to say goodbye to Bud Travis, whom I fondly think of as the 'John Belushi of sailing'. I grew up crewing with him as a juvenile delinquent in the 1970s. We — no adults — kicked ass in the then-popular Midget Ocean Racing Association (MORA).

Last year Bud and I agreed to celebrate our 50 years of sailing — no kidding — by doing the 2012 Singlehanded TransPac. He bought a 28-ft Hawkfarm to do it, and I got my Wylie 39 *Punk Dolphin* ready. Like brothers of the past, we tried to get our war ponies ready, but Bud didn't pull it together in time. He'd wanted to do that trip for as long as I've known him, but unfortunately his time ran out.

Travis and I got started in 1970 when he invited me to sail with a bunch of hot shots from the Richmond YC aboard the *Cal 2-30 Rubber Duck*, which was one tough mudda. I made the cut, but I was too young to drive a car at the time, so Travis would come out to Pleasanton to pick me up for races. Sometimes he would pick me up early, and we would hang out at Berkeley's Chi Phi frat house for the night. For a high school kid like me, that's when the shit really started to get fun.

Once we got to the yacht club on the morning of a race, the 'Animal House' antics would start early. We talked smack and boasted endlessly. The old fart legends like Bob Klein not only tolerated us, they even encouraged us. We were good on the water, but off the water we were all punks and did nasty stuff.

I had a water balloon launcher that Travis loved. But instead



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LETTERS

of using water balloons, we would terrorize other sailors by shooting gobs of macaroni, tuna salad, eggs, piroshkis and old pizza. Whatever had been in the backseat of Travis' old MG would find its way into the mainsails of other boats. For a kid like I was then, it was soooooo funny.

But as I say, we kicked butt on the race course when racing Tony Thomas' Cal 2-30 hard. In the popular Midget Ocean Races of the time, we — Travis, Mike Alexander, Jim Nichols, Art Fisher, myself and others — bashed heads with the best. We navigated with charts and RDFs, because that's all anybody had back then. We did stupid shit, too, drinking way too much Coors and eating really bad food. And in victory, we were overbearing.

I remember one Junior Buckner Race — Drakes Bay to Farallones and back — when Travis provisioned for the race with two cases of Coors, three bags of potato chips, a bag of Oreo cookies, and a casserole dish of his mom's spaghetti. We were doing well, just behind Dee Smith, when we got to the Rockpile about midnight. We rounded and set the starcut chute — we had to be cool! — and went about catching Dee. In the lee of the island we put the spaghetti on the stove. It was a big mistake, as we had 33 round-ups — and I mean big round-ups — on the way back to the Bay. As you might imagine, the spaghetti left the stove after it burned, and landed on the cabin sole. There was red grease everywhere, and soon our foulies, the deck, the tiller — OMG, the whole boat was like a greased pig! And this was just the tip of the stupid shit iceberg. The next morning, I remember fending off land at Pt. Diablo! I think we beat Dee because we were fearless in getting close to shore to avoid the ebb.

Travis was known for having big balls. One night I asked if he wanted to make a blooper out of Visqueen plastic sheeting and tape. He was game, so in the morning, after lots more beer and music, we had a blooper. It was not pretty, but what the hell. The next day was the Drake's Bay overnighter, and we were in second going in and after getting to Drake's Bay. We prepared for the critical second day of the race with a wild night of drinking, lots of Dinty Moore canned beef stew, and raging farts. It started to blow early the next day, but we had our new blooper for stability. Larry Odenzo was in first place at the time with his Peterson Half Tonner, but we were even with this chump at Duxbury Reef. But Travis was getting nervous, so we set the Visqueen blooper to settle things down. Unfortunately, it immediately blew up.

Shit, we had to do something. I suggested that we set a second chute to go with the one that was already up. We all looked at each other and said, "Hell, yeah!" So I rigged a second kite, and we took-off, kicking Larry's ass. He later explained that it was illegal to set two spinnakers — who knew? — but he didn't protest us and let us have the season championship. Larry was one of those adults who sort of encouraged us ruffians.

We had a slingshot and used to shoot clevis pins onto the mains of other boats while racing. The pins would drop into the cockpit of the boats, at which point the owners would get all hot and bothered, thinking their rig was about to come down. Ever heard of cut-off foulies? That's what we had because we had to be cool. Set two chutes and sail out of the St. Francis YC marina? Did that all the time. Sail between a tug and barge? Well, we had to kick some ass, so what were we supposed to do, wait for the barge to pass? Blowing too hard to jibe or change course? Baloney, send it! Surf back into the Gate between the South Tower and shore. Oh yeah, it was legal — until *Stormvogel* hit bottom. Mooning patrons in the St. Francis dining room as we sailed by was cause for

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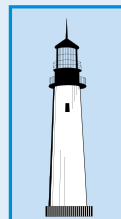
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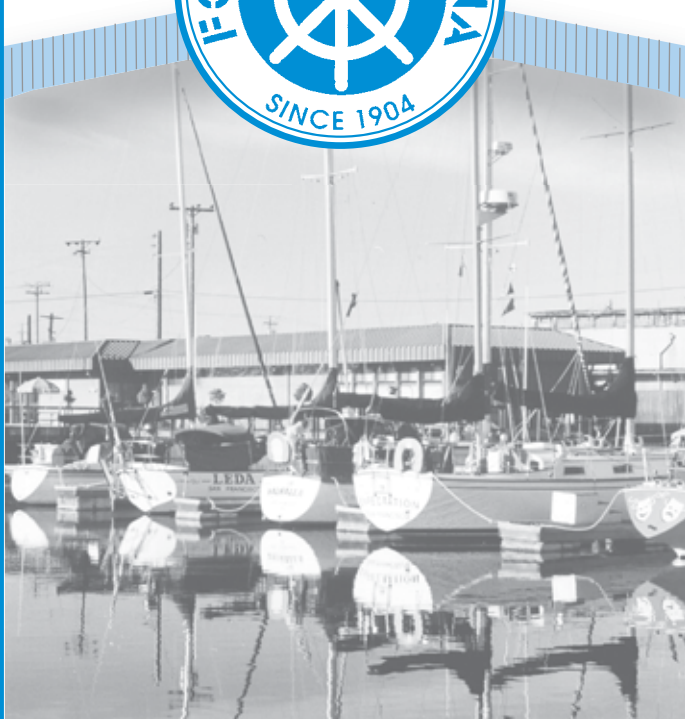
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LETTERS

celebration, as was mooning the Blue & Gold fleet with all those nice folks from Ohio.

I could go on forever. I wish Travis could have also.

Jonathan 'Bird' Livingston
Punk Dolphin, Wylie 38
Pt. Richmond

Readers — And to think this punk grew up to not only successfully race his boat to Hawaii and cruise her to New Zealand, but also be a successful architect in much demand by the demanding Chinese.

Anybody else want to fess up to punk behavior when they were sailing years ago? Sitting on the couches in the St. Francis YC smoking pot while watching the Big Boat Series and all that stuff. Except when they massacre each other with automatic weapons, kids today seem so well behaved.

|| CAN A NICARAGUAN CANAL COMPETE?

Any canal across Nicaragua is going to have real trouble competing with the Panama Canal, even if water supply in Nicaragua isn't an issue. All this was gone over back in the late 19th century when Panama was chosen for a couple of basic reasons: First, the route across Nicaragua would have been longer and more expensive to build. Second, and quite persuasive to the U.S. Congress, was the presence of an active volcano close to the proposed Nicaraguan route.

On another note, if you want to claim that corporations can do a job better than governments, isthmanian canals are really a bad example. The French attempt in the 1870s was the work of a typical multinational corporation. There was corruption and widespread fraud perpetrated by the management, plus a general ignorance at corporate headquarters as to actual conditions on the Isthmus, which made for a miserable failure that incidentally cost tens of thousands of lives. Mismanagement and outright looting of the corporation had almost as much to do with the disaster as malaria and yellow fever. When the U.S. took over the effort, it was entirely government-owned, and became the greatest engineering triumph of its day.

Conrad Hodson
Eugene, Oregon

Conrad — The Canal was built in Panama rather than Nicaragua for a number of geo-political reasons. Depending on which sources you want to believe, the volcanos of Nicaragua weren't as much of an issue as was the fact that the Nicaraguans weren't going to be as compliant to U.S. interests as was the newly formed country of Panama.

On a level playing field, it's hard to imagine that a canal through Nicaragua could compete economically with the Panama Canal. But nobody, least of all the Chinese, believes in level playing fields. Suppose the Chinese decided to levy a stiff duty on all vessels carrying their goods that decided to use the Panama Canal instead of the Nicaraguan Canal. The Nicaraguan Canal could boom and the Panama Canal languish. We also think it's foolish to think the Chinese aren't eager to establish a major strategic stronghold in the Americas, especially when we Americans will largely be paying for it, thanks to the mindless extravagances we continue to put on our Bank of China credit card. As for Daniel Ortega and the Nicaraguan power elite, they'll do almost anything they can for: 1) A cut of the action, 2) The chance to poke the U.S. in the eye, and lastly; 3) Jobs for Nicaraguans.

You say that "isthmanian canals" are an example of governments being able to do a better job than private interests. Really? Was it not a private company, funded almost entirely

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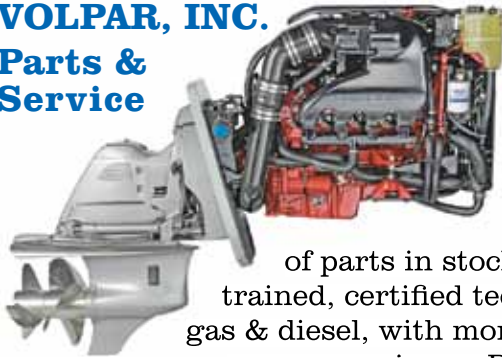
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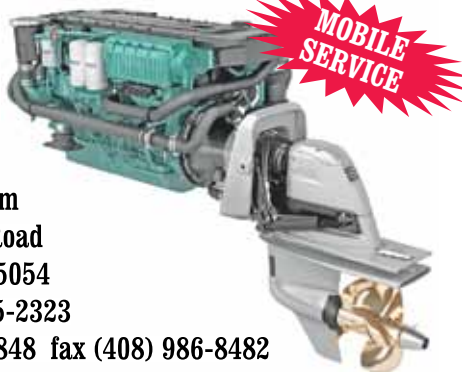
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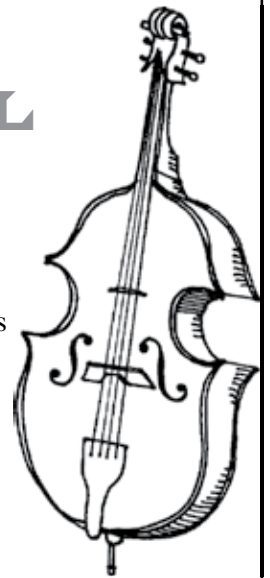
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by French citizens, that created the wildly successful canal across the Isthmus of Suez? This was before the Panama Canal, and demonstrated that such great engineering feats were possible — even if they had to battle the Brits every step of the way. By the way, disease was simply a way of life back then. One-third of all the people in both the cities of Cairo and Alexandria died of the plague about 10 years before the Suez Canal was begun.

In our view, the difference between government and private projects is not that one will necessarily do a better job than the other, but who is on the hook for the bills and the inevitable doubling or tripling of costs. For example, if the High Speed Rail to Nowhere system proposed for California were to be funded entirely by private investors, we wouldn't give a hoot, because we and our neighbors wouldn't be on the hook for an enterprise that is expected to need 160,000 riders from San Francisco to Los Angeles a day to be economically viable. Mind you, not only has the proposed project been unable to attract any private funds to date, but the courts just put the brakes on the start of the project again because supporters have no idea where the financing is going to come from, and because the project has failed to pass the initial environmental requirements.

We're not against all major government projects, assuming they have a real purpose and are done efficiently, and costs and corruption are kept to a minimum. Alas, those conditions would preclude most projects, from the east Bay Bridge span to the disastrously ineffective Prop 63 mental health fiasco.

↑↓ "THE AC SHOULD BE SAILED IN SEAWORTHY BOATS"

I have been racing sailboats since 1958, when I was 12 years old, and I've been a fan of the America's Cup all that time. I raced dinghies and keelboats for 40 years, and also had a 20-year career sailing and racing sailboats — probably 200 days a year. My back ended that activity in 2000.

GILLES MARTIN-RAGET / ACEA



It seems unlikely the AC will revert to monohulls. Like it or not, multihulls are here to stay. For as long as I have been sailing, every knowledgeable sailor and yacht designer has always agreed that multihulls, both catamarans and trimarans, have two positions in the water. That is Stable 1, which is right side up and sailing, and Stable 2, which is upside down and no longer sailing.

While multihulls have gotten bigger, faster, lighter and more powerful over the years, and pound-for-pound are incredible machines, they are still basically unseaworthy in that they can flip. I have watched Hobie18s, Tornados, Nacra 5.2s, Extreme 40s, and now AC45s and AC72s pitchpole and capsize on San Francisco Bay.

One time off the Cityfront, I was right next to a large cat with three guys on wires and trapezes doing 20+ knots. They pitchpoled, and as the boat started to capsize the guys were flung out of the trapezes, then snapped back, like rag dolls. Imagine something like that, but with an AC72 sailing twice as fast.

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a spectacular if not catastrophic somersault. The only thing anyone should be surprised about is that anyone would be surprised it happened.

I think it's time for the America's Cup to get back into seaworthy boats that go fast and sail in any condition. Perhaps a fast pivoting keel boat — a lighter more high-tech version of the Volvo one-designs that raced around the world — would be the answer. But I think seaworthy in all conditions should be the bottom line for America's Cup boats.

Alan Hiller
 San Francisco

Alan — America's Cup boats have rarely, if ever, been seaworthy in all conditions. For example, on the first day of the first Ha-Ha back in 1994, our somewhat rag-tag fleet took off for Cabo in conditions that were too windy for the America's Cup boats to go out and practice safely.

That said, it will be interesting to see what kind of boats and racing format will be chosen for the next America's Cup. We don't care so much what kind of boats are selected as long as they are very fast and reasonably safe. But there are three changes we figure are necessary for the America's Cup to thrive: 1) A minimum of a dozen entries. If whoever gets to pick the rules can't get guaranteed participation from at least a dozen teams, we don't think the event should be allowed to be held. 2) The America's Cup should be in one-design boats, and maybe the boats even should be rotated through the teams. The cost of designing and building custom boats is ridiculous and grossly stunts participation and Joe Sailor identification. 3) Get rid of the matchracing, which has proven to be so dreadfully boring, in favor of the much more exciting fleet racing.

↑↓ALDEBARAN IS FLOATING

On August 2, with my 70-ft schooner *Aldebaran* sitting in a pocket of mud in back of Brooks Island near Richmond, held by buoyed anchors, I was prepared to sign the pink slip over to



COURTESY ALDEBARAN

'Aldebaran' is once again afloat but she still needs a new caretaker.

anyone who was willing to take responsibility for her restoration. At that point the boat could be pumped out in two hours using two of the three pumps I had.

Now it's August 12, and *Aldebaran* is sitting at my dock in Brickyard Cove. I realized that if I wanted to patch the leaks better, she couldn't be in

the mud or on the rocks. So two small boats and I pulled the heavy ferrocement schooner off the mud bank and maneuvered her to the slip with me at the tiller. I was met at the dock with cheers from most of the neighborhood, and a party broke out.

I then obtained the help of a dentist friend to "fill the cavities." They were six feet below the surface, but we had scuba gear and six feet of visibility. I now have the leak down to about 12 gal/minute, so *Aldebaran* stays afloat between pumpings, which I conduct every four hours.

Meanwhile, my poor wife Fern fell and severely broke her right ankle. She is now recuperating at Alta Bates in Berkeley. Between having to pump the schooner out every four hours and visiting Fern every day, I find myself getting a little tired.

Despite the situation, *Aldebaran* looks better every day, and I feel that I have proved her strength, so I don't want to give up the pink slip. I think she's worth the trouble to restore, but if the right person came along and offered me what she

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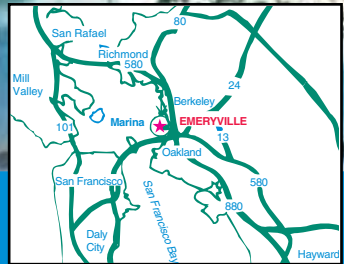
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LETTERS

is worth, I would part with her.

Hayden W. Brown
Owner, Designer and Builder of Aldebaran
Brickyard Cove

Readers — As unpleasant as the following might be, we feel a responsibility to report it. George Hale — and he says some other members of the Vallejo YC — feel that the sinking of Aldebaran was a matter of karma. He says that the year before, Brown had deliberately and recklessly sailed through beginning sailing fleets — with many children sailing — in Vallejo, shouting lots of F.U.s as he went.

Hale, who has been a mariner for decades, says he suspects the alleged behavior was some form of retaliation from the year before when the Vallejo YC would not let Aldebaran pick up passengers from their docks until Brown could produce proof of insurance. Hale says Brown told him he not only didn't have insurance, he didn't believe in it.

In a response to an inquiry from Latitude, Brown, who has taken well over 1,000 people sailing for free from organizations such as Make-a-Wish, Boy Scouts, Adventure Clubs, Rotary foreign exchange students, high school outings, church groups, friends, and pirate reenactment groups, says he hasn't had liability insurance. But, he says, nobody has ever gotten hurt or fallen overboard.

As for the contretemps with Hale at VYC, Brown says that he and Aldebaran's crew yelled epithets as pirates would, but neither he nor his crew dropped F-bombs.

↑↓ HOW DID THEY COME UP WITH ALL THOSE NAMES?

We're applying for membership in the MOMOBDITL (Month or More of Best Days in Their Lives) Club started by Pat and Carole McIntosh of the Carmichael/Barra de Navidad-based Cheoy Lee 35 *Encore*. For readers who don't remember, the premise of the club is the notion that the two best days of a boatowner's life is the day he buys a boat and the day he sells the boat. The McIntoshes thought it would be fun to have a club for people who have had a month's worth of 'best days'.

Thanks to owning and selling the following boats, we've had 40 'best days'. The list does not count three commercial fishing vessels and numerous open sailing vessels under 20 feet in length. It does include one boat we owned twice — albeit 20 years apart: *Osprey*, 25-ft hard-chine plywood sloop; *Red Wing*, 25-ft Falmouth pilot sloop; *Ayesha*, 36-ft Steven schooner; *Tern*, 35-ft Pinaud sloop; *Bernice II*, 53-ft P Class yawl; *Sandpiper*, Grampian 23; *Petrel*, Grampian 23; *Curlew*, Grampian 23; *Trio*, Paceship PY 23; two more unnamed Paceship 23s; *Nylund*, a 53-ft Norwegian schooner; *Lady Sarnia*, a 25-ft Hillyard sloop that we owned in the 1970s and again in the 1990s; *La Bohemienne*, a 26-ft Falmouth Quay punt; *Gamster II*, a Robert Clark 32; *Sea Witch*, a 26-ft yawl; *Cygnat*, a 25-ft Tumblaren sloop; *Rani*, a 33-ft Roughwater sloop; and *Passat V*, a 45-ft Ernest Evers ketch.

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LETTERS

Martyn and Margaret — That's a very impressive collection of yachts.

↑↓ ANOTHER OPTION FOR TRAINING UNDER SAIL

Amanda and I just read your June issue reply to the reader inquiring about cat-specific sail training. As you noted, Richard and Jessica Johnson of Elcie Expeditions do take paying guests on passages aboard their 60-ft aluminum cat *Elcie*, but they don't do as much formal training as we do on *Mahina Tiare III*. I don't say that to in any way disparage Richard or Jessica, as Richard was best man at our wedding at Musket Cove in Fiji a few years back.

We actually have had a fair number of cat cruisers join us on our *Mahina Tiare* expeditions. In fact, one of them, Michael Roberts, will be starting the World ARC with his FP 60 catamaran *ViVo* in January.

By the way, our 2016 Expedition schedule will be a dream come true for Amanda and me, as it will include stops at Spitsbergen, Jan Mayen, Iceland, the Faroe Islands, St. Kilda and Outer Hebrides. We're planning on hosting a mini-triathlon in Spitsbergen so we don't get too slow or lazy in the meantime.

As for the Wanderer using more than four 55-gallon drums of epoxy during a refit of *Profligate*, she must be a battleship now.

John Neal

Mahina Tiare III, Hallberg-Rassey 46
South Pacific

Readers — If there's a cruising Hall of Fame, John and Amanda certainly belong in it. After nearly killing himself at age 22 in the early 1970s during his first long cruise, the self-taught John started hosting offshore cruising seminars, and then in 1990 started with his offshore sail-training expeditions. Amanda was doing the Whitbread Around the World Race as part of the women's team in 1990, but would join him a few years later. They host offshore expeditions six months out of the year, and we're not talking about easy passages. For proof, check out their 2015 expedition schedule:

Victoria, B.C. to San Diego, 1,700 miles. San Diego to Acapulco, 1,400 miles. Acapulco to Panama, 1,700 miles. Panama to the British Virgins, 1,500 miles. The British Virgin Islands to the Azores, 2,400 miles. The Azores to Scotland, 1,500 miles. Scotland to Sweden, 900 miles. And when they have students aboard, which is most of time, they provide three to six hours of instruction per day. In their leisure hours, they maintain the boat and boat systems. If you ask us what would be more difficult, singlehanded around the world or teaching a total of 42 students while sailing from Victoria to Sweden over a six-month period, we'd say the latter — and by a nautical mile. And they've been doing it for 23 years. We are in awe.

↑↓ 'TI PROFLIGATE WAS A DELIGHT

I just got back from a 10-day trip in the British Virgins aboard the *Latitude* publisher's Leopard 45 cat 'ti *Profligate*, and wanted to let everyone know that she is a marvelous vessel, perfectly outfitted for the area. She doesn't have a lot of unnecessary stuff to break, but has everything we needed, and in abundance. The large water tanks were especially welcome. We had a great time, and I think BVI Yacht Charters is a top-notch outfit as well.

Thanks for making 'ti *Profligate* available, and feel free to use this as a letter — as long as you don't get so many charters that we won't be able to book her again!

David Herberg
Monte Sereno

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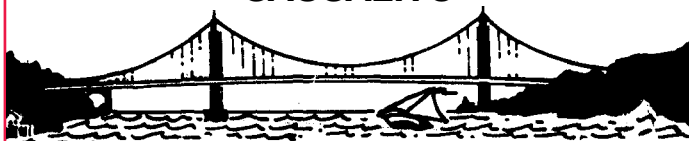
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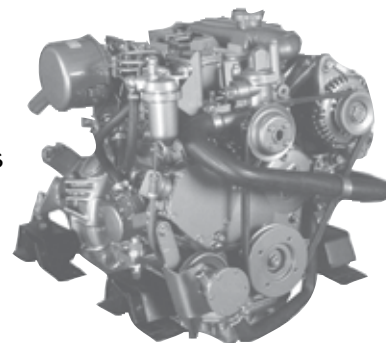
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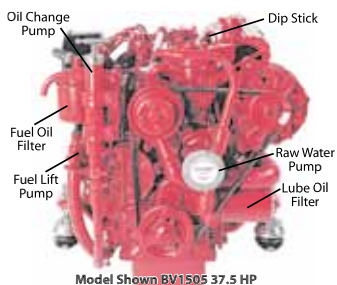
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LETTERS

David — We're glad you had a great time aboard 'ti Profligate and were treated well by the good folks at BVI Yacht Charters. 'ti indeed "doesn't have a lot of unnecessary stuff to break," which is exactly how we like it. After all, when sailing within the BVIs during daylight hours only, you don't need a lot of extras, and should be concentrating on nature and relaxing, not a bunch of electronic buttons.

When it comes to booking 'ti, it's best to do it well in advance, as she's busy. For example, between now and the middle of next May, 'ti Profligate has just three openings: November 11-28; December 10-26; and February 2-10. Depending on the time of year, the 'big bang for the buck' former Moorings boat — which sleeps eight in four cabins with heads — charters for between \$4,350 and \$6,550 a week. Call BVI Yacht Charters for details.

For those looking for a little distance and more variety in their charter, 'ti will also be available starting in St. Barth on May 10 for drop-off in the British Virgins between May 20 and 24, ideal for those who want to enjoy St. Barth, St. Martin and a 100+-mile downwind sail to the British Virgins. For the latter charter, contact richard@latitude38.com, not BVI Yacht Charters.

The Wanderer and Doña de Mallorca will also be running a skippered charter of 'ti Profligate, with three double cabins available, for the St. Barth Bucket in late March and the Voiles de St. Barth in the middle of April. More details on those later.

↑↓ AN UPDATE ON ALASKA EAGLE

What's the story with *Alaska Eagle*, the S&S 65 Whitbread vet that has been used by the School of Sailing & Seamanship at Orange Coast College for many years? I heard that she's been sold. I have an emotional attachment to her from when I did a trip on her to Alaska in 1990 and a trip to the South Pacific on her in 1992.

Rob Spakowski
Newport Beach

Rob — *Alaska Eagle* is still at Orange Coast's docks and she's for sale at \$495,000. She's in fabulous condition, and still Coast

Guard-certified for up to 14 passengers offshore and 18 near shore. The Dutch, for whom she won the Whitbread, are interested in bringing her home, so if she's your boat, don't hesitate.

Rich and Sherri Crowe, who long maintained and ran *Alaska Eagle*, report they have sold their fabulous Farr

44 Tabu, which is apparently headed for Seattle. Rich and Sherri bought a couple of acres of land near Kenwood, and the ubertalented Rich is making plans to build a house.

↑↓ EASIER CATAMARAN REEFING

I have the 46-ft Schionning cat *Cheetah*, which we sail in Australia, and I have some thoughts about reefing off the wind in a breeze. The cat's mast is 62 feet tall, the sail has a very big roach, and the main is square-topped, so it's not a small rig.

I also use a small Spectra line that is attached to the headboard and is then woven in and out of the cars. To reef downwind, I let the main out until it touches the shrouds so that the battens actually bend around the shroud, but just enough to take the pressure off the batten where it enters the car at the mast. I then preset the main halyard for as far

COURTESY ALASKA EAGLE



'Alaska Eagle' is still for sale by Orange Coast College.

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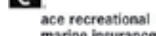
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LETTERS

as I want to lower the main. Then I give the Spectra line at the base of the mast a pull, and down comes the main to the preset point. At this time I finish the reef. I have only have had to use the mast winch once to get the head board to move. I learned this trick from an old mono sailor in Australia.

I have done this from the first reef to the third reef when it was blowing 30 knots. By the way, if I told you our downwind speed, you would not believe me.

Maybe the reason you have a hard time reefing is the weight of your cats. A typical Australian cat like mine will weigh around 6 to 7 tons fully loaded, while a typical French cat of the same size would be about 10 tons. Maybe those with the heavier cats should consider reefing when the boat is coming off the wave and the pressure is less on the main.

My cat is eight years old, and only has one triaxial layer on the hulls and cabin. I believe the total weight of the glass was 600 grams. No problems yet, and we have bounced off some docks hard enough to dent the hull, and hit a couple of sand bars hard enough to break daggerboards. I had to get my head around 'heavier is not better' when it comes to all the new glass and epoxy materials. Then there is infusion, which sucks resin through the glass, making the hull even lighter and thinner.

For what it's worth, when the wife and I are alone on the boat, the first reef goes in at 15 knots. The cat often runs just as fast with a reef as without. Many sailors still keep too much main up in heavy winds. Lots of time early reefing means faster speed.

We are back in San Francisco for the Red Bull Youth America's Cup and the the America's Cup. I think you guys will be going to New Zealand for the next Cup. If you make it to the Whitsundays in Australia when you're down that way, give me a call for a sail and sightseeing around the islands.

Steve Halter
Cheetah, Schionning 46 cat
 Australia

Steve — Thanks for the tips and the offer. We're still trying get our heads around the idea of being able to relatively effortlessly lower a big main pressed against the shrouds when it's blowing 30 knots. We're not alone in having this problem, as the following letter from Kevin Millet of Kauai, who has built, owned and run private and charter cats for many years, will attest.

We think there are all kinds of reasons for the many different kinds of cats. Some want ultra-high-performance, others are perfectly happy with a stable houseboat that can sail once or twice a year.

There are three compromises you get to choose from/make when deciding on a cat: 1) Performance, which is a function of waterline length, hull beam and weight; 2) Load-carrying ability and comfort, which comes, to a large extent, from length and the beam of the hulls; and 3) Price, which comes from the materials used and the amount of quantity and quality in the interior.

We chose a Kurt Hughes design for Profligate, and 90% of the decision was based on the 63-ft length for easily attained high speeds, and hull volumes, which we correctly guessed would offer the combination of performance and load-carrying capability we were looking for. While we wanted to be able to sail in the low 20s when fully loaded with a crew of 12 without too much trouble when the conditions were right, we also wanted to be able to daysail with up to 35 people, and host a party with over 100. We've done all of these — although we won't do the latter again anytime soon. Had we wanted to go faster, we would have gone with narrower hulls. Had we wanted to host parties with 200, we would have gone with fatter hulls.

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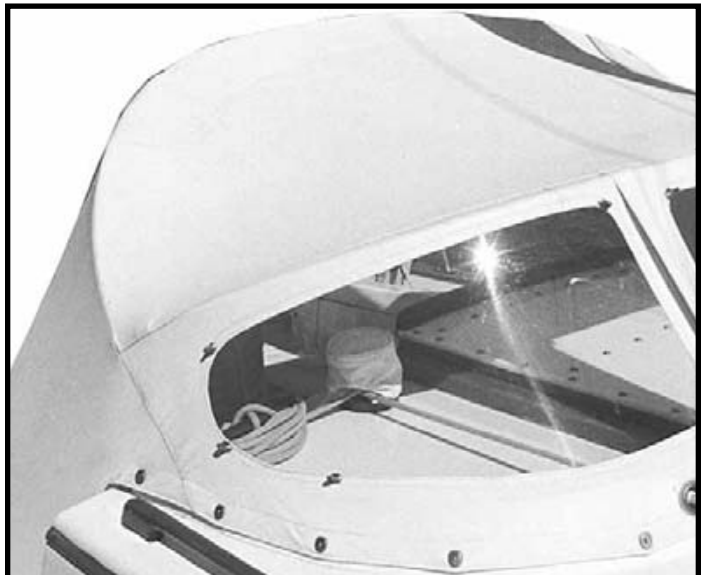
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LETTERS

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As for the America's Cup being over quickly, we wouldn't be so sure.

↑↓ LEARNING AS YOU GO

Aloha. I am writing to you at the halfway point from Nawiliwili, Kauai, to San Francisco aboard our custom cat *Kalewa*, getting ready to do our second Ha-Ha. There is no wind right now, so we are motoring.

Let's talk about reefing cats off the wind. Marcie and I had a very scary evening sailing around Pt. Sur on our way to the start of the 2006 Ha-Ha, when the wind built from near zero to 30 and rising in less than an hour. The north swell had already been in the 15-ft range before the wind-created seas built on top of that. As you've been aboard *Kalewa*, you know that our cat is not the typical heavy French charter cat. She's light.

By the time we realized we had waited too long to reef, we were already hitting 18 to 20 knots. I have sailed *Kalewa* one hull up on many occasions, so I knew that rounding up into the wind was not an option at this point. I went through the same issues described by Greg Dorland on *Escapade*. When our mainsail was plastered to the rig and the battens looked like pretzels around the shrouds, we knew we had an issue. Even if we'd had some kind of a downhaul line at the mast, it would have destroyed the battens and most likely shredded the sail.

We have mast steps up to the second spreader, so aloft I went to see if I could 'work' the sail down. Guess how that went?

I did eventually get the sail down, and have since changed some things to deal with similar conditions next time — which have already come and gone. My solution at the time was to release one to two feet of halyard, then take up on the first reef line with the boom winch, thus inching the sail down to the first reef. Then I'd switch to the second reef, foot by foot, keeping enough tension on both so that the main was mostly flat. Yes, this does exceed the America's Cup cardio workout limits. Marcie was stuck at the helm so this was a one-man

circus. With one person on the halyard winch and one on the reef winch, it would have gone more easily.

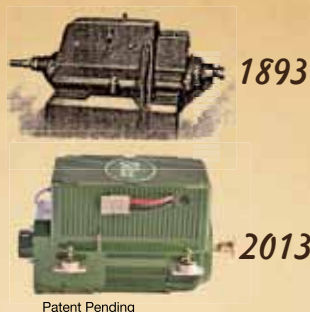
The problem was, I never foresaw this problem. So first, my reef lines were both too short to reach the winch . . . until the sail was down. I had to lengthen my first reef line by knotting another line onto it, then work that knot around and through a self-tailing winch. This required using screwdrivers as pry bars — and much-exasperated cursing. It didn't help that it was dark. Since I had not foreseen this whole issue, the next problem was that it never occurred to me to put clutches on each reef line. Without clutches, how do you remove the highly-loaded first reef line from the winch to allow room for the second reef line? More strings and knots. Most of which later required cutting away, because the knots were pretty much welded.



COURTESY, KALEWA

Kevin learned what it took to reef 'Kalewa' off the wind.

Kalewa now has clutches. And we reef much earlier, at least when we don't have several deck apes as crew. The



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LETTERS

inch-by-inch technique does work, but make sure you have an hour or two to get it done.

Kevin Millet
Kalewa, Custom 52 cat
Kauai, Hawaii

⇅ FURLING MAINS HELP WHEN REEFING

The August issue had some letters on the subject of reefing a cat off the wind, and it also had the interview with Jim and Kent Milski, who adhered to the 'reef early' credo while doing their three-year circumnavigation on *Sea Level*.

I never was caught in a big blow aboard my 40-ft catamaran *Oboe*, but the team in New Zealand who rigged her said there were two essentials for reefing while sailing downwind in a blow: a roller furling boom and an electric winch.

Here's the one-man drill: 1) Set the boom at the proper angle with the topping lift and the mainsheet. (The proper angle is critical because it's necessary for the main to roll evenly into the boom along the luff and leach.) 2) Take three turns on the winch with the roller furling line, hit the winch switch, and tension the furl line. 3) Take two turns above the roller furling line with the main halyard. 4) With both tails in your left hand, throw the clutch on the main halyard. The tensioned roller furling might pull in a half-inch of main, with the halyard now tensioned on the drum of the winch. 5) Your left hand now has the roller furl tail; your right hand has the main halyard tail. Using your foot or knee, hit the switch for the electric winch. 6) As the winch turns, the left hand pulls the roller furling lead while the right hand slacks, paying out on the main halyard, letting it slip on the winch drum. All this takes place in measured time — one hopes. Both lines remain tensioned, but the slip on the drum of the halyard keeps the main rolling in — slowly and tightly.

It's an easily rehearsed exercise, but getting the main onto the roller furling boom mandrel in a neat and tidy fashion does require some practice.

Jay Bliss
Oboe, 40-ft cat
St. Augustine

Readers — We've heard from a number of cat sailors who have had very good experiences reefing furling mains.

⇅ LOOKING FOR A FAMILY TREASURE

My dad helps run the BAADS (Bay Area Association of Disabled Sailors) organization out of San Francisco, but I'm on a hunt for a schooner that my brother-in-law's grandfather and grandmother built nearly 80 years ago. Since the boat has some Southern California connections — including Bob's Big Boy hamburgers — I hope *Latitude* readers might be able to help. It's a pretty interesting story as outlined a few years ago by Caleb Chung, my brother-in-law:

"After retiring from a career in the US Navy in 1930, Caleb Crandall, my maternal grandfather, built his dream vessel in the Bahamas. She was *Teepee*, a 110-ft overall and 85-ft on deck schooner that was 33 feet wide and drew 15 feet. Unusually, both her masts were stepped on deck, allowing for unobstructed spaciousness down below. To theoretically protect the schooner from the many reefs in the Bahamas, her bottom was covered in a layer of cement.

"Caleb got divorced and married a younger woman named Tony. They sailed together, did some research work for the U.S. Navy, and chartered now and then. Caleb's goal was to sail *Teepee* to the Naval Base in Long Beach Harbor to show her off to his buddies. But he never made it, as he passed

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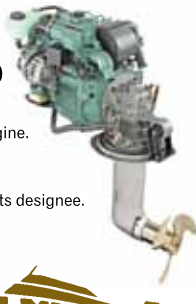
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LETTERS

away at sea one day while waiting for his coffee. His new wife and a crewmember sailed *Teepee* back to the islands, and a short while later Tony married a Mexican national. This is where the story gets strange.

"Sometime later, Tony was struck by lightning and died. By Mexican law, *Teepee* went directly to Tony's new husband and out of our family. She was sold a short time later.



COURTESY DOUBLE EAGLE

'*Double Eagle*' hasn't been spotted in many years.

"It's unclear what happened to *Teepee* in the ensuing years, but in the mid-1950s, Bob Wian, founder of the Bob's Big Boy hamburger chain, was sitting at the bar of the Hotel Guaymas in Guaymas. According to the legend, Wian was having shooters of Double Eagle scotch when he looked up and saw a dilapidated schooner anchored in

the bay as a signpost for the hotel. It was *Teepee*.

"Despite her sorry state, Wian fell in love with her, bought her from the hotel and brought her to his homeport of Newport Beach. She was completely restored, rechristened the *Double Eagle* and, after serving as the flagship of his fishing fleet, became his personal yacht. Bob Sloan, a well known and respected Newport Beach sailor, became the captain.

"Wian had friends in Hollywood. So after the film *The Wackiest Ship in the Army*, starring Jack Lemmon, became a success, they decided to make a television series of the same name, but starring Jack Warden and Gary Collins. The movie had been shot in Hawaii using the schooner *Fiesta*, but *Double Eagle* was used in the television show, and appeared in every episode.

"Skipper Sloan so fell in love with the schooner that he and his wife Monica built their own 70-ft schooner *Spike Africa* along *Double Eagle's* lines. She became well known up and down the West Coast.

"The story then gets hazy again. Wian apparently sold or gave *Double Eagle* to a man named Kenny Thorell, after which I lost her trail. Some rumors say *Double Eagle* was later involved in smuggling, others say she has been seen in the Bahamas.

"As I write this I'm in my mid-40s and I suppose some of my grandfather's inventiveness rubbed off on me. I make my living as a toy inventor, and my wife and I co-invented the Furby toy that was the big craze in '98 and '99. We're still inventing toys, but looking to possibly retire on a ship of our own someday. It's too much to hope for that I'll find my grandfather's schooner, but it's a great hunt and a wonderful dream."

That's how my brother-in-law's report went. If anybody knows anything about *Double Eagle*, I'd sure like to hear about it. I can be reached at brianabreen@gmail.com.

Briana Breen
San Francisco

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

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

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

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ac showdown on the bay

September 2013 is arguably the most important month in the long and colorful history of San Francisco Bay yacht racing. The reason, of course, is that after decades of failed challenges, the America's Cup competition finally will be staged here (beginning September 7), thanks to Oracle Team USA's AC 33 victory in Valencia, Spain, in 2010 (under the name BMW Oracle Racing).

In addition to the fanfare that typically accompanies Cup competitions, though, there is often controversy. And, sadly, this Cup season has been no exception. Although earlier squabbles over proposed rule changes have been settled, a new scandal has surfaced. It's alleged that yet-unnamed OTUSA staff added extra weight in strategically important areas to the AC45 cats that they raced in last year's AC World Series. Although seeming to some like a witch hunt — only 5 lbs, really? — the allegations were serious enough that the team relinquished its ACWS trophies. And some observers predict that the OTUSA's America's Cup effort will be penalized. Judges may have decided by the time this issue hits the streets. In any case, we're confident that the show will go on. And we'll be thrilled to see it!

— andy

a fast lap around

Apart from 'round-the-world racers, most circumnavigators tend to sail around the planet at a leisurely pace. But not John Garteiz. Having sailed south with the 2011 Baja Ha-Ha fleet (with crew), he proceeded to dash around the globe singlehanded in a flat-out sprint, stopping only for urgent repairs.

We caught up with him in Panama last March when he was on the



LATITUDE / ANDY

"I went all the way 'round," says John Garteiz. A retired school teacher from Alaska, his other favorite sport is mountaineering.

home stretch of his ambitious adventure; then he checked in last month to say he'd crossed his tracks at La Paz, Mexico a few months ago. (His battle-tested Nordic 40 *Arctic Tern III* is currently for sale in San Diego.)

After hearing about the challenges of John's trip, we were amazed he could maintain his upbeat attitude while telling us the details. "I might have done the trip nonstop, but I had to stop initially because my prop shaft began coming inboard as I was crossing the equator on the way to French Polynesia." He made landfall in the Marquesas, but only stayed two

days before sailing on (engineless) to Papeete for repairs.

After a few days in the Tahitian capital, he beelined to American Samoa. And after two days there he sailed 58 days to Bali.

Farther west, in the Indian Ocean, "I tried to stop at Cocos Keeling," he explains, "but I was greeted by an Australian customs officer on my approach who yelled, 'Where the fuck do you think you're going?'" He didn't have prior clearance and "didn't feel like being abused," so he turned around and headed to Mauritius. "Going into Mauritius (after 45 days at sea) I broke two of the three shrouds on one side. That was a tough ocean: 25 to 35 knots every day, all day. I was glad the mast stayed up." He had to wait there a month for new wire.

continued on outside column of next sightings page

do you know

When we first heard about the creation of a new rally called the Coho Ho Ho, we thought someone was trying to steal our thunder — you know, Baja Ha-Ha, Delta Doo Dah, SoCal Ta-Ta. Turns out, though, this Puget Sound-to-San Francisco event was designed as a feeder for October's Baja Ha-Ha. Founder Doug Lombard, himself a Baja Ha-Ha veteran, came up with the rally idea as a way to give would-be cruisers from the Northwest the extra measure of confidence that buddy-boating provides as they transit the often-treacherous north coast.

Having kicked off August 10 at the NW



ETNZ took a nosedive during last month's Louis Vuitton Cup Finals. This could have been disastrous, but the Kiwis recovered nicely (while losing a couple of crew).

about the ho ho?

Cruisers' Party in Poulsbo, WA, the first annual Ho Ho drew seven boats, ranging in size from 30 to 57 feet. All are headed to sunnier latitudes south of the border.

The loosely structured rally allows boats to travel south at their own pace, but buddy-boating is encouraged. All participants check in daily with either the group leader (by radio) or the shore staff, via phone or email.

Optional port stops include Port Townsend, WA and Newport, OR. If you're thinking of heading south from the NW next year, check out www.cohohoho.com.

—andy

fast lap — cont'd

Getting around Africa's Cape of Good Hope was a daunting challenge. John arrived at Durban late at night. The next morning a guy in a chandlery told him he had a 48-hour window to go 250 miles down the coast before a big storm came in. He left immediately, but didn't make it before conditions changed — big time. So he turned around and tried to get inshore. "There was six knots of current and the seas were like 6-meter standing waves that were opposing me. So it was hard to get inshore. But I'd heard you need to get inside the continental shelf if the winds come the opposite direction as the current." When he got close to shore he saw a bunch of guys in a launch wearing wetsuits who'd come out to save him, but he waved them off. "I'm okay, really."

From South Africa, it took 63 days to reach Grenada. Along the way he stopped on Christmas Eve at St. Helena Island. But because he "didn't have a working dinghy," and there didn't seem to be much

continued on outside column of next sightings page



GILLES MARTIN-RAGET / ACEA

SIGHTINGS

fast lap — cont'd

chance of a ride ashore, he pushed on after an hour's reprieve. Later, off the northeast coast of Brazil, he stopped for three hours at Fernando de Noronha Island and tried, with no success, to retrieve a halyard from the masthead.

After five days in Grenada, he made a 10-day passage to Panama, transited the Canal, and showed up at our Pacific Puddle Jumper's send-off party at the Balboa YC — smiling from ear to ear.

John also had a few adventures on the way up to San Diego, including discouraging suspected pirates by using techniques he learned from reading Joshua Slocum.

What's next for John, who's now 65? "I have a few mountaineering feats that I want to accomplish. Maybe Everest. As we all get older, there's a limited amount of time — a window — and you have to do the big adventures while you can."

— andy

the king

Maggie, a C&C 37+XL, is usually found offshore competing in the OYRA race series. But she took a break from the ocean on July 22-26 to allow her race crew some time off and to get friends and family out for more casual sailing.

"Latitude's 'King of Cans' Challenge seemed like a great way to tour the Bay and take a break in the middle of the 'regular' racing," says her owner, Dave Douglas. The biggest challenge was moving the boat around to the various beer can race venues — the feat required about 150 miles of delivery — and arranging crew. Dave's son Johnathan, the friendly manager of



Spread: 'Maggie' and crew sailed in a beer can race every night between July 22 and 26, earning her owner the title of 'King of the Cans'. Above: Dave Douglas (right) and son Johnathan.



ALL PHOTOS COURTESY MAGGIE

of cans

Berkeley YC, handled the logistics.

"With the help of dozens of friends and family, Maggie managed to finish all five races," continues Dave, "while touching ground — we draw 7.5 feet — all five nights! I missed Wednesday in Vallejo but Johnathan, along with Pete Froehlich, Peter Polt, and Christine Ella, finished all five races with other support crew joining in."

Maggie's folks extend their thanks to Bay View Boat Club (Monday), Sausalito YC (Tuesday), Vallejo YC (Wednesday), Benicia YC (Thursday), and their homeport, Berkeley YC (Friday).

— chris



Guest name tags from each of the seven clubs 'Maggie' visited during her assault on the Beer Can Challenge.

family rescued at sea

According to Steve Goodman's classic cruiser anthem — later popularized by Sir Jimmy — expatriated Americans go down to the Banana Republics for many reasons: Sun, fun, sailing, ganja and so on. For the Gastonguays — Sean, 30, and Hannah, 26 — the reasons were ostensibly more pious . . . until they weren't.

The Gastonguays claim to be devout Christians, so much so that they feel America's churches are somehow controlled by the government. "We don't believe in abortion, homosexuality, in the state-controlled church," Hannah told a reporter last month, after their family was rescued from their sailboat and delivered to Chile.

This disenchantment with the American way, they say, led them to move from their home in Arizona to San Diego, buy a \$6,000 sailboat (make and condition unknown) and set sail for the tiny island nation of Kiribati, taking their two young daughters — Ardith, 3, and Rahab, 8 months — and Sean's father Mike with them. "They say it's the least-developed island, so I figured 'undeveloped' [means] 'less corruption'," explained Sean.

The reportedly inexperienced sailors claim they did well enough for the first few weeks of their voyage, but then a number of back-to-back storms caused damage to their boat. "The deck started separating from the hull," he noted. "The water would come in so we were constantly pumping and lots of stuff was getting damaged." They also said they couldn't deploy their genoa for fear of a dismasting, so it's possible some rigging was damaged.

After 66 days at sea, the family conceded defeat — kind of — and climbed aboard a Venezuelan fishing boat. (The precise position of the rescue is unknown.) "We really didn't have to get on the fishing boat," insisted Sean. "It was just a matter of, 'Do I have enough food left to make the repairs,' and I didn't want to take any chances with the kids."

They were transferred to a Japanese cargo ship that dropped them off in Chile. The U.S. State Department — of the very country from which they were fleeing — loaned the family \$10,000 to return to Arizona, where Sean says he's going to find work as a carpenter to pay back the loan.

But the story doesn't end there.

It's since been revealed that Gastonguay — who renounced his Social Security number — rejects federal authority and considers himself a citizen of the Arizona Republic, "not a federal citizen of the United States." And wouldn't you know it, records show he owes the government nearly \$10,000 already . . . in back taxes.

So when Jimmy sings, "Some are running from the IRS," he could be singing the Gastonguays' new national anthem.

— ladonna

a battle of epic proportions

There are two kinds of people in the world. The Hoarders, as exemplified by Doña de Mallorca, and the Tossers, exemplified by the Wanderer. The former keep everything. Everything! The latter chuck everything that hasn't been used in a few months. "This isn't a cargo ship!" the Tosser thunders.

The battle between the two began in earnest one recent afternoon aboard *Profligate* in the oppressive afternoon heat at the Marina Riviera

continued on outside column of next sightings page



WEBB LOGG

The Gastonguay family tried to find what was ailing from living in the land of the free.



SIGHTINGS

battle — cont'd

Nayarit. The Wanderer, with a goal of removing 2,000 lbs of unnecessary weight to compensate for four drums-worth of epoxy that were added to strengthen the boat, didn't need to look far for stuff to toss.

In just one deep and hidden-away section of one part of the food locker, he found 50 lbs of pasta and rice! And that was after giving a 25-lb bag of basmati rice away the day before to some workers. We always knew we could finish a Ha-Ha at Cabo and take off for French Polynesia without having to take on any extra food.

In what is possibly a world record, the Wanderer found five — count 'em! — dinghy anchors for just one dinghy. Along with

three giant spray cans of white lithium grease, engine and sail drive manuals for engines and sail drives that were removed from the boat nearly 10 years ago, and 12 pairs of mostly rusty vise grips. The list goes on and on and on.

The Wanderer figures he's removed about 1,200 lbs already — who needs seven half-empty bottles of extra virgin olive oil or a half-bag of three-year-old charcoal? — and is hoping to remove another 1,200 lbs. And not to take on more unnecessary weight before the start of the Ha-Ha.

To that end, all 13 members of the *Profligate* crew for the Ha-Ha are being advised they will not be allowed to bring more than 30 songs each. After all, every unnecessary and extravagant byte will only slow down the boat.

No worries that the food taken off the boat will go to waste, as most of it will be headed to the 'work for food' program in Mita. As for everything else the Tossler has banned from the boat, the Hoarder has eagerly stuffed bags with the intention of cashing in big-time at an early December marine flea market in La Cruz.

"And I get to keep all the money," she informed the Wanderer.

"It's all yours," replied the Tossler. "I just never want to see any of that crap again."

Any 'cleaning out the boat' stories you'd like to share?

— richard

delta doo dah diy

Thanks to the jam-packed scheduling for the America's Cup 'Summer of Sail', this year's Delta Doo Dah was even more casual than usual. Dubbing it the Delta Doo Dah DIY, we encouraged everyone — not just the first 50 boats to sign up — to include a cruise to the warm waters of the Delta in their summer plans.

The idea was that you could set your own dates, visit all the spots you couldn't when there was a fixed itinerary, and generally enjoy the perks of joining the event — discounts at marinas and a couple of fun parties — while doing your own thing. With 108 official entries, the idea seems to have been a popular one.

When planning our own Doo Dah DIY, this writer and her husband

continued on outside column of next sightings page



LATITUDE / RICHARD

Not even the utensil drawer was spared!

whales on the

Once thought doomed to extinction, whale populations that travel up and down the West Coast are now abundant again (although still officially "endangered"). Sadly, though, both ships and pleasure craft occasionally collide with cetaceans in near-shore waters.

Since 1988 more than 30 whales of various species have been confirmed killed by ships near San Francisco Bay, and it's believed that those recorded strikes account for only a small fraction of all strikes near the Bay Area. The International Whaling Commission has



Devery Stockon and her crew always show guests a good time, whether it's hosting movie night or doling out farm-fresh eggs from the marina's brood of chickens.

LATITUDE / LADONNA

"You wanna Doo Dah? Do it yo' damn self!"

west coast

documented hundreds more.

Meanwhile the development of a new Whale Spotter app for tablets and smartphones may soon have a positive impact on this problem. Soon to be released in the iTunes Store, the app is intended to let 'citizen scientists' keep track of whale sightings, and share their data with the scientific community. The results of this — dare we call it crowd-sourced research — are expected to be a great benefit to researchers in confirming cetacean travel patterns and effecting related policies.

— *andy*

doo dah — cont'd

had a very narrow window of opportunity: the last week of July and the first week of August. We asked a few friends to join us and soon we had a mini-fleet of nearly a dozen boats descending on Owl Harbor Marina in time for their monthly movie night on August 3.

Always the gracious hostess, Devery Stockon fed everyone barbecued meat (and non-meat) with all the fixin's. Combined with the table full of potluck items everyone donated to the cause, the spread forced Doo Dah'ers to roll their way to the outdoor movie screen for a showing of the Robin Williams/Nathan Lane classic *The Birdcage*.

But while the food and the flick were fab, the highlight of the party came when Brian and Erik Jones whipped out custom t-shirts they had made for the occasion. The mantra for the rest of the trip was "Do it yo' damn self!" — even when simply passing the salt.

continued on outside column of next sightings page



The sunsets in the Delta are always worth watching, but sometimes they take your breath away. Above, (l-r) Gail & Bruce Sinclair ('Aquavit'), Ben & Lucie Mewes ('Georgia'), the 'Gazelle' crew, Alex & Tara Pearce ('LDJ'), Robbie & Ruben Gabriel ('Sweet Tea') and Greg & Jill Delezynski ('Guenevere') were just a few of the boats that made it to Owl Harbor for movie night.

SIGHTINGS

doo dah — cont'd

Of course the weather up-Delta couldn't be beat — especially after running from the chilly Bay fog. Temps in the 80s, topping in the low 90s, were perfect for lying about the boat and doing a whole lotta nothing. Exactly how a Delta vacation should be!

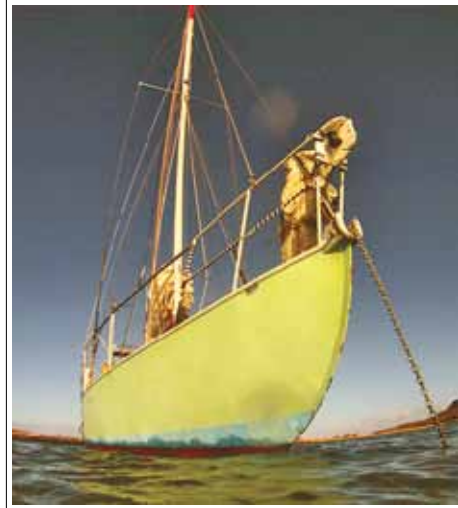
While we missed the energy and excitement of herding a big fleet of boats through narrow waterways and into tiny marinas, we thoroughly enjoyed our low-key DDD DIY.

If you were one of the 100 or so entries in this year's Doo Dah, continued on outside column of next sightings page

that's one

Who says only cats have nine lives? One very lucky pooch used up several of her own last month when she was found paddling around out in the Bay — three miles from land!

Ed Coyne was out windsurfing with friends on August 12 when he spotted what he thought was a seal. As he drew closer, he realized that it was actually a



Hello Hawaii! (clockwise from above) — The rugged landscape beckons watermen of all varieties; 'Lucky Star' was at home in any anchorage; Tim Sell clearly hated every minute spent in Hawaii; another postcard moment; entering Nawiliwili Harbor just before Tropical Storm Flossie was due to arrive; how many postcard moments can you have in one summer?; a happy crew — John Husak and Liz Steiner — made for a delightful Island adventure.



ALL PHOTOS TIM SELL / WWW.SAUSALITODIVING.COM

lucky dog

medium-sized black dog. He immediately stopped to help the hapless pup, pulling her onto his board. Other windsurfers gathered around and called the Coast Guard to come help.

In the meantime, Adam Cohen was heading home from work in his 22-ft inflatable when he noticed the flock

continued in middle column of next sightings page



doo dah — cont'd

remember to submit your photos (latitude38events.smugmug.com) and trip reports (ladonna@latitude38.com) by September 9, and mark your calendar for the Reunion Party at Richmond YC on October 10. In true 'Do It Yo' Damn Self' fashion, the food will be provided by . . . you! Bring your best potluck dish to share, along with all your great Delta stories.

— *ladonna*

hanging ten in hawaii

While it's true that I haven't visited every port, anchorage and island in the Hawaiian chain, I have had a great time cruising there for the last two seasons. I'm already planning more trips and adventures through the islands aboard *Lucky Star*, my Brent Swain 38.

For two winters, Gentry's Kona Marina on the Big Island has looked after my boat in dry storage. Their haul, launch and stor-

age fees are reasonable, so it's no wonder they have a lengthy waiting list for their dry storage yard. The good news is that they're planning to expand to accommodate larger boats.

The Hawaiian Islands are not a beginner's cruising ground. The channel crossings between islands can be downright dangerous if attempted in anything but

light to moderate Trades (tending toward light, for most of us mortals). On my first trip through the Islands, the Trades were rather sustained and I had quite an adventure.

Yet, in the many sheltered areas of the Islands, daysailers, sailing dinghies and sailing canoes abound. There are also a large number of boats that have been sailed to Hawaii and are never going to leave. Locals typically own these, and they're in various degrees of repair — or disrepair — and do move them without much trouble, but they have time to pick their conditions.

I've only been greeted with aloha and helpfulness at every turn, but when taking advice from *locals*, beware of their habit of gross understatement as to the difficulty or danger of a particular challenge. Perhaps it's because they are naturally great watermen and -women — or it could be a tinge of cultural anger dating back to Captain Cook. However, I recall the woman being quite white and smiling a very coy smile as she encouraged me on my planned crossing of the Alenuihaha Channel, where I totally got my nose bloodied.

I've heard complaints that there are not enough marinas and good anchorages for cruising in Hawaii. I don't agree. Instead, I've lowered my expectations of what constitutes a good anchorage. Many are open roadstead, where you simply anchor in the lee of an island along a beach. Sometimes you're flanked by breaking surf on both sides, which does take some getting used to.

My trip through the Islands this year was wonderful, and I'm looking forward to discovering all the spots I've missed so far, but I'm afraid there may not be enough time. There's more than can be seen and experienced during an entire lifetime in 'da Hawaii'.

— *tim sell*



Cruising in the Islands was clearly tough duty for Liz.

SIGHTINGS

doin' it with their thumbs

Did you know it's possible to be an avid sailor without ever stepping foot on a boat? It's a hard concept to wrap your brain around until you see a fleet of radio-controlled boats zipping around your marina.

We'd seen the fleet sailing in the lagoon in the eastern-most part of Loch Lomond Marina before, but last month was the first chance we had to speak with the men controlling the model boats from shore. After



John Ebey (#93) and Eric Arndt (#13) duked it out in the lagoon at Loch Lomond Marina.

the two-boat race was over, John Ebey, commodore of the North Bay RC Sailing Club, explained that the boats were International One Meters and his club gathered either at Loch Lomond or the lagoon at the Marin Civic Center three times a month.

"You don't even have to own a boat to join," he noted, "and all paying members are allowed to sail." At \$35 a year, that's a bargain.

But then Ebey's competitor piped up. "You don't even have to ever been sailing before," he said. "John's a top model boat

sailor and he's never gone sailing on a big boat."

"I enjoy the garage aspect as much as the sailing," Ebey conceded, before pointing out that his friend was Eric Arndt, one of the Bay Area's top pro sailors.

Arndt is well-known in racing circles for having run John Kilroy's *Samba Pa Ti* campaign for 14 years, but he also worked on Philippe Kahn's *Pegasus*, and the films *Pirates of the Caribbean* and *Morning Light*, as well as winning seven world championships and a TransPac.

As of July, Arndt was ranked #11 in the country for IOM sailing. John Ebey, the sailor who's never gone sailing, is #4. It just goes to show that, where RC sailing is concerned, no matter your experience on the water, the competition from shore is what counts the most.

To find out more about IOM sailing, Ebey suggests checking out the club's website at nbrscs.ning.com and the official site for the class at www.iomusa.org.

— ladonna

short sightings

SAN FRANCISCO — August 22 was declared 'Dorada Day' in a proclamation from the City's Board of Supervisors. The honor was bestowed on St. Francis YC's Matt Brooks for his epic TransPac win this summer in the 84-year-old S&S yawl *Dorada*.

SOUTH AFRICA — After running his 36-ft ketch *Boundless* up on a reef on August 4, Graham Anley was really in the doghouse when he rescued his nine-year-old Jack Russell terrier Rosie but forgot his wife. Unbeknownst to Graham, Sheryl's tether got caught as she tried to abandon ship with her husband (and dog). To his credit, Graham did go back to retrieve Sheryl. At last word, she had yet to keel-haul him.

TASMAN SEA — Sharp-eyed reviewers of satellite images spotted a bright orange blob in the Tasman Sea that friends and family hope is the liferaft of the 85-year-old schooner *Niña*. The boat was last heard from on June 9 during rough conditions, but a search wasn't instigated until June 25. Authorities say the orange blob isn't enough evidence to resume the search, but friends have received enough donations to hire a private plane for searching. Unfortunately, weather and dwindling funds have hampered the search.

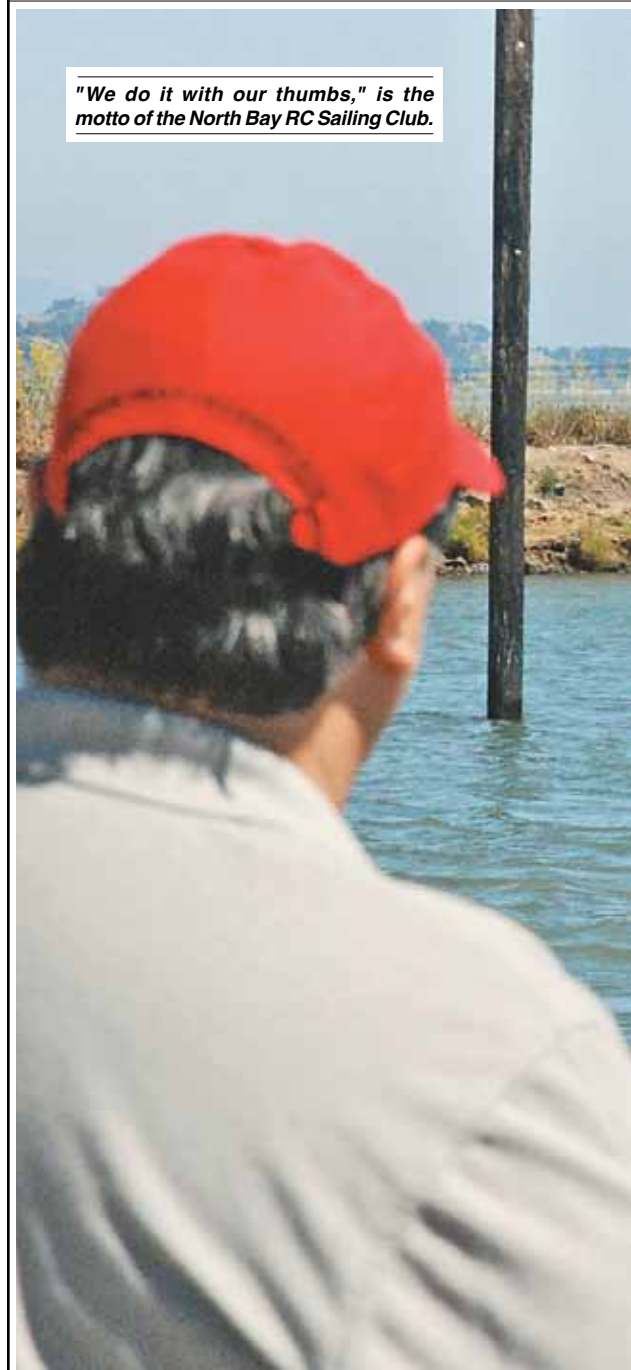
MUMBAI, INDIA — India's second-ever marina will soon be built

continued on outside column of next sightings page

dog

of downed windsurfers. Thinking they might be in trouble, he headed their way only to find them trying to keep the dog on the board. He brought the shivering canine aboard and took her to his home, where she recovered quickly from her ordeal.

Cohen and his wife Lisa Grodin took the lab mix to a vet, who scanned her for an ID microchip, but none was found. The dog was wearing a collar and had



"We do it with our thumbs," is the motto of the North Bay RC Sailing Club.

— cont'd

been spayed but, even with all the publicity her plight has garnered, no one has stepped forward to claim her.

Initially, Cohen planned to surrender the dog to a shelter, but his wife quickly bonded with her. "She's very sweet, smart and is starting to behave like a real puppy as she gets used to our house," he says. They've dubbed her Richard Parker, after the tiger in the film *Life of Pi*.

— ladonna

shorts — cont'd

along the waterfront in Mumbai. The number of privately owned Indian yachts has increased over the last few years, but they and visiting yachts must anchor off the Gateway to India monument. You can't stop progress.

MAINE — On August 7, the gorgeous two-year-old Hylas 70 *Archangel* was under full sail on Penobscot Bay when she ran into a charted rock at high tide doing six knots. The impact dismasted the boat, then it rolled on its side. All eight crew members were safely rescued and the boat was refloated and taken to a nearby boatyard. The \$2.4 million yacht based out of Newport, RI was on a charter.

— ladonna



PHOTOS: LATITUDE / LADONNA

SIGHTINGS

distress frequency change

Offshore sailors take note: Effective Wednesday, August 1, the US Coast Guard stopped monitoring voice frequency 2182 kHz for international distress and safety. They also dropped 2670 kHz for marine information and weather broadcasts, and they will discontinue monitoring the International Digital Selective Calling (DSC) distress frequency 2187.5 kHz.

"This termination decision was made after a review of Coast Guard medium-frequency (MF) communications sites revealed significant antenna and infrastructure support degradation that put the Coast Guard at risk of not being able to receive and respond to calls for assistance on the 2 MHz distress frequencies," says a Coast Guard spokesman.

Radio guru Gordon West responds: "This is actually a good call. Atmospheric noise on 2 MHz causes even the best of radio systems to not hear much beyond 30 miles ground wave, and 30 miles to shore is the typical maximum range of the Coast Guard's excellent Rescue 21 VHF channel 16 coverage.

continued on outside column of next sightings page

sail into the mexico-

For two decades, cruisers have carried crew in the annual Baja Ha-Ha cruisers rally, from San Diego to Cabo San Lucas. Most of those crewmembers were friends and family, but many were total strangers — until they met through *Latitude's* Crew List or our annual Mexico-Only Crew List Party. And a surprising number of those 'strange crew' went on to hitch rides all over the world.

This year's Mexico-Only Crew List Party will be held September 4, 6-9 p.m., at Encinal YC in Alameda. The event is free for paid 2013 Baja Ha-Ha skippers and first mates; all others pay \$7 (cash only) at the door. We'll have munchies, door prizes, demos, a slide show and a no-host bar.

Back by popular demand is the free



If you're doing this year's 20th annual Baja Ha-Ha, taking on a crewmember or two can really make overnight passages much easier and often more fun, leaving you well rested for all the fun shoreside activities. Find your new crew at Latitude's Mexico-Only Crew List Party on September 4 at Encinal YC in Alameda.



SPREAD & RIGHT INSET: LATTITUDE / ANDY; LEFT INSET: LATTITUDE / LADONNA

only crew list party

Mexico Cruising Seminar, presented by Geronimo Cevallos of Mazatlan's Marina El Cid and Dick Markie of PV's Paradise Village Marina. It will precede the party at 4:30 p.m. downstairs at EYC.

If you're a skipper looking for crew — and really, who couldn't use an extra pair of eyes for long night watches? — this is the best way to get to know potential crewmembers in a neutral environment. If you're one of those potential crewmembers, make sure you have plenty of copies of your resume (with your photo!) and be outgoing. Wallflowers don't get rides.

And if you're thinking about signing up for the Ha-Ha, the entry deadline is September 15. See www.baja-haha.com.

— ladonna

change — cont'd

"U.S. Coast Guard Communication Stations (COMMSTA) and Communications Area Master Stations (CAMS) will continue their guard of the following High Frequency safety frequencies:

VOICE	DSC
4125.0 kHz	4207.5 kHz
6215.0 kHz	6312.0 kHz
8291.0 kHz	8414.5 kHz
12290.0 kHz	12577.0 kHz
	16804.5 kHz

"VHF Channel 16, 156.800 MHz, will continue to offer the Coast Guard's Rescue 21 fabulous coverage throughout boating areas of the United States from Coast Guard units, on land, at sea, and in the air. VHF Channel 70 will continue to be the DSC call-up channel to the Coast Guard.

"Only medium frequency 2 MHz, here in the U.S., is being dropped by the Coast Guard for a continuous radio listening watch.

"Internationally, 2182 kHz remains the distress and calling channel. It will still be an on-scene distress working channel, and will continue to be an authorized calling channel."

— andy

the spirit of spaulding

It's easy to feel as if you've stepped back in time when you walk into Sausalito's Spaulding Wooden Boat Center, but the last remaining wooden boatyard in California has recently finished upgrades to make it — or at least part of it — state-of-the-art.

Legendary yacht designer, builder and sailor Myron Spaulding — who skippered the S&S 52 *Dorade* to victory in the 1936 TransPac — created his dream workshop on the Sausalito waterfront in the early 1950s when wooden boats were skillfully handcrafted. When Myron passed away at the age of 94 in the fall of 2000, his widow Gladys left the yard in charitable trust to become a nonprofit corporation. The resulting Spaulding Wooden Boat Center is a cross between a barn, museum and workshop, which remarkably retains the character and work ethic of times gone by.

As a fully operational boatyard, Spaulding's offers a full range of services — and not just for wooden boats. When this writer visited the yard, a Grand Banks trawler, Herreshoff 28 and a fiberglass sloop were being worked on. But the yard still uses many of the tools and equipment Myron himself used, including a derrick crane built in the 1920s. The crane is still in fine form and is certified for a 12-ton capacity.

But the center is a haven for wooden boat aficionados, and the star attraction is *Freda*, a 32-ft gaff sloop built in 1885. In a joint project with the Arques School of Traditional Boatbuilding, *Freda* is being lovingly restored with meticulous museum-quality work as an educational project for students to hone their skills. She is the last of her kind, and once restoration is complete, she will sail actively and be a living example of the Bay Area's maritime history.

Boatyard Manager Ross Sommer feels right at home at Spaulding — because he is home. As a youngster, he sailed with his father — iconic Sausalito mariner Harold Sommer — on *Freda*, and later lived aboard the boat, as well as the 85-ft pilot schooner *Wanderbird*, while he learned the trade of boat restoration and woodworking skills.

"Having Ross work here is a real blessing," says Executive Director

continued on outside column of next sightings page



Some Crew Listers have gone on to sail to even farther-flung ports, such as Cooks Bay, Moorea.



Myron Spaulding's spirit is alive and well at Spaulding Wooden Boat Center in Sausalito.

LYNN RINGSEIS

spaulding — cont'd

Andrea Rey. Andrea is a natural steward of the Spaulding family's wishes for the center to remain as much as possible the way Myron Spaulding left it. An Argentinian transplant, Andrea has enough energy and passion to wing her way through the numerous challenges involved with running a living museum.

Thanks to a generous donation from shipyard BAE Systems Ship Repair, Spaulding's recently made major upgrades to their facilities, including the installation of extensive waste and water purification systems. Solid and liquid residue under each boat is carefully collected and purified, then pumped into evaporation ponds.

Today, in addition to its boatyard duties, Spaulding's provides unique educational programs for youth and adults to learn the art of wooden boatbuilding and to carry on the traditions handed down through generations. They host open house events on the second Saturday of the month — the next one is September 14 from 11 a.m.-3 p.m. — and offer free boat rides along the Sausalito waterfront. Nonprofit groups can also schedule free cruises aboard the 35-ft

gaff-rigged sloop *Polaris*, built in San Francisco in 1906 and typical of family yachts sailing the Bay at the time. Find out more at www.spauldingcenter.org.

Spaulding Wooden Boat Center's dedicated staff and boatload of volunteers keep the Bay's maritime traditions alive in a way that would certainly have made Myron Spaulding proud.

— Lynn Ringseis

destination: drakes bay

Drakes Bay is one of our favorite getaway spots while living and working in the Bay Area. Anytime we can manage a long weekend, we head up there. We've also made landfall there after a nonstop trip from Neah Bay, WA, and twice after sailing from Hawaii. For us, the draw of Drakes Bay is the seclusion and the wildlife that call the bay home. It's only 20 miles from the hubbub of San Francisco Bay but it seems a world away.

The waters of Drakes Bay are full of life. The harbor seals, elephant seals and sea lions feed in the waters and lounge on the beaches, and whales often can be spotted as they pass nearby during their migrations. The tidal pools along the shore are home to anemones, starfish, urchins and little fish — and, consequently, are also a popular feeding ground for many birds. On dark nights the water comes alive with bioluminescence as the seals and sea lions dart around chasing after fish.

The trails along the bluffs offer up stunning views of the coastline. Elephant seals dot the beaches below as they bask in the sun, while cormorants, gulls, pelicans and other sea birds feed in the water and rest on the offshore rocks. Cows, deer, badgers and other small mammals sometimes can be spotted in the meadows and rolling hills of the idyllic Marin coast.

The flashing light of the Pt. Reyes lighthouse is always a welcome sight after a passage from Hawaii, and so it was when we sailed home from the islands a few years ago on our Flying Dutchman 37 *Nataraja*. After making landfall and getting a full night's sleep, we decided to visit the lighthouse. We landed the dinghy on the beach in the southwest corner and set off on a long walk down the road to find it. After a stop at the visitors' center, we tackled the 300-plus steps down to the lighthouse and took in the view before climbing back up and returning to the boat. That's one way to shake the sailor's swagger and get your land legs back!

continued on outside column of next sightings page

coke boat seized

American and Australian officials seized a large sailboat in Vanuatu's Port Vila on August 19, coming away with 1,650 lbs of cocaine worth upward of \$330 million.

The customized 85-ft Bristol ketch *Raj* was lying at anchor in the tropical paradise when agents from the DEA, Australian Federal Police and Australian Customs and Border Protection Service, with the cooperation of local police, began their search. 'Concealment experts'



Spaulding's new filtration system makes it a green yard.

LYNN RINGSEIS



in vanuatu

found hundreds of plastic-wrapped bricks of white stuff encased in concrete in the boat's bilge and engine room. No arrests had been made to date.

"Organized crime syndicates should know that we are prepared, willing and able to combine our skills, resources and efforts to target them," says a DEA spokesman of Project Cringle, the multi-agency law enforcement operation tasked with stopping drug smuggling to Oz via the South Pacific.

— *ladonna*

drakes bay — cont'd

The bay offers excellent protection from summer's prevailing northwest winds, though we've been there in August, September and October and experienced different weather each time. The weather ranged from sunny and warm with light winds to foggy to winds that blew like snot. We like to anchor near the USCG buoy on the west side of the bay in about 20 feet of water. The bottom is sand but there is a lot of kelp and sea grass so be sure to back down hard to set the anchor well. Use chart 18647 for details of the anchorage.

Drakes Bay is one of those magical places that provides solitude and the opportunity to get close to nature. It's another one of the special harbors that is close to home but seems very far away.

— *emmy newbould*



Dilly dally at Drakes Bay (clockwise from here) — Make sure your legs are up to the million or so steps that await you at Pt. Reyes Lighthouse; (center) but the view is so worth it; especially when the fog lifts; pinnipeds lounge and bask on the beaches while seabirds feed on some questionable fare; "Whatchyou lookin' at?" Keep an eye out for cow patties!

ALL PHOTOS EMMY NEWBOULD

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

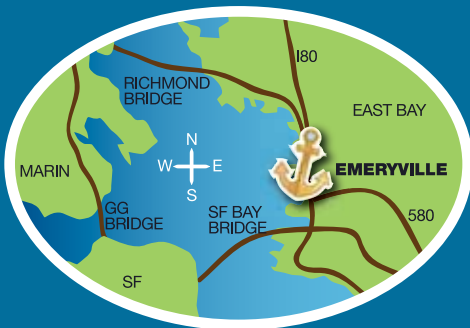
- BART Highspeed rail from airport
- Bus/Rail through Northern California
- Free shuttle about town and to BART
- 10 minutes from SF by auto
- Charter boats

Arts, Science & Sports

- Water sports, fishing, Bay walk, bike trails
- Arts, public art walks
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AMERICA'S CUP 34 —

PUMA®



Ω
OMEGA



YANMAR



HEUER

BATTLE OF THE BEST

As you undoubtedly know, Emirates Team New Zealand won the Louis Vuitton Cup Finals late last month, thus advancing to compete against Oracle Team USA in America's Cup 34, which is slated to begin September 7 off the San Francisco Cityfront.

But it's worth noting that these two teams have taken very different paths to the America's Cup battleground. OTUSA has had virtually unlimited funding from the fifth richest man in the world, while ETNZ plays the role of the hardscrabble team that has attracted commercial sponsors with business-like focus on 'return on investment' from their backers. Emirates Airline paid handsomely for naming rights so they

Insiders predict that this month's AC matchup will be much more evenly paced than any AC72 racing we've seen thus far. Crew work will undoubtedly be nearly flawless. But the first race will likely reveal if one boat is inherently faster.

AMERICA'S CUP 34 —



ACEA / ABNER KINGMAN

Like their Kiwi adversaries, Oracle Team USA has now mastered stable foiling. Which boat is faster remains to be seen.

could promote travel to and from Dubai. Even the \$36 million raised from the New Zealand government was a clear-eyed investment aiming to promote the New Zealand marine industry and the country as a tourist destination.

OTUSA drove the rule creation for the wing-sailed catamarans, but ETNZ found a loophole in the rule and got a head start in the hydrofoiling game. Ernest Rutherford, the New Zealand nuclear scientist who was the first to split the atom, famously said, "We've got no money, so we've got to think." Early on the Kiwis bought two low-cost SL 33 catamarans to use as test beds for their experiments. Sailing far from the harbor, late in the day — almost under the cover of

darkness — they tested their inspired idea that they could hydrofoil within the AC72 class rule. When satisfied that their experiments confirmed their theory, they went all in on hydrofoiling, scaling up to the AC72.

The Kiwi experiments in SL 33's included a few pitchpole capsizes that convinced them that the aerodynamic

When ETNZ's second boat survived her famous nosedive during the Louis Vuitton Cup was an impressive illustration of her strength.

drag penalty of more volume in the bows was well worth paying. The way their bows popped back to the surface after their dramatic nosedive in Race 2 of the Louis Vuitton Cup Final provided a strong argument for their choice. OTUSA's pitchpole last October showed the danger of narrow bows — very slippery aerodynamically but not so good for resisting a capsize.

Like a Silicon Valley startup, ETNZ found creative financing: by selling the design of their boat one to Luna Rossa (legal under the rules developed by OTUSA), ETNZ raised the money to pay for boat two. The team's dominance of the Louis Vuitton Cup gave clear proof that their designers made quantum leaps ahead with boat two. The only race won by Luna Rossa Challenge was when a circuit board controlling the hydraulics on ETNZ failed. In every other race, ETNZ's boat two



ACEA / ACTV

BATTLE OF THE BEST



ORACLE TEAM USA / GUILAIN GRENIER

OTUSA's early foiling attempts weren't pretty. The team's second boat is much stiffer and more stable.

ACEA / ACTV

dominated their boat one design, sailed by Luna Rossa.

OTUSA's boat is arguably a more elegant design than ETNZ's. With a slippery aerodynamic shape, including a faired-in understructure and no diagonal rods under the platform, OTUSA looks fast, and it is, in a straight line. But OTUSA's first boat twisted so

much that the two hulls seemed to be going in different directions and their first attempts at foiling must have made the sailors feel like rodeo riders.

When boat one was relaunched in February 2013 after extensive repairs following the October 2012 capsize, she was clearly stiffer and showed off stable foiling. OTUSA's second boat took the aerodynamic refinements even further and upped the foiling ante, demonstrating foil-to-foil jibes that are just as fast as ETNZ's.

The wings are different, too. Yes, OTUSA's wing is black and ETNZ's is red. Both are "two-element" wings with flaps divided into four segments from top to bottom. But OTUSA has a "tab" on the trailing element of their wing to help keep the airflow attached, while ETNZ's leading element has an internal spar covered by a leading edge fairing that can be twisted. In other words, the can twist the "luff" of their wing as well as the "leech."

Will Crew Work Make the Difference in AC 34?

ETNZ has been the form team for months. They have mastered their playbook like an NFL team. Every tack and jibe is as well choreographed as a play from a 49ers two-minute drill. Even

Left: ETNZ's wing has an internal spar covered with a fairing for "leading element twist." Center: OTUSA's wing incorporates the "mast" in a D-shaped leading edge. Look for the "tab" on the trailing edge of the leading element when you get a closeup in the videos." Right: Look closely at ETNZ's wing to see their "leading element twist."



YOUTUBE CHANNEL_JNAVAS2

OTUSA's second boat, bow on. In contrast to the Kiwi's boat, it has no diagonal understructure and fine bows.



YOUTUBE CHANNEL_JNAVAS2

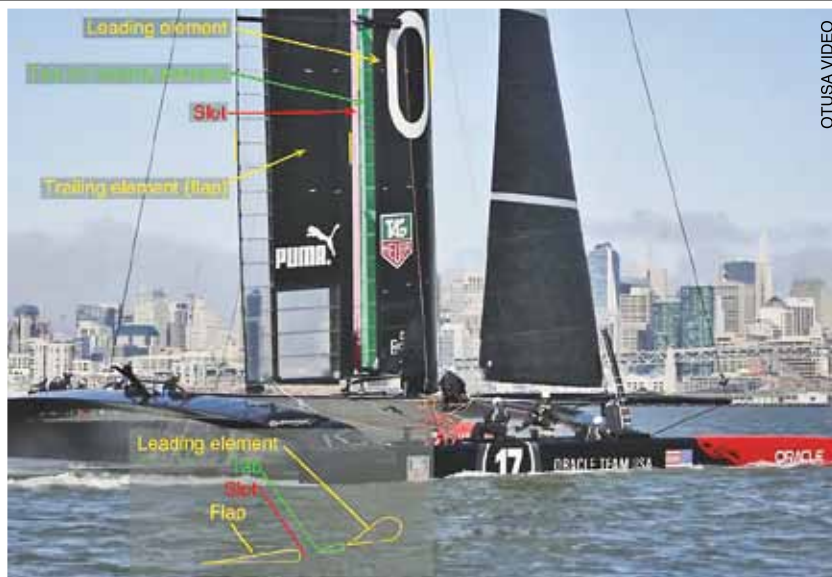
The kiwis sacrificed aerodynamic drag for a stiff platform and high volume bows that have shown their resistance to pitchpoling.

their boat layout favors efficient crew work over aerodynamics — the grinding pedestals are open, while OTUSA's grinders are in cockpits like bobsleds. The OTUSA layout has less drag but their crew have to get in and out of their cockpits on every tack or jibe.

With this being arguably the most technology-driven America's Cup ever, it's ironic that crew work may make the



ACEA / ACTV



OTUSA VIDEO



PHOTO: CLIVE WRIGHT MARKUP: JACK GRIFFIN

RULES & PENALTIES

Mark Room Rights Are Easy to Misunderstand

Even the TV commentators have explained this wrong. In the America's Cup version of the Racing Rules of Sailing, Rule 18 (mark room rights) is completely different from the rule most sailors know.



JOS SPIJKERMAN

In the diagram, green has rights to go inside. Yes, even though purple is on starboard, even though purple is at the zone first, even though green must tack in the zone, she still has rights to room at the mark. Not right of way, but mark room. As long as the boats are overlapped when the first boat gets to the zone, the inside boat has mark room rights. Now, nothing prevents purple from making a tight rounding if she is fast enough to lead around the mark, but if not, purple must make a wide rounding to give green room.

Penalties

Penalties are simple in theory and complicated in reality. Rather than spin circles, penalties are "slow and go." The almost magical LiveLine technology calculates a penalty line behind the penalized boat. The penalty line moves forward at the boat's theoretical VMG. Offload the penalty by slowing enough to let the line catch up. If you don't offload your penalty within 10 seconds, your penalty line slows to 90% of your theoretical VMG. If you tack or jibe or go out of bounds while you have a penalty, the penalty distance is increased by two boat lengths.

Got all that? Wait, there's more: there are two types of penalties: "VMG" and "boat-on-boat." For a VMG penalty, the penalty line starts out two boat lengths behind your boat. You get a VMG penalty if: you foul the other boat in the pre-start, go over early, go out of bounds, or foul the other boat when you are not on the same leg. If you foul the other boat after the start, while you are on the same leg, then you get a "boat-on-boat" penalty, and the penalty line starts two boat lengths behind the fouled boat. In other words, if you get a "boat on boat" penalty, you must slow enough to let your opponent get two boat lengths ahead of you. The photos show an incident in the AC45 race in Naples in April 2013. ETNZ did not give mark room to Luna Rossa and received a boat-on-boat penalty. They were slow paying off the penalty and compounded their problem by jibing, adding two boat lengths to the penalty.



ACEA / ACTV

ETNZ did not give Luna Rossa mark room and got a "boat-on-boat" penalty in this AC45 race in Naples.



ACEA / ACTV

difference in the racing — dropping off foils during a jibe will cost 100 meters and possibly the race.

Wind Limits

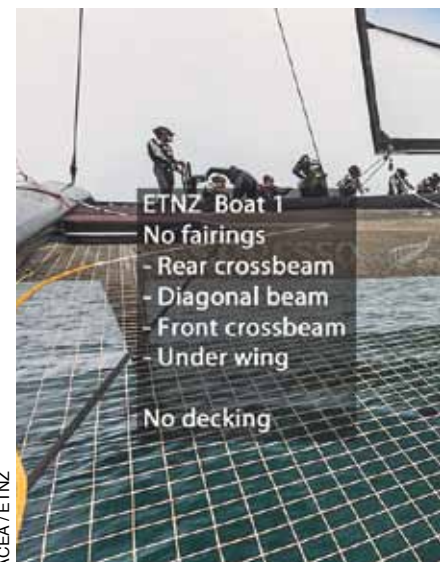
Although we were prom-



OTUSA VIDEO



ACEA / ABNER KINGMAN



ACEA / ETNZ

BATTLE OF THE BEST

ised racing in 3 to 33 knots, the regatta director implemented wind limits following Artemis Racing's tragic capsizing

that cost Andrew Simpson's life while training on May 9. The wind limits for September are 23 knots, adjusted for

the current – higher wind limits with a flood and lower when an ebb stirs up the chop. Add or subtract the speed of the tidal flow to get the wind limit on a given day. Somehow we are back to 2007: we sometimes see kids in Optis or small dinghies out in conditions that

Top row, L to R: After recent modifications, OTUSA's crew now face fore and aft in bobsled-like cockpits; ETNZ crew stands. Although this deck layout adds drag, it makes maneuvers easier. Middle: ETNZ and OTUSA should be closely matched, speedwise. Bottom: Kiwis have made many changes between their first and second boats.



CHRIS CAMERON / ETNZ

MARKUP JACK GRIFFIN

PHOTO: ACEA / ACTV

AMERICA'S CUP 34



ACEA / ABNER KINGMAN

keep the best sailors in the world at the dock instead of racing.

Arriving at the Same Destination: The America's Cup Match

Both teams now meet in the America's Cup Match. Different funding. Different design philosophies. Different

New meets old. As Oracle Team USA's '17' blasts across the Bay, the classic schooner 'America' glides past in the background.

development cycles. Same starting line on September 7.

Who Got It Right?

Will OTUSA's aerodynamic slip-

periness trump ETNZ's stability? Will ETNZ's hours of drilling on crew work for maneuvers beat OTUSA's search for straightline speed? Be there on September 7 for the first race of the America's Cup Match. My money says this will not be a 9-0 sweep but a battle of the titans that goes at least a dozen rounds.

I can hardly wait!

—jack griffin

For more analysis, see Jack's highly informative website: www.cupexperience.com.

Needless to say, you can also find oceans of America's Cup 34 info on the official event site: www.americascup.com.

In addition to team profiles, photos, course maps, ticket portals for bleacher seats and charter boats, news releases and race schedules, you'll also find the latest TV broadcast schedules and links to the America's Cup YouTube channel, where all race footage is archived shortly after each race is completed. Finally, it's time for AC 34's main act to begin. You won't want to miss it.

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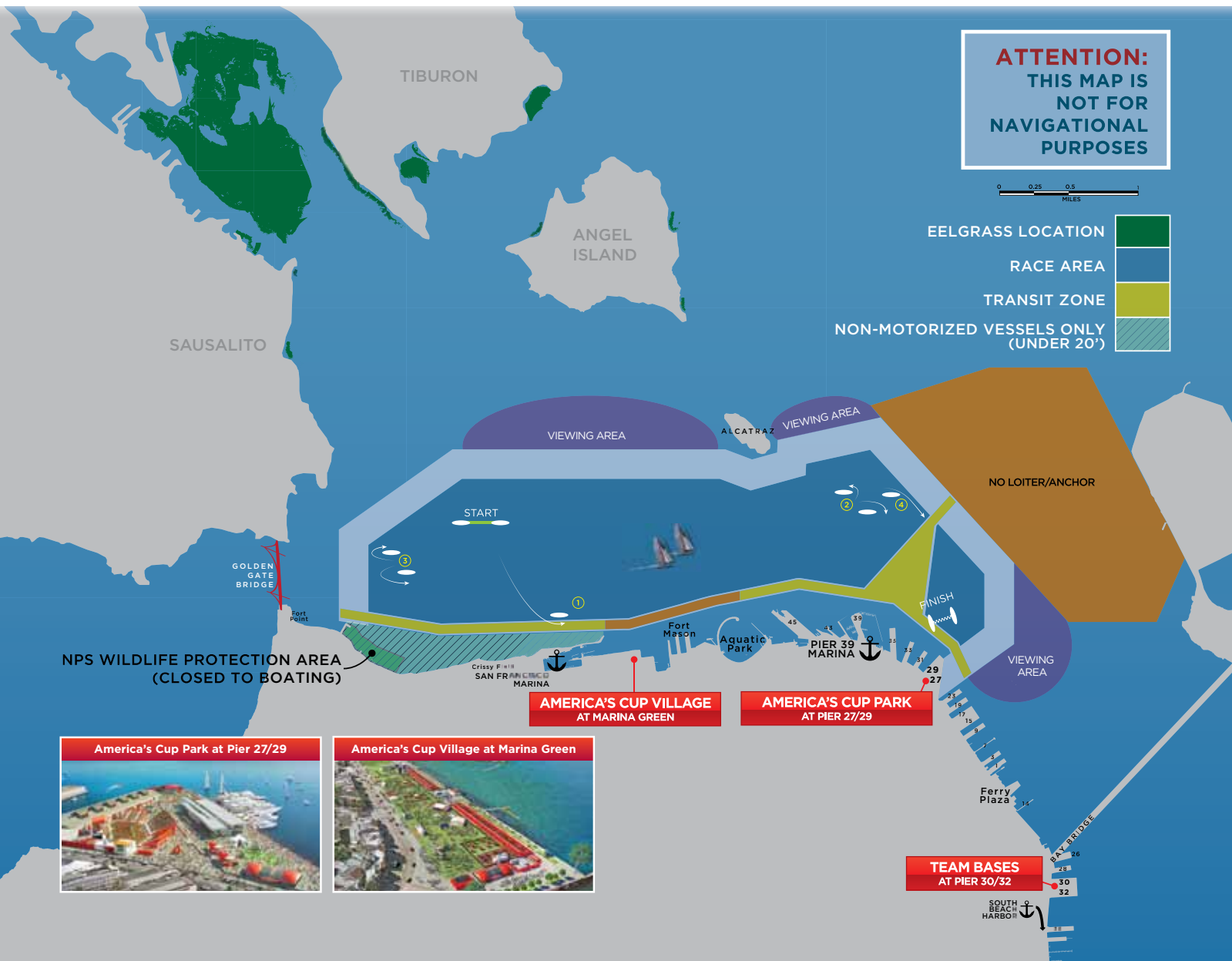


34 SAN FRANCISCO 2013 AMERICA'S CUP®



BOATER GUIDE TO SAN FRANCISCO BAY

PREPARED BY





THE 34TH AMERICA'S CUP

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

BOATER SERVICES

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

Go to:

www.coastal.ca.gov/ccbn/SF_Bay_Clean_Boating_Map.pdf



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!

YRA SECOND

Everyone needs a midsummer break and sailors are no different. Traditionally scheduled as the first race back after taking the month of July off for 'summer vacation', the YRA's Second Half Opener is typically one of the Bay's more popular events.

Serving as races four and five of the Party Circuit, the Second Half Opener follows a popular format: After racing from the Berkeley Circle to Point Bonita and back into the Bay, finishing on the Estuary, racers party Saturday night away at Alameda's beautiful Encinal YC before resuming racing on Sunday with a windward/leeward race.

This combination of a short-distance ocean race and buoy race are the perfect way to shake off the rust after a month of pool parties, barbecues and trips to Disneyland. Perfect as the format may be, things were a bit different this year.

With the America's Cup activity on the Bay this summer, race organizers and yacht club officials were faced with a major logistical hurdle in planning the Second Half Opener. The normal Bonita race and Sunday buoy race would send the fleet right through the America's Cup race course, which was advertised to feature multiple AC72s and thousands of spectator boats. As a result, the race committee was left with no

ALL PHOTOS FRED FAGO

The reworked YRA Second Half Opener drew a greatly reduced fleet, but the on-the-water action was as hot as ever.



No ocean racing this year, but the event should return to regularly scheduled programming next summer.



HALF OPENER



Chuting down the South Bay.



'Bodacious+' took line honors for PHRF 1 on both days but only corrected out on top on Sunday.



YRA SECOND

option but to change course and run the races in the South Bay, creating a unique and interesting challenge to competitors.

Several prominent Bay Area race boats and crew were still MIA after this summer's TransPac, while others were preoccupied with viewing or volunteering for the America's Cup. But many sailors just opted to not race a non-ocean course in the South Bay. These contributing factors led to just 57 boats entering Saturday's distance race — less than half the size of last year's 122-boat fleet.

While the fleet may have been smaller than normal and the course unfamiliar, the change to the South Bay venue offered up several advantages. Racing a new course presented a unique tactical challenge for competitors with the additional benefits of staying out of the fog and avoiding the normal blustery beat to Bonita.

With Saturday's 21-mile distance race starting from a mark just south of the entrance to the Estuary, the fleet beat to the first mark, which lay just south of the Bay Bridge. Rounding the windward mark



Speak of the devil — An AC72 flies by the fleet near AT&T Park.

first, John Clauser's 1D48 *Bodacious+* did what they normally do after rounding a windward mark — they set a spinnaker. With the combination of a southwesterly breeze and a ripping flood, *Bodacious+* was pushed well below the mark and later had to reach up to correct their mistake.

With much of the rest of the first fleet following in the big 48-footer's wake and also setting kites, it was very much a case of the blind leading the blind. Several

other boats also struggled to lay the mark, either dousing and setting a jib or wiping out repeatedly. One such victim was the fleet's scratch monohull, Hiro Minami's custom Japanese Ohashi 52 *Leglus*, which literally flogged their big asymmetrical chute to death on the tight spinnaker reach. In the end, the crew pulled down the head of a shredded spinnaker.

One boat that got it right was Ian Klitza's custom catamaran *Rocket 88*. Setting a reaching kite at the mark, the two-hulled speedster accelerated to an astounding 24 knots, pointed right at the next mark. "It was a cracking reach," exclaimed an exuberant Klitza afterward. "The *Rocket* was absolutely flying and we were passing monohulls like they were stationary objects. It was a blast!"

After the reach, boats turned downwind at a mark west of Candlestick Park and ran down to the Oakland Airport before beating back up the shoreline of Alameda and turning right for a light-air run to EYC. *Bodacious+* survived to claim line honors by three minutes over the

YRA 2ND HALF OPENER 1 (7/27; prelim)

PHRF 1 — 1) **Tiburón**, SC37, Steve Stroub; 2) **Twisted**, Farr 40, Tony Pohl; 3) **Bodacious+**, 1D48, John Clauser; 4) **Aeolus**, J/111, Rob Theis; 5) **War Pony**, Farr 36, Mark Howe; 6) **Leglus**, Ohashi 52, Hiro Minami. (6 boats)

PHRF 2 — 1) **Red Cloud**, Farr 36, Don Ahrens; 2) **Mintaka 4**, Farr 38, Gerry Brown; 3) **Lightwave**, J/105, Simon James; 4) **Red Sky**, Beneteau First 36.7, Adam Thier; 5) **Akula**, J/105, Douglas Bailey; 6) **Jarlen**, J/35, Robert Bloom; 7) **Razzberries**, Olson 34, Bruce Nesbit; 8) **Vitesse Too**, Hobie 33, Grant Hayes. (8 boats)

SPORTBOAT — 1) **Always Friday**, Antrim 27, John Liebenberg; 2) **Salt Peanuts**, Dees GP26, Brooks Dees; 3) **For Pete's Sake**, Ultimate 24, Peter Cook; 4) **Wild 1**, Flying Tiger 10, John Lymborg. (4 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards; 2) **Expeditions**, Bartz Schneider; 3) **Stewball**, Bob Harford; 4) **Snowy Owl**, Jens Jensen; 5) **Escapade**, Nick Schmidt; 6) **Mudshark**, David Fullerton. (6 boats)

PHRF 3 — 1) **Arcadia**, Santana 27 mod., Gordie Nash; 2) **Azure**, Cal 40, Rodney Pimentel; 3) **Iolani**, Hughes 48, Barry Stompe; 4) **Ahi**, Santana 35, Andy Newell; 5) **Gig**, HB30, Gil Sloan; 6) **Wind Song**, Cal 39 Mk III, Sam Lavanaway; 7) **Kind of Blue**, Hanse 370, Michael Gregg. (7 boats)

SF30 — 1) **Wind Speed**, J/30, Tony Castruccio; 2) **Heart of Gold**, Olson 911s, Joan Byrne; 3) **Elusive**, Olson 911, Charles Pick; 4) **Shameless**,

Schumacher 30, George Ellison. (4 boats)
EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton; 2) **Peaches**, John Rivlin; 3) **Tequila Mockingbird**, Matt Krogstad; 4) **Elise**, Nathalie Criou; 5) **Desperado**, Marcia Schnapp; 6) **Make Me Smile**, Neal Holmlund; 7) **Strega**, Larry Levit; 8) **Libra**, Sergey Lubarsky; 9) **Take Five**, Donald Carroll. (9 boats)

PHRF 4 — 1) **Shadowfax**, Olson 25, Mark Simposn; 2) **Uno**, Wyliecat 30, Steve Wonne; 3) **Kelika**, Hunter 33.5, Michael Weaver; 4) **Alexandria**, Ericson 35-2, George Blackman. (4 boats)

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

PHRF 5 — 1) **Gypsy Lady**, Cal 34 Mk I, Val Clayton; 2) **Neja**, Dasher, Jim Borger; 3) **Harry**, Newport 30 II, Richard Aronoff; 4) **Faster Faster!**, Merit 25, David Ross; 5) **Tutu**, Columbia 30, Andrew Lindstrom. (5 boats)

PHRF NON-SPINNAKER — 1) **Jack Aubrey**, Cal 2-27, Lori Dennis; 2) **Rascal II**, Pearson Triton, Norman Thomas. (2 boats)

SF180 — 1) **Lelo Too**, Tartan 30, Emile Carles; 2) **Wuvulu**, Islander Bahama 30, John New. (2 boats)

SHORTHANDED — 1) **Javelin**, J/105, Sergei Podshivalov; 2) **Pegasus**, J/35, Marc Sykes; 3) **Tinker**, Wilderness 21, Matthew Beall. (3 boats)

PHRF 6 — 1) **Byte Size**, Santana 22, Anna Alderkamp; 2) **Layla**, Catalina 25, Tom Haverstock; 3) **Miss Kate**, Catalina 27, Michael Satterlund. (3 boats)

MULTIHULL — 1) **Rocket 88**, Spruitt D-cat, Ian Klitza; 2) **Bridgerunner**, SL33, Urs Rothacher; 3) **Vamonos!**, Sig 45, Tom Siebel; 4) **Ma's Rover**, Corsair F-31, Mark Eastham. (4 boats)

YRA 2ND HALF OPENER 2 (7/28; prelim)

PHRF 1 — 1) **Bodacious+**; 2) **Encore**, Sydney 36, Wayne Koide; 3) **Aeolus**. (3 boats)

PHRF 2 — 1) **Red Cloud**; 2) **Mintaka 4**; 3) **Jarlen**; 4) **Akula**; 5) **Razzberries**; 6) **Gravlix**, X-402, Gael Simon. (7 boats)

SPORTBOAT — 1) **For Pete's Sake**. (1 boat)
EXPRESS 37 — 1) **Snowy Owl**. (1 boat)

PHRF 3 — 1) **Arcadia**; 2) **Ahi**; 3) **Iolani**; 4) **Chimera**, Little Harbor 47, Grant Miller. (5 boats)

SF30 — 1) **Wind Speed**; 2) **Shameless**. (2 boats)

EXPRESS 27 — 1) **Libra**; 2) **Wile E Coyote**, Dan Pruzan; 3) **Tequila Mockingbird**. (3 boats)

PHRF 4 — 1) **Uno**; 2) **Mojo**, Ranger 33, Paul Weismann; 3) **Alexandria**. (4 boats)

ISLANDER 36 — 1) **Windwalker**, Richard Shoenhair; 2) **Zingara**, Steve/Jocelyn Swanson; 3) **Califia**. (4 boats)

PHRF 5 — 1) **Gypsy Lady**; 2) **Faster Faster!**; 3) **Tutu**; 4) **Time Bandit**, J/22, Schott Mack. (5 boats)

PHRF NON-SPINNAKER — 1) **Jack Aubrey**. (1 boat)

SF180 — 1) **Lelo Too**. (1 boat)

SHORTHANDED — 1) **Pegasus**. (1 boat)

PHRF 6 — 1) **Layla**; 2) **Miss Kate**. (2 boats)

MULTIHULL — 1) **Vamonos!**. (1 boat)

HALF OPENER

Farr 40 *Twisted*, but it was Steve Stroub's Santa Cruz 37 *Tiburón* that owned the day, winning division 1 over *Twisted* by less than 45 seconds on corrected time.

Claiming the fastest corrected time overall was *Rocket 88*, which managed to pass the bigger, faster SL33 *Bridgerunner* on the long reaching leg. *Bridgerunner* re-passed *Rocket* on the run, before extending slightly on the beat to the Estuary. During the light-air jibe-fest common on the Estuary, the small, nimble *Rocket 88* again closed on her big red rival to finish just 50 seconds behind on elapsed time, earning Klitza and crew a convincing 12-minute win on corrected time.

Sunday's buoy race saw a turnout of just 40 boats spread out among the 15 divisions, with several one-boat divisions. While the turnout may have been disappointing, the South Bay again offered up Champagne sailing conditions with blue, sunny skies, relatively flat water and a building breeze with the ever-present fog looming in the background.

Sailing well south of Treasure Island to avoid a nasty wind shadow, racing started



Those who set kites had trouble laying the mark, causing a minor amount of carnage.

in 12-15 knots of breeze, which built to 20 knots by the race's end. Big boats sailed three laps around the four-mile course and little boats sailed two laps around, so racing was finished by a leisurely 2

p.m. With just three boats in Division 1, it was finally *Bodacious+*'s time to shine as they eked out a close corrected-time victory over Wayne Koide's Sydney 36 *Encore*, winning their 12-mile race by just 16 seconds.

Sunday's largest fleet, PHRF 2, saw seven boats take to the start. Don Ahrens' Farr 36 *Red Cloud* — a fixture on the EYC racing scene — took another win to record the weekend sweep, having already won Saturday's distance race. The one-boat multihull division saw Tom Siebel's slick VPLP-designed Sig 45 catamaran *Vamonos!*, by far the fastest boat to race on Sunday, smoke around the 12-mile course in under an hour to claim an uncontested win. This came just two days after his crew set a new course record in the Santa Barbara to King Harbor Race aboard the MOD 70 *Orion*.

Considering that the race committee was hamstrung by the so-called Summer of Sailing, we commend them for designing a course that proved challenging and fun for racers — and for yet another killer party that gives the circuit its name.

— ronnie simpson



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CHASING THE HORIZON —

"Prepare for the worst, and just deal with whatever Mother Nature throws at you." As simplistic as that sounds, it's probably the best advice we've heard for crossing from the West Coast of the Americas to French Polynesia — especially these days, when



A hitchhiking booby. We're not sure what the turtle gets out of this deal, but crews on at least two boats observed the same crazy pairing.

wind and weather patterns seem to be anything but reliably predictable.

There's also the luck of the draw to consider. This year, the 205 boats that registered with our loosely formed Pacific Puddle Jump rally saw a wide range of conditions, even if they'd left from the same port only a few days apart. As much as we hate to generalize, boats leaving from Mexico seemed to have a somewhat smoother ride than those that

It may have been the only fish Barbara and Lionel caught aboard 'Sea Whisper', but it was a nice one.



dropped into the Southern Hemisphere earlier, having crossed directly from Panama or made a pit stop at the Galapagos Islands (600 miles off Ecuador).

As always, sloppy seas were more annoying than too much or too little wind. One old salt who's done many Pacific crossings claims the trick to keeping nasty cross-swells to a minimum is to stay in the single-digit latitudes (i.e. 4-8° S) while traveling westward, south of the equator, as you'll find less residual swell influence there generated by Southern Ocean storms.

As you'll see by the crossing data in the table on page 106, the fleet experienced a wide range of max wind speeds — from 17 to 57 knots — with the big wind almost always coming during squalls in the notorious Intertropical Convergence Zone (ITCZ), or doldrums, on or near the equator. That said, some boats pass through it in a flat calm. The ITCZ is the ultimate wild card of this 3,000-mile passage, as it is constantly reshaping itself, so that some boats cross it in a few hours, while others are stuck there for days. Having good weather intel is often a key to greater comfort.

Overall, the biggest complaint we hear each summer when we meet the fleet in Tahiti is that they had too *little* wind, rather than too *much*.

Enough of our generalities. Let's hear from the sailors who actually made the crossing this year. The following comments are excerpted from our annual crossing surveys.

Expectations vs. Reality

We're always curious how cruisers' pre-trip expectations stack up against their actual experience. (See the table on page 106 for owner names, and boat info):

Sea Whisper — "We expected the weather conditions to be more consistent, i.e. SE trades to be stable. Nevertheless, soon the journey became a truly magical experience of oneness with the sea — more than we could have imagined.

Athena — "The trade winds were not at all what we expected. The NE trades approached gale force (+/- 25 knots) and the SE trades blew mainly from the South and later from the east!"

Cherokee Rose — Michael: "It was a much quicker passage than we were anticipating. I had envisioned drifting across the equator and having a shell-

back party. We ended up crossing the equator in the middle of the night at 5.5 kts." Anita: "Who knew I could feel seasick for 18 days. Overall, the passage itself wasn't nearly as intimidating as I had built up in my head."

Bella Vita — I think it was a lot harder

The ITCZ is the ultimate wild card of this 3,000-mile passage

than we expected it would be. We have a theory that it's a little like childbirth: you forget the pain after it's over!"

Tutto Bene — "It was faster than expected — 19 days from San Diego."

Kokomo — "We left Ecuador April 17 and expected consistent trade winds. That did not happen. But it was an easy and comfortable trip."

Kiapa — "The major surprise was the lack of wind. We needed a spinnaker or screecher."

Starship — "We were both surprised by how confused the seas were for the



PACIFIC PUDDLE JUMP RECAP

entire trip. We kept waiting for those nice big long period rollers you hear about, but never found them."

Splice of Life — "The lack of other boats was a surprise. We sailed three weeks without sight of another yacht!"

Sophie — "It was calmer and easier than we thought."

Slowride — "*Slowride* lived up to her name. We had nine days with no wind, but slow still gets you there!"

Red — "Our crossing was pretty much uneventful. We did have a moment of mirth, though, when a flying fish landed on the galley countertop having come in through the open hatch above!"

Realtime — "Winds were steadier, seas were rougher, and more stuff broke than expected."

Nyon — "We did not expect to beat as much as we did. There were also way more birds out there than we expected, a nice surprise!"

The Highs

Long ocean crossings tend to be a mix of highs and lows — sometimes *extreme* highs and lows. First, some of the happy memories:

Athena — "The high point was the SE trades south of the equator, 10 to 15 knots — from the correct direction! — calm seas, sunny warm weather and an escort of up to 50 beautiful dorado around the boat. Real "martinis-on-deck" weather! The ocean teemed with fish and birds — huge shoals of flying fish, tuna and many unidentified fish."

Green Flash — "Still in the Gulf of Panama, I doused the main and ran dead downwind under twin headsails on the rhumbline with no sail adjustments for 3 days."

Compass Rosey — "Flying the cruising spinnaker for seven days, some great dolphin moments, and an encounter with a whale off Socorro."

Sea Whisper — "Appreciating nature: The tranquil and sometimes tempestuous sea; the infinite sky and the host of constellations in the night, including our favorite, the Southern Cross."

Bella Vita — "Sitting under the stars on a peaceful night or watching the birds circle the boat endlessly during the day. Feeling the peace of being out

on the ocean with no land and no people around. Just staring out at the waves and losing yourself in your own thoughts and the beauty of the sea."

Yindee Plus — "Seeing the green flash at sunset for the first time; quiet nights with moderate winds and flat seas while accompanied by white sea birds who flew along beside us; and listening to our radio net each day (Southern Cross Net)."

Wings of the Dawn — "Our first 200-mile day."

Morrigan — "Sailing downwind wing-on-wing with following seas."

Mazu — "The awesome sunsets and the feelings of accomplishment by doing something that not everyone has



HYDROQUEST

As Will and Sarah of 'Hydroquest' demonstrate, crossing the equator is an excuse for dressing up and offering ritual toasts to Neptune.

done."

KajjaSong — "For 24 days of our 26-day crossing it was so incredibly glorious; what we termed it the magic carpet ride."

Irie — "Moving along at 3-4 knots with the spinnaker in 5 knots of apparent wind."

Hydroquest — "My brother Ben's proposal to his fiancée Katie as we crossed the equator."

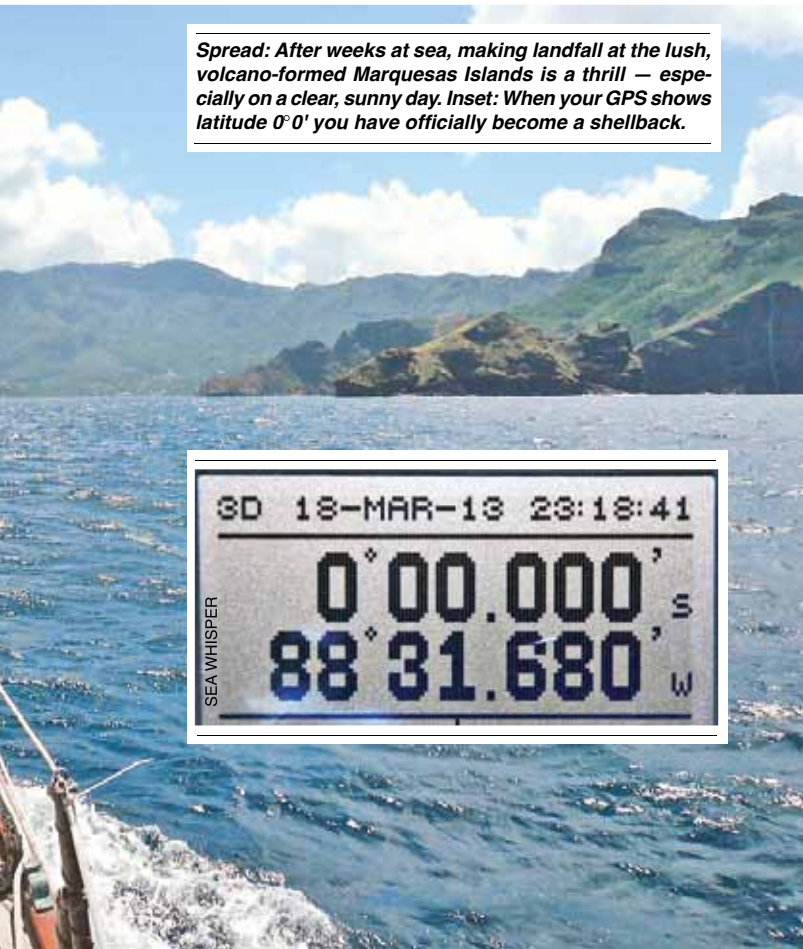
Millie B — "Nothing brightens up a lonely day at sea like a visit from a dolphin or two."

Slowride — "The pods of whales and dolphins that kept us company; and finally crossing the equator after seven days of dead calm."

Shellback — "Rendezvousing on the equator with our sailing buddies Steve and Chris of *Scott-Free*."

Pagena — "When the squalls filled our water tanks!" (Their watermaker

Spread: After weeks at sea, making landfall at the lush, volcano-formed Marquesas Islands is a thrill — especially on a clear, sunny day. Inset: When your GPS shows latitude 0°0' you have officially become a shellback.



COMPASS ROSEY

CHASING THE HORIZON —

SOPHIE



ORION



ORION



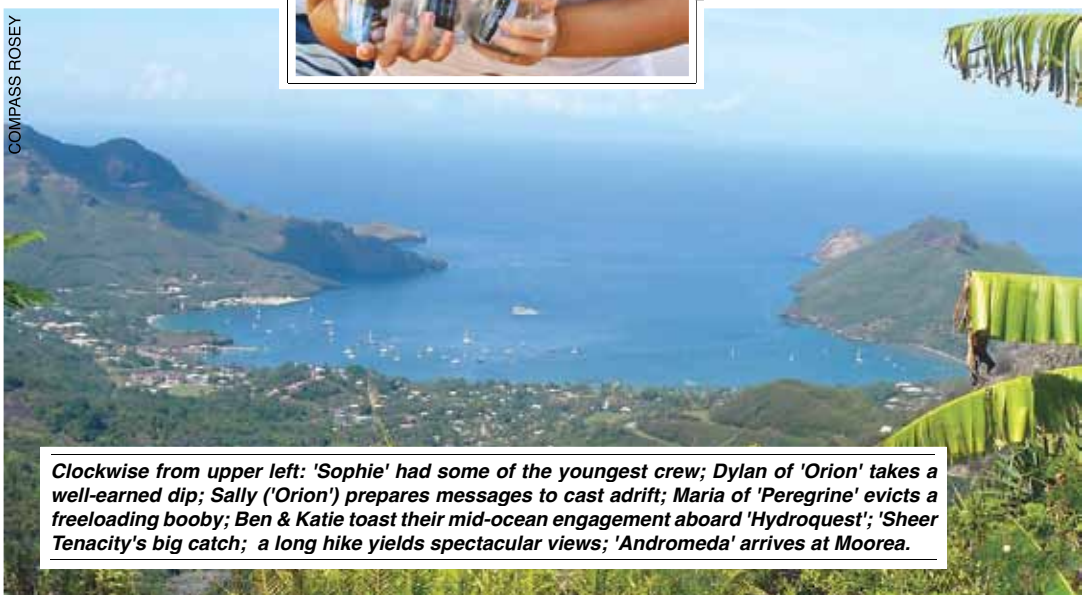
PEREGRINE



LATITUDE / ANDY



COMPASS ROSEY



Clockwise from upper left: 'Sophie' had some of the youngest crew; Dylan of 'Orion' takes a well-earned dip; Sally ('Orion') prepares messages to cast adrift; Maria of 'Peregrine' evicts a freeloading booby; Ben & Katie toast their mid-ocean engagement aboard 'Hydroquest'; 'Sheer Tenacity's big catch; a long hike yields spectacular views; 'Andromeda' arrives at Moorea.

had failed.)

Orca Suite — "The day 60 dolphins surrounded our boat for over an hour; and the day we flew our spinnaker for 11 hours."

The Lows

In contrast to the highs, of course, there are always some low points.

Athena — "Twice we were hit by vicious squalls with winds over 50 knots that lasted 40 minutes or so."

Chaotic Harmony — "Losing steering 1,500 miles into the trip and completing the last 2,500 miles without it, after heaving to for two days to effect repairs and manage damage to the hulls." (This cat lost her port rudder due to a fishing net; the sheared rudder stock holed the hulls.)

Sea Whisper — "Fifty or more squid came out of a wave and attacked *Sea Whisper* with their slimy bodies and black ink! What a rush! It was both a high and a low."

Kajisong — "After 24 days of won-

derful weather, and avoiding any real storms and damage, we were 111 miles from our destination. Suddenly the skies blackened and we could see a line of squalls coming. Within moments it was blowing 30 knots. It blew 25 knots or more for nine hours, with 6 hours of 30 knots, gusting to 40. During the night

"The low point was being in a dead calm for nine days."

I looked up and saw that our mainsail was blown from luff to leach. We had no autopilot, no main, and no forward gear on the tranny, and it was blowing 30. I was hand-steering through big, nasty, lumpy seas when the 40-inch wheel came off in my hands!"

Bella Vita — "Being absolutely exhausted after a long night of sail changes in rough seas — not enough sleep and

just wanting to be out of the constant washing machine motion of confused seas."

Slowride — "The low point was being in a dead calm for nine days. Julie had a slight breakdown on day 27 but then a pod of pilot whales came by and lifted her spirits."

Yindee Plus — "Eleven hours at night of nonstop torrential rain; total exhaustion on about day 32 which made Sue cry."

Mystic Moon — "Port left open during 50-knot squall — ugh!"

Irie — "Taking in salt water through our engine room air vents from all the waves crashing against the side of the boat."

Hydrovane — "The low was when we hit the ITCZ and had three days of heavy rain. When you're trapped inside a boat with four people it gets really small, really fast."

Starship — "Spinnaker being destroyed at night in a squall."

Sheer Tenacity — "Just over half way,

PACIFIC PUDDLE JUMP RECAP



HYDROQUEST



SHEER TENACITY



DIVIDED SKY

After arriving at Hiva Oa, sailors from 'Divided Sky', 'Peregrine', 'Sirena of Oars', 'Lady Lay', and 'Miss B'haven' took an island tour.

with a ripped mainsail and an engine that refused to start, we watched as a wall of black clouds approached, bringing with it winds gusting 35+ and heavy rain. We already had three reefs in the main, so we put away the genoa and hand steered our way through it. Our tracks that night looked like a cat had gotten into Grandma's knitting basket."

Pagena — "When our watermaker refused to produce drinkable water just after we left Puerto Vallarta and we had to ration drinking water strictly."

Orca Suite — "Bob had to hand steer for 3,010 miles because our autopilot failed at the beginning of the trip."

Crossing the Equator

It's a centuries-old tradition to make a toast to Neptune, god of the sea, when you cross the equator. Sometimes shellbacks (those who've crossed previously) make pollywogs (newbies) perform silly rituals.

Mazu — "It was 3 a.m. We decorated the cockpit, played *Southern Cross* re-

ally loud on the iPod and made an offering to Neptune, plus drank a shot of rum. The Captain, dressed as King Neptune, passed out 'shellback certificates' to the crew."

Kiapa — "Irene swam over with a glass of champagne at 6 a.m."

Making Landfall

After weeks at sea, making landfall beneath the majestic mountains of the Marquesas is usually thrilling and emotional.

Kaijasong — "The anchorage was breathtaking: the caldron of an ancient volcano; dramatic, steep, jagged mountains all around; an oasis in the middle of the ocean; a respite from the heavy ocean swell — safe harbor."

Compass Rosey — "Landfall was met with mixed emotions: Nuku Hiva is certainly a beautiful landfall, enjoyed by all, and we were relieved to get our sick (seriously dehydrated) crew member to the hospital, but sad that for some of us it was all over. They'd be on a plane in a couple of days and back to work."

Bella Vita — "Absolute elation! We were so happy to put our anchor down and rejoice friends we had made prior to departure. Rum drinks all around."

Tutto Bene — "Relief, but that was short-lived as our dinghy was holed by the Nuku Hiva jetty ladder."

Hydroquest — "When we got off the dinghy and took our first steps on solid land, it was difficult to balance. Katy dropped to the ground and did a 'land' angel. The rest of us kissed the ground."

Time2 — "When we made landfall in Nuku Hiva at 2 a.m. the island smelled wonderful; green and floral."

Starship — "Excitement and wonder. We could hardly believe we had made it to this spectacular island after so long at sea."

Sea Whisper — "We sighted Hiva Oa in full moonlight. I remember the unbelievable sense of 'smelling the land'; the heavy, sweet, woody fragrance wafting through the air as we approached."

Splice of Life — "Fabulous feeling of accomplishment. We leaped into the water when we dropped anchor."

Peregrine — "Hitting land was such a wonderful and encouraging relief. By this time, we were so, so, so, so ready. And Fatu

Hiva was a great place to make landfall. The two communities there were the most pristine and pure experience one can have."

Irie — "We arrived in 'paradise' in totally crappy weather. Everybody felt bad for us to make landfall this way. The wind was howling and dead on the nose when we entered and crossed the Gambier lagoon. We had to bang into splashing waves, straight into the wind, engines on full throttle!"

Orca Suite — "We were amazed, grateful, sleep-deprived, and relieved because we came in on diesel fumes."

Advice for Future Jumpers

The heartfelt advice of fleet members is worth considering:

Sea Whisper — "Don't overanalyze; be positive. Leave the dock and enjoy the ride! You will become a doer, not just a



CHASING THE HORIZON —

dreamer."

Divided Sky — "Buy lots of beer and wine before the passage. Prices are high in the Marquesas, and there are lots of great opportunities for happy hour."

Athena — "Follow Jimmy Cornell's route slavishly."

Compass Rosey — "If you're thinking about it, or toying with the possibility, just bite the bullet and do it. You won't regret it."

Cherokee Rose — Michael: "Really shake down your equipment before you jump. I think half of the equipment let-downs could have been weeded out." Anita: "Pre-made meals made for an effortless galley — quick and easy."

Wings of the Dawn — "Enjoy every minute of the crossing. It is a hallmark for future passages and all will be compared to this if this is your first major



PEREGRINE

Maria cools off with a little skinny dipping off the stern of Peregrine. Simple things often make happy memories.

crossing."

Yindee Plus — "We skipped the Galapagos to save money and time, but it meant more time at sea and no chance to top up with fuel, which was important

when the wind died three days out of Marquesas. Join an SSB net: it was the highlight of each day."

Murar's Dream — "Stock up on lots of spares. Redundant systems are also a good idea."

Kiapa — "Know your crew well before leaving, and bring a spinaker if you depart from Mexico."

Irie — "If you leave from Panama, stop at the Galapagos Islands on your way to FP. The wildlife is as incredible and "tame" as the documentaries claim."

Hydroquest — "Don't get stuck in the Mexico vortex. The South Pacific has far exceeded our expectations. Mexico is great but the South Pacific is on a whole other level."

Starship — "Don't fly the spinnaker at night. We heard that advice but did it anyway, with less than satisfactory

2013 PACIFIC PUDDLE JUMP PASSAGE DATA

Although many more sailors did the Puddle Jump this year, those who responded to our questionnaire give a representative sampling of passage data.

Boat Name	Boat Make & Length	Captain & Crew	Boat's Homeport	Departed From & Date	Landfall & Date	Days of Xing	Miles of Xing	Equator X Long	Engine Hours	Best 24 Hours	Worst 24 Hours	High Wd Speed	# of Fish Caught	Breakage & Breakdowns
Alegria	Caliber 40	Brian Black & Mizzy Lewis	Green Cove, FL	La Cruz, 4/26	Hiva Oa, 5/26	30	N/A	129 W	50 hrs	140	50	45 kts	0	gooseneck & jib block wear
Athena	Cheyo Lee 35	Andrew Green	Kilronan, IRL	La Paz, 4/9	Hiva Oa, 6/19	60	2,976	135W	0 hrs	98	-9	57 kts	0	topping lift failed; engine overheated
Beez Neez	Warrior 40	Bear & Pepe Millard	Plymouth, GBR	Galapagos, 5/19	Hiva Oa, 6/13	23	2,957	89 W	82 hrs	164	88	38 kts	1	small sail tear; traveller car damage
Bella Vita	Hylas 45.5	Brett & Stacey Hoopes	Seattle, WA	La Cruz, 3/30	Hiva Oa, 4/18	20	2,765	129 W	108 hrs	177	116	25 kts	0	we didn't break anything!
Chaotic Harmony	Catana 42	Ian Johnstone	Darwin, AUS	Panama, 3/3	Hiva Oa, 4/1	28	4,003	084 W	2 hrs	215	72	38 kts	6	lost port rudder due to net; holed hull
Cherokee Rose	Alajuela 48	Michael Moyer	Newport Beach, CA	Nuevo Vallarta, 3/28	Hiva Oa, 4/15	18	2,871	129 W	22 hrs	210	110	27 kts	0	jib halyard; boom vang tang failed
Compass Rosey	Polaris 43	Graham Stephens	Southampton, GBR	Mazatlan, 4/14	Nuku Hiva 6/5	22	N/A	N/A	81 hrs	169	96	34 kts	0	spin halyard broke twice; main shackle
Corvidae	Island Packet 38	Steve & Nona Larson	Portland, OR	Mazatlan, 4/28	Hiva Oa 6/2	32	3,000	N/A	110 hrs	114	-21	28 kts	0	whisker pole extension line broke
Divided Sky	Catalina 40	Colin & Jeanne Harrison	Goolwa, AUS	Galapagos	Hiva Oa	24	3,015	N/A	6 hrs	152	96	35 kts	0	N/A
En Pointe	Searunner 31 tri	Tom Van Dyke	Santa Cruz	Nuevo Vallarta, 3/11	Ua Huka, 4/7	27	2,850	126 W	63 hrs	147	35	30 kts	3	minor sail repairs
Flour Girl	Cheyo Lee 44	David, Kimberly, Zack Edwards	Coral Bay, USVI	Galapagos, 4/22	Fatu Hiva, 5/13	21	2,927	88 W	20 hrs	181	113	28 kts	35	fridge cooling pump; halyard chafe
Hydroquest	Beneteau 40	Will & Sarah Curry	Vancouver, BC	Banderas Bay, 3/28	Nuku Hiva, 4/16	19	2,700	128 W	40 hrs	180	135	35 kts	0	blown spin halyard; lost SSB transmit
Irie	F/P 35 cat	Mark Kilty & Liesbet Collaert	Delaware	Galapagos, 5/7	Gambiers, 5/28	21	2,910	85 W	10 hrs	181	70	35 kts	1	only minor things
Kiapa	M/M 52 cat	Lionel & Irene Bass	Fremantle, AUS	Puerto Vallarta, 4/1	Fatu Hiva, 4/25	17*	2,970	133 W	44 hrs	213	123	30 kts	10	water pump dead by pumice at Socorro
Kokomo	Prout 50 cat	Peter Schmieder	Meerbusch, GER	Ecuador, 4/17	Hiva Oa, 5/14	27	3,700	80 W	8 hrs	181	108	17 kts	0	shroud toggle broke
Mazu	Outbound 46 cat	Mel & Elaine Bryson	Rainier, OR	La Cruz, 3/24	Hiva-Oa, 4/12	19	2,570	128 W	0 hrs	182	94	37 kts	0	blown spin halyard block;
Minnie B	Ovni 395	Phil & Norma Heaton	Belfast, IE	Panama, 3/3	Hiva Oa, 4/23	29	2,990	89 W	50 hrs	199	113	35 kts	5	watermaker leak; genoa stitching
Morrigan	Dolphin 46 cat	Arne & Kristen Metza	Chippewa Falls, WI	Nuevo Vallarta, 3/29	Hiva Oa, 4/15	17	2,783	130 W	48 hrs	204	134	27 kts	1	screacher shackle broke
Murar's Dream	Beneteau 46	Andrew Rosen	Boulder, CO	Galapagos, 3/23	Fatu Hiva, 4/13	21	3,271	89 W	41 hrs	179	112	35 kts	3	gen impeller; gen leak; head solenoid
Mystic Moon	Selene 53 trawler	John & Kathy Youngblood	San Francisco	Galapagos, 3/16	Hiva Oa, 4/4	19	3,003	N/A	246 hrs	241	125	50 kts	24	stabilizer leak; autopilot interface issue
Next	Jeanneau 39	Hideaki Nishida	Nagasaki, JPN	LaPaz, 5/18	NukuHiva, 6/10	23	2,939	132 W	51 hrs	156	96	20 kts	0	none
Nyon	Lapworth 36	Kyra Crouzat & Rick Forbes	Victoria	SJ del Cabo, 3/29	Hiva Oa, 4/24	26	2,817	133 W	17 hrs	144	43	30 kts	0	reef line broke; clogged bilge pump
Orca Suite	Morgan 33	Bill & Belinda Tackett	San Diego	Nuevo Vallarta, 4/1	Hiva Oa, 5/9	39	3,010	132 W	0 hrs	168	30	15 kts	3	sail damage; lost all water due to hose
Pagena	Ovni 345	J. Probst & S. Toelzel	Wiesbaden, GER	Puerto Vallarta, 3/18	Fatu Hiva, 4/12	26	2,900	128 W	65 hrs	147	74	25 kts	2	watermaker
Realtime	Norseman 447	Bob & Karyn Packard	Long Beach	La Cruz, 3/29	Hiva Oa, 4/19	21	2,762	121 W	67 hrs	159	60	26 kts	0	bent bowsprit; sail damage
Sea Whisper	Fraser 50	L Dobson & B Erickson	Victoria, BC	Galapagos, 4/6	Hiva Oa, 4/25	19	2,968	88 W	19 hrs	192	108	28 kts	1	broken main halyard
Sheer Tenacity	Shearwater 39	Rod & Mary Turner-Smith	Cape Town, ZAF	Galapagos, 5/1	Marquesas, 5/22	20	3,018	87 W	32 hrs	170	127	38 kts	5	chartplotter; main rip; engine failed
Shellback	60-ft Schooner	Sue & Gary Drent	Long Beach	Galapagos, 4/13	Hiva Oa, 5/7	23	3,264	90 W	790 hrs	163	112	28 kts	1	outhaul; fridge, fuel manifold failure
Slowride	Downeaster 38	Michael Sturm & Julie Goss	Ventura	La Cruz, 3/25	Nuku Hiva, 4/30	36	2,827	128 W	32 hrs	129	119	35 kts	5	losty tranny; gooseneck, davit welds
Splice of Heaven	Irwin LOA 42	Doug Thompson	Brisbane, AUS	Puerto Vallarta, 2/16	Hiva-Oa, 3/9	21	2,881	131 W	55 hrs	173	61	48 kts	4	wind gen failed; alternator belt
Starship	Islander 36	Chris & Anne-Marie Fox	Victoria, BC	Punta de Mita, 3/24	Hiva Oa, 4/16	24	2,890	127 W	8 hrs	158	67	30 kts	0	sail failure; roller-furter, stereo
Time2	Nordhavn 57 trawl	Michael Drinkrow	London, GBR	Turtle Bay, 4/3	Nuku Hiva, 4/18	15	2,710	132 W	N/A	191	168	20 kts	0	none
Tutto Bene	Beneteau 50	Bronte Savage	Fremantle, AUS	San Diego, 5/9	Nuku Hiva, 5/29	19	2,830	134 W	30 hrs	174	92	31 kts	0	boom preventer; main traveler damage
Wings of the Dawn	Hans Christian 52	Robert Bennatts	Friday Harbor, WA	El Salvador, 4/7	Nuku Hiva, 5/9	32	N/A	100 W	55 hrs	195	70	25 kts	0	both heads broke; autopilot failed
Yindee Plus	Seastream 43	Chris & Sue Bright	Liverpool, GBR	Panama, 4/25	Nuku Hiva, 5/30	35	4,190	087 W	98 hrs	156	83	32 kts	5	windvane failed; sail damage

* (after a week at Socorro Island, Mexico)

PACIFIC PUDDLE JUMP RECAP

results."

Realtime — "Bring spares and things you can make spares with. There is no way you'll have every system completely covered, so bring nuts, bolts, pins, o-rings, hoses, bungees, etc. that will allow you to make work-arounds for things you really can't anticipate, and can't do without."

Pagena — "Non-EU citizens: Apply for the six-month 'long stay visa' a couple of months before you leave home! French Polynesia has many attractive islands and you need more than three months (standard visa) to explore them all."

Orca Suite — "Have a windvane steering device, watermaker, new batteries, paper charts, and don't buy too many refrigerated food items. Have patience and a sense of humor, and keep it safe at all times."

Shellback — "Don't wait! There's always an excuse to delay departure. Our



DIVIDED SKY

After so many days at sea, cruisers love to socialize. Here in Hana Moe Noe Bay on Tahuata, cruisers enjoyed a fresh fish barbecue.

original plan was to cross in 2006."

Nyon — Prepare well, but be ready for things to break because they will, and some days will suck. Make sure to make 'small pleasures' an important part of your routine. Have treats stashed for those downer days. Relish the good days, because there are many of those too."

So there you have it. Lots of solid advice, and worthwhile food for thought. The Puddle Jump is not a feat to be taken lightly, as it is typically the longest nonstop crossing in an around-the-world cruise. But its rewards are well worth the effort.

— *latitude/andy*

See www.pacificpuddlejumps.com for info on future PPJ rallies and seminars.

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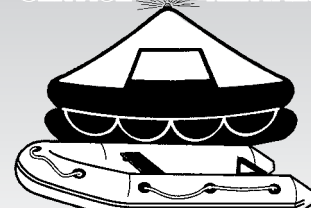
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BULLISH ABOUT RED BULL —

The Red Bull Youth America's Cup is everything that the actual America's Cup isn't. Swap the unreliable, poorly-paired AC72s that have raced thus far and replace them with the battle-tested, and more practical, one-design AC45s. Eighty-six the billionaires and introduce a cast of likeable young kids — some of the best young sailing talent on the planet — who have laid it all on the line to chase a dream. Forego the hard-to-follow, one-on-one tactics of match racing and run in its place a series of more exciting fleet races. Re-introduce nationalism to the sport and nix the Aussie and Kiwi hired guns who sail under the flags of the U.S., Italy and Sweden. In short, everything that many sailors think is wrong with this America's Cup is right with the Red Bull Youth America's Cup.

If you want to see what may well be the best boat-on-boat racing of this summer's America's Cup 34, then plant yourself in one of the many Cityfront viewing areas September 1-4. Ten teams, all aged 19-24, will compete in a series of eight fleet races to determine the champions of the first-ever Youth America's Cup.

Designed to be a direct pathway for youth sailors to reach sailing's highest level, the event has captured the hearts and imaginations of sailors from around the globe. With team rosters that include top skiff sailors, Olympians, college standouts, and young pros, the RBYAC has fulfilled its goal of recruiting the world's top youth talent to compete for its inaugural prize.

Sailing the same highly powered, wing-sailed AC45 catamarans that competed in last year's America's Cup World Series, these ten crews of tal-

PHOTO: ACEA / GILLES MARTIN-RAGET



Because all AC45s are virtually identical, the so-called design competition between the AC72s is not a factor here. The four-day series will feature fleet racing exclusively with strict nationality rules.

CUP
YOUTH AMERICA'S CUP



Red Bull

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BCC6 erista



BULLISH ABOUT RED BULL —

ented young sailors promise to deliver the closest — and possibly most exciting — racing of the summer. Here's a breakdown of the fleet.



As we said last summer, AC45 fleet racing is fast and physical. Here Portuguese sailors get an ab workout during an upwind leg.

American Youth Sailing Force

Representing the Bay Area and sailing out of Richmond Yacht Club is the American Youth Sailing Force, aka The Force. Having formed a campaign shortly after the RBYAC was announced, the AYSF has come a long way from the ragtag group of kids who threw up a website and scraped together some seed money more than a year ago. It's from these humble beginnings that the team's identity, and perhaps its greatest strengths, have been forged.

Lacking major funding and Olympic and America's Cup experience that some competing teams have, The Force has gotten to where they are not by being the

In addition to being some of the fastest boats ever to race on the Bay, these AC45s are also some of the most colorful.

biggest rock stars in the arena, but by being some of the hardest working and most dedicated — or so they hope.

That's not to say The Force is lacking in the talent department. Their roster is filled with experienced, gifted role players from top to bottom. Skipper/helmsman Mike Menninger of Newport Beach is a three-time college All-American and three-time national champion while sailing for collegiate sailing powerhouse St. Mary's of Maryland. Tactician David Liebenberg (an East Bay native), was also an East Coast collegiate standout, and is a multi-time national and North American champion in both 29ers and I-14 skiffs.

Rounding out the rest of the crew is a group of highly diverse sailors who have cut their teeth on everything from skiffs to collegiate dinghies to offshore keel boats, amassing a wide breadth of knowledge and skill that should serve them well in the RBYAC.

When scrolling through Force mem-

The local, home-grown AYSF is one that all Bay Area sailors can be proud of.

bers' résumés, you notice a relative lack of multihull experience as compared with several other RBYAC teams. But they've worked hard to rectify that problem. Through extensive training on the SL 33 Bridgerunner, as well as A Class Cats, F-18s and other extreme cats, The Force was among the first Youth AC syndicates

to actually sail an AC45, back in November, 2012. Helping with rigging, support and logistics during February's RBYAC selection process, the team has been an almost permanent fixture on the RBYAC scene, lurking in the shadows with their impressive young minds soaking up mul-

tihull know-how like sponges.

Perhaps borrowing their attitude from what Ralph Waldo Emerson once wrote, "Our strengths grow out of our weaknesses," the AYSF hopes they've turned their former lack of multihull experience into an advantage, as they come into the RBYAC with more AC45 experience and local knowledge than any other crew.

While not the most heavily-stacked team in the event, the local, home-grown AYSF is one that all Bay Area sailors can be proud of. These kids have put in the work, gained invaluable experience, and risen to the occasion. AYSF will be a contender, but will have their work cut out for them to reach the podium.

USA45 Racing

Although team USA45 Racing represents our entire nation, six of nine crew members grew up in California (as did the same number of AYSF members), with most of them native to Newport Beach and San Diego. Formed by team manager and wing trimmer Jake La Dow of San Diego, the team is comprised of college standouts, Olympic hopefuls and second-generation professional sailors, two of whom (Jake Reynolds and Nevin Snow) have sailed with La Dow for years on the match-racing circuit, both nationally and internationally, earning several big regatta wins along the way. They are supported by the San Diego YC.

Helmsman Charlie Buckingham of Newport Beach raced for four years at Georgetown University, and since graduation has begun a campaign for the 2016 Olympics in Lasers. Another standout is boat captain/runner Sam Hallowell who has compiled an impressive résumé, crewing on a number of high-profile big-boat programs, both inshore and offshore.

USA45 Racing will have its hands full during the RBYAC. A roster heavy with collegiate sailors whose experience is mostly limited to CFJs, 420s, Lasers and other small dinghies will hinder the



ACEA / GILLES MARTIN-RAGET

ACEA / GILLES MARTIN-RAGET

ACEA / GILLES MARTIN-RAGET



YOUTH AMERICA'S CUP



Both American teams are composed of accomplished sailors. But they'll have to perform superbly to make it to the winner's circle.

team, as they are sailing against several more highly accomplished crews who have risen through the ranks on skiffs, Moths, fast multis and other apparent-wind boats.

Team Tilt

For a small landlocked country, Switzerland rolls pretty hard when it comes to racing fast multihulls on a global stage, and this RBYAC team will be no exception. Why? Money. There's a lot of it in Switzerland, and some prominent Swiss like to spend it on really fast multihulls. You only have to look at the Alinghi and Spindrift racing syndicates and to the über-powered, ultra-exotic catamarans that are raced in the light airs of Lake Geneva to realize that Team Tilt comes from a country obsessed with going fast on multihulls. The team's collective experience and résumés reflect that.

These kids didn't sail FJs and 420s in high school and college. Skipper Lucien Cujean has been racing Decision 35s with the likes of Vendée Globe winner Alain Gautier since he was 16 and just last year helmed his way to a class win in the Tour de France à la Voile. The majority of the rest of the team has been racing Decision 35s and other very,

very fast multihulls in some of Europe's top regattas for years. In a regatta like the RBYAC, that experience may pay dividends. Expect Team Tilt to be crisp, well-trained and professional, but probably not on the podium.

Swedish Youth Challenge

Sweden's entry into the RBYAC is a collaborative effort between The Royal Swedish Yacht Club (KSSS), Artemis Racing and former Puma/Volvo Ocean Race sponsor BERG Propulsion. Beginning with 70 young sailors and whittling it down to nine through a training and selection process that took place over five months, Swedish Youth Challenge was able to select the top talent in the country.

Leading the team is 23-year-old Charlie Ekberg, one of the top 49er skiff helmsmen in the world. Pre-selected as the leader and helmsman of the youth

campaign, Ekberg helmed *Artemis White* in the final America's Cup World Series event last April in Naples, Italy. The experience gained was undoubtedly invaluable for the skipper, but since the rest of the team only came together in April, they will be at a disadvantage.

Other teams in this regatta have trained together since late last year, and that growth as a team is going to pay huge dividends. The Swedes look poised to follow in the uneven wake of their big brothers on Artemis' *Big Blue*, having fallen behind the eight ball from the get-go, and never realizing their full potential.

ROFF/ Cascais Sailing Team

Before you dismiss the unassuming, comparatively small nation of Portugal from a nation-based sailing event, remember that when sailors ruled the world, Portugal was a world power. And in this realm of college-aged kids racing one-design cats around the Bay, Portugal could again rise to world prominence.

The team is sponsored by Portuguese business consultancy firm ROFF, as well as the municipality of Cascais, Portugal. This partial government backing and public support has helped put together a formidable team with a training schedule that included the Extreme 40 Series' most recent stop in Porto, Portugal. The kids struggled against the series regulars, but did manage to beat one team; Switzerland's Team Tilt.

Helmsman Bernardo Freitas represented Portugal in the 2012 London Olympic Games, finishing an impressive eighth in the 49er class. Freitas should be a weapon in this regatta. Backed by a solid crew that has tasted success at various levels of international competition, ROFF/Cascais Sailing Team is in the RBYAC to win. Expect the Portuguese to contend for a podium position.

Unlike AC72 competition, the AC45s will race in a smaller box, with the starts and finishes off the YC spit and Marina Green.



BULLISH ABOUT RED BULL —

Full Metal Jacket Racing

Because this team hails from New Zealand, you would expect them to do well in anything America's Cup-related. Seriously, Full Metal Jacket Racing is the real deal. With a team full of professional rockstars who have been sailing together for more than two years, they represent a daunting challenge to all other RBYAC teams. Sailing this season as GAC Team Pindar on the Extreme 40 circuit, Full Metal Jacket beat both ROFF/Cascais and Team Tilt at the recent Porto series stop.

Sailing under the banner of the Royal New Zealand Yacht Squadron, the team is skippered and helmed by 23-year old

William Tiller. Aside from having a name that quite literally implies he was born to steer a sailboat, young Tiller has dominated the international youth match racing scene for years, winning 11 events over a three-year period before becoming the youngest Kiwi ever to win New Zealand's ultra-competitive one-design Young 88 Nationals, at age 21.

Backing up Tiller is a crew that has amassed some seriously impressive résumés sailing professionally on everything from Melges 32s to TP 52s to ORMA 60 tris, all the while training in F-18s, and the aforementioned year on the Extreme 40 circuit.

Bottom line: Full Metal Jacket is

locked and loaded with a round in the chamber. They should be on the podium.

NZL Sailing Team with Emirates Team New Zealand

Just like their big brothers, NZL Sailing Team with ETNZ is poised to contend for America's Cup victory this summer. New Zealand has long been a dominant force in America's Cup competition, and you only have to look at the young talent emanating from the tiny island-nation of just 4 million to see why. Skipper/helmsman Peter Burling is hands-down the most accomplished sailor and helmsman in this fleet. A two-time Olympian by age 21 — he was the youngest Olympic sailor



Clockwise from above: Americans sparring; the French have a depth of experience; trimming for speed; prepping the gennaker; hoisting a daggerboard; the S.F. home team; the Germans are All In; Full Metal Jacket flies a hull; the Swiss hanging out.



ACEA / ABNER KINGMAN

ACEA / ABNER KINGMAN

ALL PHOTOS ACEA / GILLES MARTIN-RAGET EXCEPT AS NOTED

YOUTH AMERICA'S CUP

in Beijing in 2008 at 17 — Peter went on to win the silver medal in the 2012 London Games in the 49er class. After the Olympics, he flew to San Francisco to helm Team Korea's AC 45 in the AC WS last September. Burling's incredible accolades, significant experience and success on the global stage will bode well for the Kiwis.

But don't think it's a one-man show. Re-joining Burling is his 49er crew from the London Games, fellow silver medalist Blair Tuke, who is onboard as tactician. The rest of the crew have won ISAF gold medals and world championships in a variety of classes, raced offshore on maxis and multis, or are currently

running their own Olympic campaigns. Needless to say, these boys mean business. NZL Sailing Team with ETNZ is *Latitude 38's* odds-on favorite to win the Red Bull Youth America's Cup.

All In Racing

If there's a comeback story in this RBYAC before it even starts, it's that of the Germans. All In Racing isn't just a name to these young sailors from Deutschland, it's their very identity. These young men are all in. Shortly after Artemis' fatal AC 72 crash, Sailing Team Germany founder Oliver Schwall proclaimed, "We can't and we won't take responsibility for sending our young

team over there. The death of one sailor is reason enough [to withdraw]." With that he pulled the plug on the program.

Some have alleged it was a political move, while other rumors suggest the team was underfunded. Schwall denied both assertions. The kids were devastated but showed poise in public with skipper Philipp Buhl stating, "We are shocked. . . but we understand this decision."

Just two weeks after having their hopes dashed, the boys managed to find enough financial backing to once again field an entry into the RBYAC, this time under the name All In Racing. No doubt the instability temporarily crippled the team's training program, but All In



ALL PHOTOS ACEA / GILLES MARTIN-RAGET EXCEPT AS NOTED

BULLISH ON THE RED BULL YOUTH AC

comes to San Francisco deeply inspired with momentum and perhaps with Lady Luck on their side. Helmed by 2016 49er Olympic hopeful Erik Heil, who recently won a 74-boat 49er championship, the Germans have reportedly shown impressive speed in the first days of August's RBYAC training. They will contend for a top-five finish.

Next World Energy

Representing that catamaran-crazy nation of France is Next World Energy, the youth affiliate of the AC World Series' Energy Team. Unlike sailing in the U.S., where multihulls are still a fringe oddity that have gained mainstream acceptance only recently, multihulls in France have long been a way of life. Just as junior sailors in the U.S. grow up racing dinghies, sailors in France are flying hulls at a young age. One could even say that it's in their blood.

No, really. Next World Energy's helmsman Antoine Lauriot-Prévost's father Vincent is the LP in VPLP, the famed French design firm that designed *BMW/Oracle 90* and *Banque Populaire*. Growing

up around that kind of multihull expertise has been a great benefit to young Antoine, who already holds a number of championships in catamarans. And the rest of the crew have all raced high-performance cats exclusively for years. Never count out the French when it comes to racing catamarans.

Objective Australia

Like their Kiwi neighbors, Australians have a proud record of success in America's Cup competition. Three decades ago, Alan Bond's *Australia II* finally wrestled the Cup away from the Americans, who'd held it for more than 130 years. Although the Aussies failed to defend the Cup in the next go-round, they put up a challenge in 1995, but it sank. But Australians have made their mark on the AC in more ways than one. Roughly 40 percent of sailors in AC 34 are native Aussies, including the man who is one of the inspirations for the entire RBYAC: Oracle Team USA skipper Jimmy Spithill. The youngest sailor to ever steer his way to an America's

Cup win, his AC career began in 2000 with Syd Fischer's unsuccessful Young Australia challenge.

So it's no surprise to see an Australian presence in the Youth AC, and Objective Australia is justifiably one of the favorites. Skipped and helmed by catamaran specialist and 2016 Nacra 17 Olympic hopeful Jason Waterhouse, with current World Laser #1 Tom Burton calling tactics, the Aussies should be a major force to be reckoned with. With the rest of the crew having sailed professionally around the world, and worked together as a team for more than 15 months, Objective Australia should show up in San Francisco with a focused, highly polished campaign that will see them contend for a podium position.

Needless to say, we're extremely bullish on the Red Bull Youth America's Cup. As the series kicks off on Labor Day weekend, the Cityfront will be the place to be September 1-4 for fans of heart-pounding, fast-paced *fleet* racing.

— ronnie simpson

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OFF THE BEATEN PATH

There's always so much to see and do in each port that it's easy for cruisers to miss out on fantastic sightseeing opportunities. My husband Ron and I know this from personal experience. We were two years into our open-ended cruising plans on our Vancouver, BC-based Vagabond 47, *Sundancer*, before we decided to stray a little farther off the beaten wake.

We were deep in the heart of southern

"We explore each place as if we'll never get there again."

Mexico after having crisscrossed the Sea of Cortez a number of times. We'd spent Christmas in La Cruz de Huanacastle, enjoying winters along the central coast. We'd taken the train to Copper Canyon, spent months in La Paz, another holiday season in ever-popular Zihuatenejo, trekked inland to the magical Taxco in search of silver, and had even braved the Hades-like heat in the northern part of the Sea of Cortez in summer. But we were compelled to explore farther south, resisting the sticky tentacle arms of the benign *palapa*-laden beaches, and found ourselves in the state of Oaxaca.

The majority of cruisers who venture to Mexico seem to have a hard time going any farther than Zihua. There is a commitment one needs to make to do so, as the jump to Acapulco is approximately 120 nautical miles, and then it's another 250 miles to Huatulco.

For those itching to explore a bit more, a bounty of clear, warm water awaits, as do anchorages that have one or two other boats, rather than the usual 10-20, and a more authentic Mexican culture. For North Americans, news coming from the media about the neighboring states of Vera Cruz and Chiapas are filled with dire travel warnings and accounts of drug deals gone awry. As had been the case during our entire stay in Mexico, we found nothing of the sort.

To be sure, the people of these states are not as overtly welcoming as those in the north, but at no time did we feel uneasy. The recent past's conflicts create a more watchful demeanor, causing us to question the reception we received in the more touristy centers in the north. Were they sincere?

We spent several weeks popping

into and out of the various and famous bays, checking off seven of the nine we found in our cruising guides. As our future plans called for us to head into Central America, my beach reading had me boning up on my rusty history lessons.

After devouring James Michener's *Caribbean*, I was excited to add a side trip to Palenque to our inland itineraries, in addition to thoroughly exploring the Aztec and Zapotec archaeological sites and cultural centers of Oaxaca and San Cristóbal de las Casas.

The marina in Huatulco was the perfect place to leave the boat while we ventured inland. The entrance to the small bay is quite narrow but easy to navigate, and the fees are reasonable. Unfortunately, there are no services there — no pool

or fuel — but the marina itself is in terrific shape and is very secure. (Fuel may be purchased at Santa Cruz Huatulco Harbor, next to where the cruise ships have a pier. As it's quite tight, we anchored and dinghied the diesel to the boat.)

For sports fans, there's a great restaurant with multiple TV screens called Señor Pucks that's a short walk away. We were looking for a taste of home, and as it was Canadian-owned, we were able to watch hockey on any given night, and even caught a championship curling match. UFC fans will be pleased to note that there's a live feed on fight night.

Contrary to rumors, it's easy, safe and affordable to rent a car in Mexico. The local Europcar franchise was within walking distance of the marina. (Don't wait for the day of your intended depar-



— OAXACAN ODYSSEY

ture to show up.) Documents in hand, and with another cruising couple along for the fun, we were off.

Driving north along the coast, we wound our way through pine forests, catching occasional glimpses of the sea, and zipping through Zipolite and Mazunte, two small villages known for their chilled-out vibe and hippie culture. Farther up the road, we hung a right on Hwy 175 and headed into the mountains, bound for our first stop in San Jose del Pacifico.

San Jose, at an altitude of 9,000 feet, is known for its magic mushroom culture, and various pseudo — and real — shaman types offering an eclectic menu

of 'out of body' journeys. We weren't there during the mushroom season, so the town was pretty quiet. But after we'd spent years in sweltering heat on our boats, the cool mountain air was all we needed to feel fully revived.

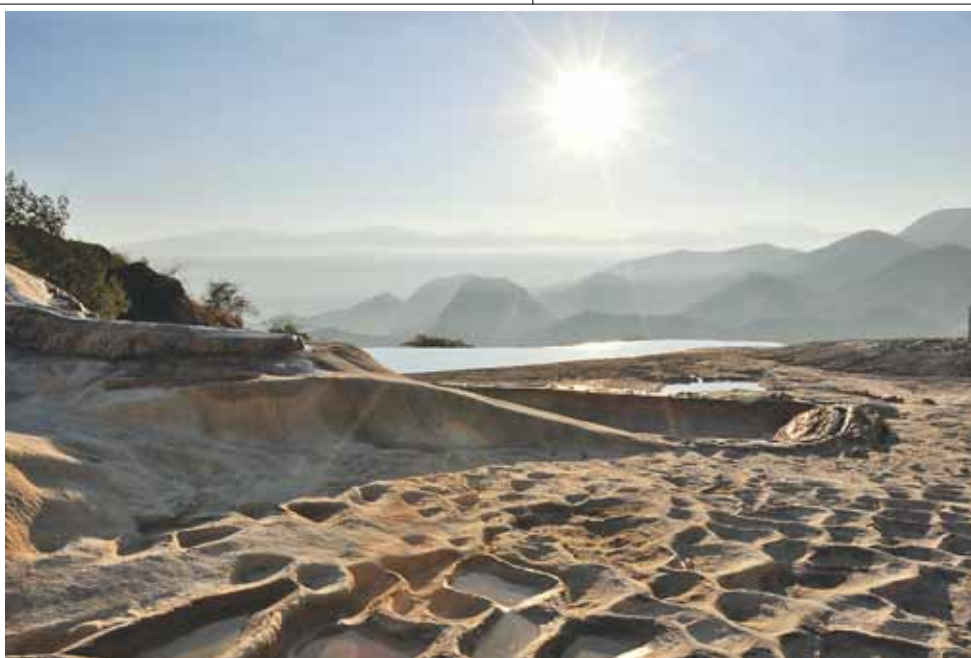
We stayed at a picture-perfect spot called Cabanas y Restaurante Puesta del Sol, a three-minute drive north of town, and perched on the edge of the mountain. Incredible views of the foggy mountains awaited us and, as the temperatures were dropping into the 60s, we were even able to build a small fire in our rooms.

The next morning, we grabbed a few baked goods in town before we started the 60-mile trip down the other side of

the mountain to Ocatlan. We timed our journey to arrive in time for its bustling Friday market, which is the largest in the Valles Centrales. Imagine any Mexican market, then triple it, and you'll know what you're in for. It was overwhelmingly wonderful.

If you're familiar at all with Mexican art, you'll have seen the fantastical carved and painted copal-wood figures. The original source is a small town 14 miles south of Oaxaca called San Martin Tilcajete. Wandering the streets, and popping into and out of the homes/workshops of the artisans, you'll find a dazzling collection to choose from. All sizes are available, and for just a fraction of the price you'll find in any tourist shop. We purchased a gecko to adorn our mod-

Oaxaca okay! Top row: A monastery was built atop ancient Mitla ruins; 'Sundancer' now boasts a beautiful Teotitlán del Valle rug, which echoes the carved façades on the Mitlan ruins; stunning mineral waterfalls at Hierve el Agua; cerveza time! Middle: The ruins at Monte Alban; the hardest working employee at the mezcal distillery. Bottom: A gecko memento; agave ready for processing; El Tule, a.k.a. Mr. Big; the pools at Hierve el Agua.



ALL PHOTOS COURTESY SUNDANCER

OFF THE BEATEN PATH

est head to keep imaginary *cucarachas* at bay.

Another stop is San Bartolo Coyotepec, where you'll find the Alfareria Doña Rosa, creator of the famous burnished black pottery — its color is owed to the clay in the area. We toured the area's first workshop to top off our sightseeing for the day.

It was just another seven miles to Oaxaca and our awaiting hostel, El Diablo y la Sandia (the Devil and the Watermelon). A wide variety of B&Bs, inns and proper hotels with differing rates are available in Oaxaca, but we opted to go for a reasonably priced hostel, which came with a daily breakfast. Large rooms that were spotlessly clean, lots of hot water and a good breakfast were had for \$70/night, which we thought was a good price. The English-speaking hostess was very helpful with answers to our questions, and the on-street parking was perfectly secure.



The markets in Oaxaca are something to experience. Many times larger than any the Reimers had seen before, they offered just about anything a cruiser could need or want.

One last activity awaited us, however. On Friday nights, the elegant Camino Real hotel around the corner from our hostel, puts on a three-hour *Guelaguetza* show, highlighting the dances and cos-

tumes of the seven regions of Oaxaca state. The show, combined with a spectacular buffet in a beautiful and classy environment, was the perfect end to the day.

An entire week — or even a month — could be spent in Oaxaca, exploring its many treasures. The Market Central de Abastos on Saturdays showcases the crafts of the many surrounding villages in the valley. Get a taste of Europe in the Zocalo, with the umbrella-lined sidewalk

cafes, museums and galleries. Add a visit to the Iglesia de Santo Domingo, Museo de Las Culturas de Oaxaca, the Museo Casa de Juarez, the Basílica de la Soledad, and the Jardín Etnobotánico. The list of things to do is endless, and everything is surrounded by the vibrant and colorful people of the area.

The next day we were ready to spend the day at Monte Albán, the capital of the ancient Zapotecs. Offering a 360-degree

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view of the surrounding countryside, these strategically placed ruins are some of the most impressive in Mexico.

There is an excellent museum at the entrance and we opted to have an English-speaking guide introduce us to the ruins. The city was at its peak from 300 to 700 A.D., and controlled the extensively irrigated Valles Centrales. It was the center of a priest-dominated society and controlled at least 200 other settlements and ceremonial locations. Impressive to say the least!

For years while traveling around Mexico, we'd been tantalized by beautiful examples of weavings that, we were invariably told, came from the community of Teotitlán del Valle. Our boat was in need of a facelift and we thought a rug from this area would be a fine memento to remind us of our time spent traveling throughout this wonderful region. A treasure hunt is always a good way to explore an area, and the Valles Centrales was next on our list.



The three-wheeled 'auto rickshaw' — commonly known as a tuk-tuk — makes for fun racing.

Before we arrived at Teotitlán, we made a quick stop at El Tule, to check out the largest (in girth) tree in the world and a small set of ruins just off the highway on a dirt track in Dainzú. But Teotitlán

beckoned.

Looms on countless porches attested to the village's main industry. Sellers in houses, showrooms, workshops and alleys all cheerily waved as we passed by and, as if lured by a siren's song, we seemed to visit them all in search of the 'perfect' one. Having exhausted the search and ourselves, we finally chose two to adorn our boat. We needed one of them to be made a bit smaller, and with assurances of no additional cost, we promised to return in two days' time to pick up our treasures.

That night was spent at the Hotel Don Cenobio in Mitla, a small, dusty little town. It was here that we had our first experience with the ubiquitous *tuk-tuk*, a three-wheeled vehicular conveyance that, should I ever return to land, is going to make its home in my garage. Small enough for a bag of groceries and a dog, they were perfect little runabouts. We had a *tuk-tuk* race between the two couples from our hotel to Restaurant Doña Chica. We careened around corners in the unstable contraptions, holding our breath and hoping that no one else would be



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OAXACAN ODYSSEY

coming from the opposite direction.

The ruins at Mitla turned out to be some of our favorites. Their exquisite designs were echoed in our new rugs.

Hierve El Agua, a bubbling mineral springs, was to be our last stop for the day. We knew our rental car was going to get a workout, as the springs were a 'straight up' eight miles from the valley floor on an unpaved road. We weren't too sure how our little 'elf' was going to transition to an 'off-road wonder', but she handled the job heartily.

Hierve El Agua — 'the water boils' — is a bit of a misnomer, as the water is cold and refreshing. A millennium of dribbling has created huge mineral waterfalls, and made for a unique stop on our trip.

We found ourselves enjoying the scenery and the *cervezas*, and while we hadn't planned on it, we decided to spend the



The Reimers are currently exploring Ecuador aboard their Vancouver, BC-based Vagabond 47 'Sundancer'.

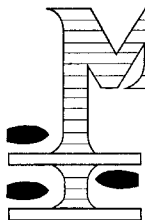
night in one of the very 'rustic' cabanas they had on site. The proprietor was even kind enough to provide us with a bit of firewood.

Overall, our trip to explore the state of Oaxaca was fantastic. While it was a bit more expensive to rent a car than to take a bus, the freedom it offered enabled us to explore the area however we wished. We spent our time seeing the sites rather than waiting for buses, and the time we may have spent figuring out travel details was spent interacting even more with the fine residents of Oaxaca.

We cannot currently envision our sailing adventure's end date, so we'll continue to explore each place as if we'll never get there again — because we truly don't know if we ever will. The world has so much to offer, and while we found Mexico to be one of our favorite countries to visit, we'll need to have covered a lot more miles before we're ready to return.

— heather reimer

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BAJA HA-HA PROFILES, PT I —

According to contemporary arbiters of proper etiquette, 20th anniversaries are associated with platinum. But that tradition initially struck us as a bit too highfalutin' to be associated with the annual Baja Ha-Ha cruiser's rally — which turns 20 next month. Although plenty of classy sailors have done this 750-mile, San Diego-to-Cabo San Lucas cruise since 1994, it is about as far from a highbrow, blue-blazer event as you



'Moontide' crews are notoriously fun-loving.

could find within the international sailing community.

Then again, perhaps there is a connection: Platinum is outstanding among rare metals, as it is valued higher than gold. Similarly, we're been told by countless past participants that doing the Ha-Ha was a rare experience of adventure and personal challenge that they value near the top of their life's achievements.

With that in mind, the Ha-Ha Rally Committee has adopted the moniker Platinum Ha-Ha for this year's cruise. That's not to say there will be platinum rigging knives in the swag bags that are doled out at the October 27 send-off party, but there will be some special surprises. And the Committee has vowed to do all it can to insure that every participant comes away with 'precious' memories.

In this first installment of Ha-Ha mini-profiles we'll introduce you to the early entries — folks who have obviously been champion' at the bit to cast off their docklines and head south to the sunny latitudes of Mexico. Just like the 9,500 ralliers whose wakes these newcomers will follow in, these sailors come from diverse backgrounds, and sail aboard a dramatically varied range of boats.

(Boats are listed by order of sign-up. Look for installments two and three in October and November.)

Moontide — Lagoon 470 Judy Lang & Bill Lilly, La Paz, MEX

Occupations: Judy, "legal beagle;" Bill, real estate developer (both retired)

Noteworthy: Moontide has done six previous Ha-Has, and her crew are always among the fleet's most spirited participants. Having an all-girl crew (apart from Bill) has become a tradition.

Quote: "We can't help ourselves. We're addicted to the Ha-Ha."

Add'l crew: Judy Rowland, Kristy Finstad, Crissy Fields

Cruise plans: Keep heading south.

Adios — Columbia 43 Craig Shaw & Jane Roy, Portland, OR

Occupations: Craig, rigger; Jane, banking (retired)

Noteworthy: This boat has been in the Shaw family since 1983.

Quote: "I've been in love with the Baja since my first visit in 1980."

Cruise plans: A season in Mexico, then bash back to Portland.

Calou — Jeanneau 47 The Powell family, Tiburon

Occupations: Bruce, engineer (retired); Pascale, homemaker; son Antoine, 16, is a student

Noteworthy: Not only have the Powells done two previous Ha-Has ('06 and '08), but they did the Pacific Puddle Jump to Tahiti in 2010, then sailed home via Hawaii.

Quote: "This is the most fun rally anywhere."

Cruise plans: Cruise until June.

Gypsy Wind — Hunter 40.5 Jim & Liz Lee, Marina del Rey

Occupations: Jim, engineer; Liz, audio mixer (both retired)

Quote: "Living the dream!"

Liz and Jim will be riding the 'Gypsy Wind'.



BILL VACCARO / MIELA

Spread: Brilliant sunrises and sunsets are among the natural gifts that Mexican latitudes offer. *Inset:* The Powells of 'Calou' are Baja Ha-Ha 'repeat offenders'. After their last south-bound trip they sailed on to Tahiti. Pictured is their equator-crossing ceremony.

Cruise plans: "Not coming back."

Coyote — Jeanneau 42DS Steve & Andrew Meyer, San Diego

Occupations: Steve, manager; Andrew, sales

Noteworthy: Steve and Andrew are father and son.

Quote: "Been waiting 20 years to be able to do this," says Steve.

Cruise plans: Winter in La Paz.

Mykonos — Swan 44 Myron & Marina Eisenzimmer San Francisco

Occupations: Myron, finance; Marina, V.P.

Noteworthy: Myron and Marina are serious 'repeat offenders', having done five previous Ha-Ha's (in 2000, '02, '06, '09 and '11).

THE PLATINUM EDITION



JOHN THOMPSON



Quote: "Let's go!"
Add'l crew: "Shawn & Richard Wide-
man

Cruise plans: Bash back in May.

Meet the 'Mykonos' crew.



**Unleashed — Hardin Voyager 44
Paul Bailey & Carol Dabdub
Seattle, WA**

Occupations: Both are retired electrical engineers.

Quote: "Our plans are written in sand at low tide."

Add'l crew: "Bill McKinstry & Patti Wells

Cruise plans: Cruise Mexico, then the South Pacific or Caribbean

**Jigger — Pearson Invicta 38 II
Dennis Hall & Dinah McKean, San Diego**

Occupations: Both retired

Noteworthy: Although they started sailing in 1960, this is their first boat, which they completely restored since buying her two years ago

Quote: "We can't wait!"

Add'l crew: Dan Chelsky & Marcia Budarf

Cruise plans: Undecided

**Ikani — Gecco 39
David Barten, San Diego**

Occupation: Lighting designer

Noteworthy: This dad is taking his kids on a grand adventure.

Quote: "After 30 years and a few boats I need to actually Sail further South than San Diego!"

Add'l crew: Dave's kids, Sophia, 11,

Young Sophia and 'Tiger' will crew on 'Ikani'.



BAJA HA-HA PROFILES, PT I —

and Tiger, 10, plus Jeff Bachus

Cruise plans: Cruise to Banderas Bay; bash home eventually.

Thea — Stevens 47

Doug & Martha Towle, Vancouver, BC

Occupations: Doug, engineer (retired)
Noteworthy: This boat was built for Major General George Patton (son of the famous WWII general).

Quote: "We're looking to get to Mexico and have a lot of fun."

Cruise plans: Spend a couple of years cruising Mexico.

Vent de la Mer — Beneteau 423

Bill & Cindy Roush, Oceanside

Occupations: Bill, engineer; Cindy, VP of sales (both retired)

Noteworthy: This boat. . .

Quote: "I am ready," says Bill, "and thankful that I can at last go."

Add'l crew: Buddy Ellison & Chris Parson

Cruise plans: Cruise Mexico for the season, then bash home, regroup and ???

Fais Do Do — Fuji 40

Rick Greyson, Melbourne, FL

Occupation: pilot (retired)

Quote: "Every life chapter or adventure has to start somewhere."

Add'l crew: Steve Conrad, Harvey Melfi & Shad Summers

Cruise plans: Rick's wife Patricia will meet the boat at Cabo, then the couple will spend a few seasons in the Sea of Cortez.

Agave Azul — Catalina 470

Robin & Kathryn Weber, Sausalito

Occupations: Robin, sales training manager; Kathryn, business owner (both retired)

Quote: "We've sold our house, stored

The 'Agave Azul' crew has big plans.



our stuff, moved on board and will begin our cruising life with the Baja Ha Ha."

Add'l crew: Linda Ryan & Byron Jacobs

Cruise plans: A year and a half in Mexico, then off to the South Pacific.

Cake — Beneteau 361

Ken & Sheri Bliss, Ventura

Occupations: Ken, college sports (retired); Sheri, Starbucks

Noteworthy: The boat is named *Cake* because they owned a bakery when they bought her 11 years ago.

"We pulled the trigger, sold the house and moved aboard."

Quote: "We have always wanted a pool in the backyard."

Cruise plans: Enjoy Mexico.

Sooooo Lucky — Hunter 45 CC

Jeff & Josie Jellick, Long Beach

Occupations: Jeff, civil engineer; Josie, real estate (both retired)

Noteworthy: This boat was a gift to the family for Christmas, 2006.

Quote: "Ready to retire."

Cruise plans: A season in Mexico.

Aldebaran — Olympic 47

Rob & Lynne Britton, San Diego

Occupations: Rob, electronics marketing; Lynne, insurance agent (both retired)

Quote: "We're going to be gone a long time."

Cruise plans: The Ha-Ha will serve as the start of their world cruise.

Snapdragon — Beneteau 473

Russ & Jonelle Johnson

Lopez Island, WA

Occupation: Russ, ocean tug captain (retired); Jonelle, artist

Quote: "Seems like a fun way to get to our winter home." (They will leave the boat in Mexico.)

Cruise plans: No plans to return home.

Angelina — Hallberg Rassy 43

Jerry & Carol Kvalheim, Berkeley

Occupations: Jerry, machinery biz owner; owner; second owner; Carol, flight attendant

Quote: "We're excited. What better way

to start cruising."

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

Jolin — Nonsuch 30

Joe Helfand, Alameda

Occupation: veterinarian (retired)

Noteworthy: This is one of the few catboats ever to do the Ha-Ha.

Quote: "Now is the time!"

Add'l crew: Gary Campbell & Diane Keech

Cruise plans: Undecided.

Trial Run — Passport 40

**Chuck Johnson & Kathy Pickup
Berkeley**

Occupations: Chuck, chemist; Kathy project manager

Noteworthy: Chuck's dad taught him to sail when he was a little kid. Then Chuck taught Kathy when she was a teenager.

Quote: "Warm water here we come."

Cruise plans: Boat will base in La Paz for a while.

No Remorse — Catalina 445

**Jack & Suzanne Lutchansky
Alameda**

Occupations: both are retired

Noteworthy: This boat. . .

Quote: "We have been dreaming of this all of our lives together (33 years married). We pulled the trigger, sold the



This pair has 'No Remorse' about heading out.

house and moved aboard *No Remorse* in March. Now we're ready not to be cold in winter again."

Cruise plans: To be determined.

Don't Panic — Beneteau 423

Rob Beaton, Sausalito

Occupation: self employed

Noteworthy: Although this is a 10-year-old boat, the cruise to San Diego for the Ha-Ha will be her first trip out the

Gate!

Quote: "Looking for a memorable trip down the coast with like-minded souls."

Add'l crew: to be announced

Cruise plans: A season in Mexico, then eventually through the Canal to the Caribbean.

Lauren Marie — Spindrift 46

Marty Swank, Berkeley

Occupations: quality assurance (retired)

Noteworthy: This boat has been in Marty's family for 35 years.

Quote: "Cruising will be new to me but a welcome change. What a great start for my next 'chapter'."

Add'l crew: Leo Getsfried & Leeann Seifker

Cruise plans: He'll sail for up to six years, wherever he chooses to go.

**French Curve — Beneteau First 47.7
Mark & Cheryl Mitchell, San Diego**

Occupations: Mark, architect; Cheryl, artist

Quote: "We're both excited and terrified with anticipation."

Add'l crew: Chuck Skewes

Cruise plans: No firm plans.

Adventure — Island Packet 38

Frank Stair, New Orleans

Occupation: works with West Marine products

Noteworthy: A former San Diego resident, Frank says he's watched 19 Ha-Has leave without him.

Quote: "Tomorrow or the next life — whichever comes first, we never know."

Add'l crew: TBA

Cruise plans: Cruise the Sea of Cortez.

Odyssey — CSY 44

**Whitey Bischoff & John Skorstad
Channel Islands**

Occupations: Whitey, fire battalion chief; John, paramedic (both retired)

Noteworthy: Sisterships of this boat were some of the first to be used as bareboats in the Caribbean, beginning in 1979.

Quote: "We are looking forward to warm water, cold beers, and lots of new friends!"

Add'l crew: Whitey's son Kyle, 18,

Cruise plans: Sea of Cortez, then. . .

**Rocket Science — Bieker Riptide 55
TJ Durnan, Dutch Harbor, AK**

Occupation: delined to state

Noteworthy: This super-fast cruiser was designed by Paul Bieker of Seattle.



A hefty catch aboard 'Rocket Science'.

Quote: "Looking forward to meeting great people and having a good time!"

Add'l crew: Bill Noonan

Cruise plans: Undecided: "The boat is home!"

Cygnus — Cabo Rico 38

Joe Lavash, Newport, OR

Occupation: welding contractor (retired)

Quote: "This is a great way to meet folks who I'll be running into (figuratively speaking) in some great places over the next few years."

Add'l crew: Bill Wall

Cruise plans: "Continue west until I get back to where I started from."

Neko — Switch 51

**Peter Malloy & Mary Perica
San Francisco**

Occupations: Peter, lawyer (retired); Mary, video editor.

Noteworthy: This boat has already

The 'Neko' crew is ready for Mexican sun.



done a South Pacific circuit.

Quote: "Enjoy yourself. It's later than you think."

Add'l crew: Mark Yerex & Lori Twietmeyer

Cruise plans: Cruise to Panama, then hang a left or right.

Two Shadows — Morgan 462

**Vanessa Kelly & Ron Chapel
San Francisco**

Occupations: Vanessa, professor; Ron, sculptor (both retired)

Quote: "We are very excited to be heading to warmer waters, where we can jump into the water and not die from hypothermia."

Add'l crew: Peter Vacek

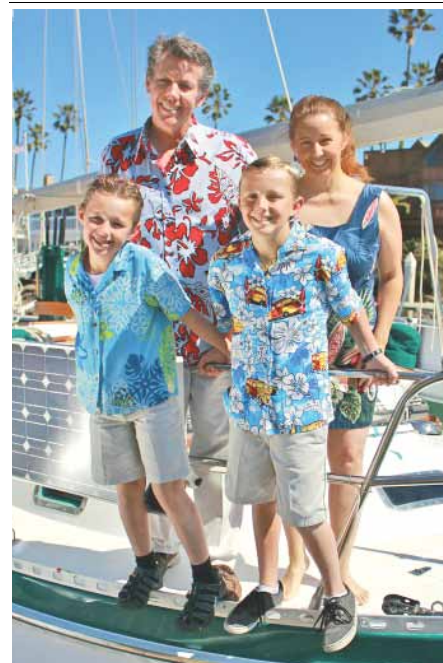
Cruise plans: "Not coming home."

Kandu — Tayana v42cc

The Rigney family, Marina del Rey

Occupations: Eric, movie post-production exec; Leslie, opera singer

Quote: "Time is my page, memories



'Kandu's cruise is a family affair.

are my ink; looking forward to inscribing a wonderful chapter."

Add'l crew: sons Bruce, 12, Trent, 10, plus Bill Kohut & Ron Dennis

Cruise plans: Westabout circumnavigation.

Wild Thing III — Jeanneau 57

**Rhonda Hill-Tolar
Newport Beach**

Occupation: business owner

Noteworthy: Part of Rhonda's preparation for cruising was doing bareboat

BAJA HA-HA PROFILES, PT I

charters in Tahiti, the BVI and St. Maarten.

Quote: "We're hoping the Ha-Ha will be a wild and fun adventure."

Add'l crew: Gordon, Tammy and Konner Boivin, plus Natalie Tolar

Cruise plans: Bash back home.

Diamond Girl — Beneteau 393
Larry & Nelda Read
Bellingham, WA

Occupation: Larry, biz consultant

Noteworthy: They put so much gear and tankage aboard that they had to raise the waterline several inches.

Quote: "Been there, done that, and want to do it again!" (They are BHH '10 & '11 vets.)

Cruise plans: A year or so in Mexico, then back *again* to the South Pacific.

No Ties — Jeanneau 49DS
Cary & Robin Spencer, Marina del Rey

Occupations: Cary, attorney; Robin, homemaker (both retired)

Noteworthy: Twenty years ago they sold their business, pulled their kids out of school and attempted to go cruising.



After the 360-mile Leg One to Turtle Bay, the fleet gets two days of R&R, including the annual beach party.

But rough weather scared the kids, so they sold the boat, bought an RV and visited 42 states. Now that the kids are on their own, the Spencers have 'no ties', so they can finally chase their cruising dreams.

Quote: "We'll head south, relax, have fun, learn, and meet friends."

Add'l crew: Ken & Linda Landis

Cruise plans: Undecided.

Opportunity — Beneteau 393
Dennis & Jeff Klingelhofer, San Diego

Occupations: Dennis, civil engineer; son Jeff, fund manager



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Noteworthy: The boat's name is ironic, as Dennis bought her as a repo, which he considers a silver lining of the worsening economy four years ago.

Quote: "Just do it. You never know what the future holds."

Cruise plans: Follow the wind.

**Jatimo — Odyssey 30
Jan & Ramona Miller, San Francisco**

Occupations: Jan, engineer; Ramona, admin assistant (both retired)

Noteworthy: This boat has done two South Pacific circuits and numerous trips between the Bay and Acapulco.

Quote: "We're looking forward to adventurous fun."

Add'l crew: Electra Vincent

Cruise plans: Undecided.

**Pacific Breeze — Fast Passage 39
Lon Schofield, Anacortes, WA**

Occupation: lineman

Noteworthy: One of Lon's previous cruises was from Dutch Harbor, AK to Bellingham, WA.

Quote: "We'll see how today goes."



This pair will ride south on the 'Pacific Breeze'.

Add'l crew: Carlann Copps.

Cruise plans: No plans.

**Resolution — Beneteau Oceanis 400
Tammy Sumner & Mike Wright
Bellingham, WA**

Occupations: delinced to state

Noteworthy: They bought this boat for the Ha-Ha after crewing for friends on the 2005 rally.

Quote: "We won't forget the soy sauce and wasabi this time."

Add'l crew: Greg Young & Tim Dilauro
Cruise plans: Mainland Mexico and Sea of Cortez.

**Green Panther — Columbia 34 Mk II
Chris Rinke & Alena Pribyl
Vienna, AUT**

Occupations: Chris, microbiologist; Alena, biologist

Noteworthy: This is an Austrian-

'Green Panther' will sail on to the Pacific.



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BAJA HA-HA PROFILES, PT I —

flagged vessel due to Chris' nationality.
Quote: "Together, we can do everything."

Cruise plans: Cruise Mexico, then do the Pacific Puddle Jump.

Atalanta — Farr 53

Ray & Janet Lotto, San Francisco

Occupation: Ray, asset manager

Noteworthy: Ray once did a six-month trip from Annapolis to S.F. via Panama.

Quote: "The mysterious coast of Baja is always beckoning."

Add'l crew: Steve Carroll, Bob Buich, Jordan & Emily Paxhia

Cruise plans: Baja bash back to San Francisco.

Stella Maris — Hylas 46

Tom Madden, Newport Beach

Occupation: CFO (retired)

Noteworthy: Tom started sailing only six years ago.

Quote: "Life is the sum of all your choices."

Add'l crew: Rick McCredie

Cruise plans: On to Puerto Vallarta.



The 'Celebration' crew want to 'hablar Espanol'.

Celebration — Beneteau 473

Richard & Audrey James, Channel Is.

Occupations: Richard, communications manager; Audrey, mortgage underwriter

Quote: "It's easy when you cruise one day at a time."

Cruise plans: "We'll stay in Mexico until we are fluent in Spanish — which could take a very long time."

R&R Kedger — Hunter 460

Rob & Rose Benson, San Diego

Occupations: Rob, tech exec; Rose,

special ed (both retired)

Quote: "We're looking forward to no more Mondays."

Cruise plans: Cruise Mexico and eventually on to the Caribbean.



No more Mondays for the 'R&R Kedger' crew.

Just Dandy — Ericson 32-200 **Bill Horne & Kim Tullis, San Diego**

Occupations: Bill, engineer; Kim, education (both retired)

Quote: "We're excited and smiling."

Cruise plans: Sea of Cortez, then. . .



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Mintaka — Ingrid 38

Mark Bennett & Robyn Rogin
Salt Lake City, UT

Occupations: Mark, full-time boat maintainer; owner; Robyn, physician

Noteworthy: This will be 'round two' for the couple. They first cruised Mexico and the South Pacific in 2003.

Quote: "We hope to meet other cruisers who are bound for a season in Mexico and beyond."

Cruise plans: Winter in Mexico, then on to New Zealand.

Hotel California — Catalina 375

Michael & Linda Stafford
San Francisco

Occupations: Michael, veterinarian; Linda, property manager (both retired)

Noteworthy: Although this is the couple's first boat (bought five years ago), they've prepared for cruising by chartering in the BVI, Belize and the Sea of Cortez.

Quote: "If not now, when?"

Add'l crew: Rob & Martha Domont

Cruise plans: No plans.



'Ariel' has been twice around already.

Ariel IV — Borghegn 49

Eric & Birgitta Boye-Freudenthal
Raa, SWE

Occupations: Eric, physician (retired); Birgitta, project manager

Noteworthy: They've sailed around the world "a couple of times," but have never been part of a rally. They learned about the Ha-Ha from Swedish author, circumnavigator and adventure charter skipper Lars Hassler of *Jennifer*.

Quote: "We hope to get to know a lot of nice people that we might meet again in Mexico and the following years in the

Pacific."

Add'l crew: Lars & Charlotte Elisson, plus Maria Lengquist

Cruise plans: A couple of years in the Pacific, then slowly back home to Sweden.

SeaSwift — Southern Cross 35

Barry Barholomew, Center Is., WA

Occupation: manufacturer's rep
Noteworthy: Barry once solo circumnavigated Vancouver Island.

Quote: "Every day's a Saturday."

Add'l crew: John Funk, Tom 'Big River' Prenzlow

Cruise plans: On to Panama, then to new homeport in Florida.

Pez Vela — Ericson 29

Dan Krammer, Sausalito

Occupation: ER nurse/supervisor
Noteworthy: Dan has been eager to go cruising for more than 25 years.

Quote: "When the ice melts, our beer will be warm. But we will drink it and always be full."

Add'l crew: Kevin Otterstetter, Heidi Seven

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Cruise plans: A stint of cruising, then commuter cruise out of Loreto.

Phantom Mist — Beneteau 40.7 Roger Incedon, Wilmington, AUS

Occupation: security tech

Noteworthy: Roger bought this boat in S.F. and is slowly heading back Down Under.

Quote: "Looking forward to experiencing Mexico and making new acquaintances."

Add'l crew: Pat Giudice & Peter Dee

Cruise plans: Base boat in La Paz until spring, then do the Pacific Puddle Jump, and on to Melbourne.

Caramba — 43-ft P-Squared sloop Terry Reish & Jo Britton-Reish Dana Point

Occupations: Terry, farmer; Jo, Spanish teacher (both retired)

Noteworthy: We're told all crew speak Spanish, including Salchicho the dog.

Quote: "I have been waiting for this all my life." (Terry)

Add'l crew: Kathy Sanchez

Cruise plans: Winter



Ultimately, 'Phantom Mist' is bound for 'Oz'.

B'Shert — Tayana 42

Michael & Ann Witenstein, Long Beach

Occupations: Michael, fine artist; Ann, consultant (both retired)

Quote: "We've been sailors for 45 years. Now we want to take a stab at being cruisers."

Cruise plans: Sea of Cortez for a season, then bash home.

Seaquel — Nordic 40 John Berg, Ventura

Occupation: retired

Noteworthy: John is blind, yet he's been sailing since 1975.

Quote: "The Baja Ha-Ha is the beginning of a new adventure in my life."

Add'l crew: John Harold

Cruise plans: Continue cruising.

Minnie Maru — Hunter 34 Bill Hinkle and family, Oxnard

Occupation: Bill, attorney (retired)

Noteworthy: This boat has three generations sailing together. Bill's owned the boat for 30 years.

Quote: "In 20 years we won't look back and regret not doing the 2013 Ha-Ha."

Add'l crew: son Paul & grandson Ryan, 18

Cruise plans: Continue cruising Mexico.

We'll continue these fleet profiles next month. In the meantime, see www.baja-haha for complete event details.

— **latitude/andy**

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



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



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BAJA HA-HA MELTING POT

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

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

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

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

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MEET THE FLEET

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

IS THE PACIFIC PUDDLE JUMP IN YOUR FUTURE?

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

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



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IMPORTANT DATES

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

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MAX EBB

You're not really supposed to wander off on your own when you take the Alcatraz tour. But it's not hard to do, and you can even catch a later ferry back to The City and no one seems to get too upset.

Why waste a good sailing day at Alcatraz in the middle of the racing season? To watch an America's Cup race, of course. Maybe not as good as a giant TV screen in a yacht club bar full of drunk sailors - but the idea of seeing it live and in person, at least for one race, was just too compelling to pass up.

I made my way to the south side of the island to what I thought would be the best viewing spot — there was already a small crowd of spectators there with the same idea — and for once I recognized Lee Helm, even from astern, before she spotted me.

"I see I'm not the only sports fan going for the expensive seats," I said as I walked up to the edge of an old concrete terrace where she was camped out.

"Max! Welcome to the rock. These are, like, totally the best seats in the house."

Lee was dug in for the duration, with a portable chair, a cooler and a sun shade. She had her VHF on channel 20 for the tack-by-tack narration, binoculars, a camera with a very long lens, a tablet computer for the video feed, and a tripod supporting a Pringles potato chip can aimed at San Francisco.

Lee could see that I was baffled by the Pringles.

"It's a yagi antenna, Max. Extends the range of wi-fi signals for miles, so I can get the real-time feed on the net. Here, have some chips."

"Lee," I said as I thoughtlessly put a Pringle in my mouth, "don't they black out the internet stream when there's local TV coverage?"

"Psh! It's an easy hack to go through a foreign server to get around that. And like, no gaps for commercials when you watch on the net."

"Good work," I complimented her as I put down my small ditty bag and unfolded my own little camping chair. "Did you watch any of the challenger series live?"

"For sure!" she responded. "I took one of the University Sailing Club's keelboats out a couple of times and it was way cool. The smart call is to get there an hour or two before the race starts, when all the boats are sailing around outside the restricted course area. We got buzzed a couple of times by a 72 at full smoke, and that was without even trying to get in their way. Totes awesome."

"Today we should get a good view from



A thin marine layer enters the Gate at supercritical speed. The hydraulic jump to a thicker and slower-moving layer occurs when it approaches Angel Island.

GILLES MARTIN-RAGET / ACEA

up here," I said. "We're in the second half of a strong flood, so they'll be jibbing out to our side of the course on the downwind legs."

"Unless they go for the wind bend around the Cityfront," noted Lee. "But the leeward gate is kind of far off for that to work."

"As long as they don't cancel for high wind," I said.

"Or fog," added Lee. "Look what's coming in the Gate."

I looked over to the west, and there was a thick stream of fog as opaque as cotton candy spilling in between the towers of the Golden Gate Bridge.

"It burns off before it reaches the course area," I said hopefully.

"I think the marine layer flow is still subcritical," Lee surmised, "so the layer of fog will start to thicken and slow before it gets to the major obstructions, like islands and shorelines. But if the wind speed comes up much more, and we transition to supercritical flow, then the layer of fog stays fast and thin till it rolls up in a hydraulic jump."

"Which means?" I asked without having a clue what she was talking about.

"Which means the fog probably persists till downwind of the hydraulic jump. It also means that inside the hydraulic jump the wind becomes very turbulent and shifty. Downwind of the hydraulic jump, it's much less windy and stable again."

"I think I saw stationary waves back when I was river rafting that the guide called hydraulic jumps. Can you also have one in air?"

"Sure," said Lee. "That layer of cold foggy air we see coming in under the Bridge is a lot denser than the warmer air above it. It's called a temperature inversion because normally the air is colder as you go up. But this is, like, backward or inverted, because the cold layer of air is underneath the warmer air. It's the kind of temperature profile that's very stable. If the cold dense air gets pushed up — like when it blows up over the Marin Headlands — it finds less-

— SUPERCRITICAL OVERLOAD



or the rate at which the air cools as it rises with no heat going in or out. So to be, like, really accurate about this, the only requirement for an air mass to be stable is that the actual environmental temperature gradient of the air mass be not as steep as the adiabatic lapse rate. Then, when the air goes up, it cools at the steeper adiabatic rate, finds that it's colder and denser than the air around it, and it sinks back down. And you have stable air. You don't really need a full-on temperature inversion, although that makes the air much more stable and makes the flow of the marine layer over and around things way more interesting."

"Okay, but when the air is cold . . .?"

"What happens when the environmental temperature profile is steeper than the adiabatic lapse rate?" Lee asked the question for me, and continued with

the answer even though I wasn't sure I understood the question.

"Unstable air, Max. Air is, like, normally warmer at the surface and cooler as you go up. But if the gradient in the air mass is steeper, warm air will still cool at the adiabatic rate as it rises, but will find it's lighter than the air around it. So instead of sinking back down, it keeps floating up, and gets even more unstable, and if there's a lot of moisture in the air, the heat released as the water condenses keeps the air even warmer, and it rises even faster. It starts as a thermal, becomes a cumulus cloud when the air becomes saturated and the water vapor in it has to condense into drops of liquid, and might eventually become a

thunderstorm or a squall when it cools down and becomes unstable the other way, and it all collapses. But before that, if we're talking solar heating of the surface in the valley, the unstable rising air totally leaves a low-pressure area that sucks in this marine layer from the ocean, and we get our cold sea breeze."

"Intuitively," I said, "you'd think that solar heating would cause air to expand and create a high-pressure area where it's hot, not a low-pressure area."

"Yup, and that's why most explanations of the sea breeze miss the point. It's the instability of the air that makes the

sea breeze work, not just the heating."

That was a lot to take in all at once, but Lee sacrificed some pages from the America's Cup Program Guide, found a thick black marking pen and drew some diagrams of vertical temperature profiles along with the adiabatic lapse rates for dry air and for water-saturated air.

"Fun fact: Temperature inversions also change the sound propagation properties of air," she added. "You know how sometimes you can hear the freeway at the marina, and sometimes you can't? That's because the speed of sound in air is mainly a function of temperature, not pressure. Sound goes faster in warm air and slower in cold air. Usually the air is warmer on the surface and colder above, so the sound goes faster on the surface and slower above, so the sound waves curve up and away from the harbor, so we can't hear the freeway. When the air is warm but there's a thin cold layer near the surface, cooled by the water, sound goes faster up above and slower on the surface, so it refracts back down and travels farther without dissipating. That's why the sound of the freeway is so loud on those warm days when there's a thin cold layer of air on the water. What's really cool is a very hot day when there's so much traffic that the freeway, like, stops dead in both directions, and then it gets nice and quiet again at the sailing club."

"Spoken like someone who isn't commuting to The City these days," I said.

"Now for the good part," she said with a diabolical geeky gleam in her eyes. "Supercritical versus subcritical flow of the marine layer, atmospheric hydraulic jumps, and how this affects sailors."

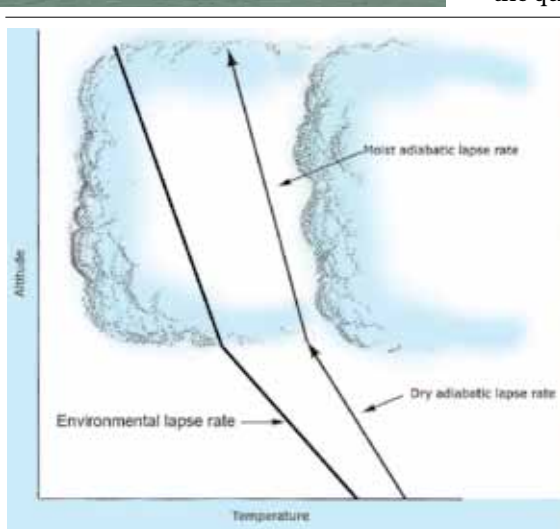
"Can't we just watch the boat race?" I pleaded.

"No, this is really interesting," she insisted. "And it might be on the final."

Lee tore a fresh page out of her program guide and went to work again with the marker.

"In deep water," she began, "the speed of a surface wave is only determined by its

wavelength. Specifically, V equals the square root of L times G over two π , where L is crest-to-crest wavelength, V is wave speed and G is gravitational acceleration. That's where the hull speed formula comes from, V in knots is 1.34

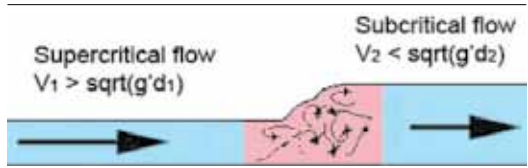


Vertical environmental temperature profile of unstable air, compared to the adiabatic lapse rate for dry and moist air.

dense air all around it so it really wants to sink back down again, sometimes sliding down the lee side of the Marin hills. You can see this around Yellow Bluff on almost any summer day. The marine layer flows like a thin layer of water and goes downhill really fast. That's why the downslope wind is so strong."

"Okay, got that," I said. "Except for one thing. When air rises, doesn't it cool down because the pressure is reduced? You know, they did have thermodynamics back when I was in college, and I remember PV equals NRT , or something like that."

"Good memory, Max. When pressure goes down, temperature goes down too. This is called the adiabatic lapse rate,



Anatomy of a hydraulic jump.

MAX EBB

times wavelength in feet. And it also follows from that formula that crest-to-crest wavelength in feet is 5.121 times wave period squared in seconds squared, which is a handy thing to remember in the ocean, but that's for another thrash. As the water gets shallower, the waves slow down, and when the water is very shallow compared to wave height, the formula becomes simply V equals square root of $G D$, where D is water depth."

"Right, I think I've seen those formulas before."

"It gets interesting when the water is moving faster than the speed of a wave in that water depth, like when a fast-moving shallow stream reaches an obstruction that causes a wave. The wave is forced to move through the water faster than square root of $G D$, so it makes a kind of shock wave. And since what goes in has to equal what comes out, the flow transitions abruptly from a thin fast-moving layer to a much thicker and much slower-moving layer, with a lot of kinetic energy lost to turbulence in the process. There are lots of other examples of hydraulic jumps in nature —



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A wedge of this flow is not a bad model for the stable marine layer of cold dense air flowing into the Bay through the Golden Gate.

like tidal bores or tsunami wave fronts, where the shallow water is stationary and the shock wave moves. But this is, like, conceptually simpler when the

fluid is moving and the hydraulic jump is stationary."

"I can see where this is going, Lee. You're going to show me that hydraulic jumps happen in layers of fog, too?"

"You got it. And the math isn't even that hard. The main thing is to reduce the effective gravitational acceleration force based on the density difference between cold air and warm air. That is, subtract out the buoyancy of the air to make the formula work. From your old $P V$ equals $N R T$, you know that the density of air is approximately proportional to the absolute temperature. Max, what is absolute zero, again?"

"Oh, come on, Lee! I don't remember that."

"460 below!" she said. "So if the fog is at 52 degrees, same as the temperature of the ocean water, and the layer above the fog is, let's say, 70 degrees, then the ratio of the two densities is . . ." she brought up a virtual calculator on her phone and pressed a couple of buttons. "0.966 density ratio. So the weight of the cold air in the warm air is only 0.034

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times what it would weigh in a vacuum, so we use G times 0.034. Now let's calculate critical speed for a marine layer 200 meters or 650 feet thick — which, based on what we see spilling in around the Bridge towers, is about what we have."

Lee hit some more buttons on her phone.

"Square root of 0.034 times 32.2 times 650 . . . 26.7 feet per second or . . . only 15.8 knots!"

"Tell me again why this is important."

"Remember, in supercritical flow, the marine layer is moving faster than a wave can propagate in it. So things that disturb the flow downwind will not have any effect upwind. The air is stable, fast-moving, and probably not very shifty. If something trips the flow into a hydraulic jump, there will be a lot of turbulence in the area of the jump and lots of shifts to work. Then downwind of the jump, the marine layer is thicker and slower moving and less shifty, although some of the turbulence from the jump zone might propagate downwind into the post-jump area."

"What are we seeing now on the Bay?" I asked.

"Last I heard on the radio, the Race Committee was still measuring winds of 12 to 13. So if our assumptions about marine layer thickness and the amount of temperature inversion are correct, the flow in the Gate is still subcritical, and the effect of downwind obstructions is being felt upwind, causing the flow to slow down and pile up in the Central Bay. Once the flow goes critical, then it will ramp up fairly quickly over the course area. The wind might bring the fog all the way in with it, except that there's also a fanning-out effect that might make the layer slower, but it can also get thinner and stay in the supercritical regime. Here's a picture of what I mean."

Switching to her tablet computer, she brought up a web page with a photo of water from a faucet hitting the bottom of a steel sink.

"See? The flow is supercritical radiat-

ing out from the center in an expansion fan, then it goes turbulent in the hydraulic jump surrounding the center. One pie-shaped segment of this flow demo is not a bad representation of the wind in the Central Bay when the sea breeze is cranking. Try this at home."

Channel 20 on the VHF suddenly came alive with an intro to the coverage of the America's Cup race, and Lee quickly steered her tablet back to the internet video stream. The wind was coming up and the fog was getting closer, but the announcers seemed to think the race would come off on schedule. I ate a couple more Pringles.

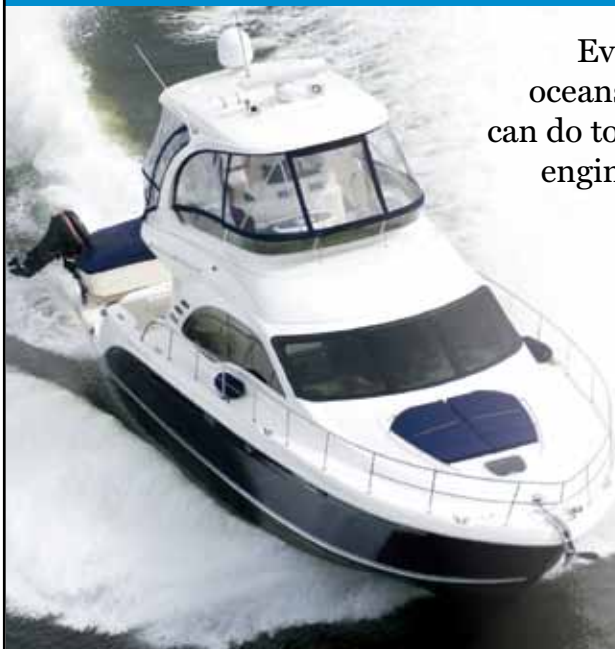
"I don't know why they can't race in thick fog," remarked Lee. "They have those automatic boundary detectors, and anyone with a GPS can find the marks. They'd only have to worry about hitting each other, but an AIS display would take care of that."

"From here, we could watch the wings sticking up through the fog like shark fins," I suggested. "But it's a no-go for the TV producers."

"And what's the point," added Lee

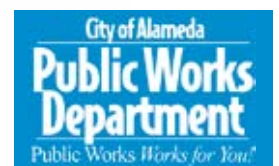
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cynically, "if the boats crash head-to-head at 40 knots and it's all hidden from the cameras by fog?"

The race did start on schedule, one boat got ahead of the other, Lee opened her cooler, and I brought some snacks out of my day pack. It was a very pleasant afternoon, and we had some superb views of the boats in action, but as a sporting event it was a little disappointing.

"A true spectator sport," said Lee, "is one where the fans can jump out of their chairs and scream at a player for making the wrong call."

"Like yelling, 'Ya shoulda walked him, you bum,' at the ball park?" I suggested.

"That's it," said Lee. "Maybe next cycle the racing will be closer. The real question is, who is already in the Kiwis' pocket as the next challenger of record?"

And, like, what sort of agreements are already in place? I think it's probably Australia or France, and they'll add a nationality requirement for the crew —

that way."

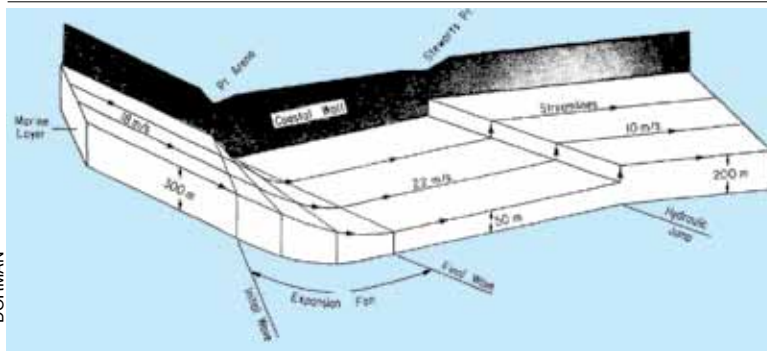
"Nah, there's no turning back. But they've totally got to scrap the limitations on foils and foil controls. We'll have faster, safer and more evenly matched boats if the designers are free to do whatever they want with the rudders, daggerboards and foils."

The lead never changed after the first mark rounding, and despite the announcers' best efforts to make it sound exciting, it was really just like watching the boats practice. The second race was much the same, and we saw more action on Lee's tablet than we did on the Bay spread out

in full view before us.

Alcatraz sure is an interesting place, though.

— max ebb



As shown in 'The Marine Layer off Northern California: An Example of Supercritical Channel Flow' at Pt. Arena, the marine layer flow becomes supercritical in an expansion fan, then the hydraulic jump occurs off Stewart Point.

that would be by far the most popular change they could make."

"Will they go back to monohulls?" I asked. "Potentially much closer racing



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THE RACING

We're switching things up a little in The Racing Sheet this month. Instead of just a few longer race reports, we're shortening most to the bare minimum so we can fit in more results. Let us know what you think at racing@latitude38.com, but first keep reading for news on the **Lawler Cup**, the **Zongo Cup**, **C-GOD**, **Phyllis Kleinman Swiftsure**, **International 110 Nationals**, **Lido 14 Nationals**, **Summer Keel** and the **Half Moon Bay Race**. And would you look at that?! **Box Scores** are back!

SEA Lawler Cup Regatta

Sailing Education Adventures' annual Lawler Cup Regatta, from Loch Lomond Marina to China Camp to join the park's Heritage Day celebration, came off without a hitch on August 17, with adults and kids competing against each other for the coveted trophy. Six Picos and four Capri 16.5s enjoyed a mellow sail that ended in a three-way tie for the Pico Division. Ryder Easterlin (15), Nic Duro (16) and Cameron Gibson (16) shared the victory and the vintage pewter cup embellished by Frank Lawler himself. Sisters Makena (10) and Alyssa (9) Barkus earned top honors in the Capri fleet.

To find out more about SEA's youth programs, go to www.sfsailing.org.

— *barbara mcveigh*

S.E.A. LAWLER CUP REGATTA (8/17)

PICO — 1) Cameron Gibson (tie); Nic Duro; Ryder Easterlin; 2) Alan Leggett; 3) Wayne McIntosh; 4) Frank Lawler. (6 boats)

CATALINA 16.5 — 1) Makena/Alyssa/Erik Barkus; 2) David/Alex Coe; 3) Devin Salmonsen/Julius Wenckstern; 4) Barbara McVeigh/Chris Zachrisson. (4 boats)

Zongo Yachting Cup

The Zongo Yachting Cup, which runs from Morro Bay to Avila Beach, was



Cameron Gibson, Nic Duro and Ryder Easterlin will share the coveted Lawler Cup until next year's Heritage Day at China Camp.

created five years ago by Paul Irving of the Afro-Caribbean dance band Zongo All-Stars. Hosted by Morro Bay YC and San Luis YC, this year's event on August 16 sent 33 boats 20 miles down the coast to end with a kickin' party on the Promenade (live music provided by the

organizers, of course).

See more about the band and the race at www.zongoallstars.com.

ZONGO YACHTING CUP (8/16)

PHRF — 1) **Whizbang**, C&C 33, John Michener; 2) **Beauty**, J/130, Lee Piatek; 3) **Geronimo**, Wilderness 40, Tony Gomez. (19 boats)

CRUISING — 1) **(no name)**, Hobie 20, Tom Sinnickson; 2) Everyone else. (14 boats)

Columbia Gorge One Design Regatta

NorCal Flying Dutchman sailors 'brung it' to the Columbia Gorge One Design Regatta (aka C-GOD) August 2-4. Buzz Ballenger, with crew Kurt Hemmingsen, took the top spot on *No Boat for Old Men*, while fellow Santa Cruz Zhenya Kirueshkin-Stepanoff and crew Ondrei Lehecka took the silver. Inverness' Mike Meszaros and Gerhard Panushka rounded out the podium for a NorCal sweep of the division.

"Columbia Locks in the Gorge is probably best called the 'Lake Garda of the United States', with daily winds — sometimes near-nuclear wind — starting at about noon each day, and increasing until approximately 7 p.m.," says competitor Peter Carr. "We're already looking forward to coming back to this amazing race venue next year!"

COLUMBIA GORGE ONE DESIGN REGATTA (8/2-4)

FLYING DUTCHMAN (10r,2t) — 1) **No Boat for Old Men**, Buzz Ballenger, 10 points; 2) **Anger Management**, Zhenya Kirueshkin-Stepanoff, 16; 3) **Saudade**, Mike Meszaros, 16. (7 boats)

LASER (7r,1t) — 1) John Purdy, 8 points; 2) Greg Jackson, 12; 3) Brian Hickman, 16. (5 boats)

LASER RADIAL (7r,1t) — 1) John Sturman, 7 points; 2) Edward del Val, 11; 3) Blake Bentzen, 16. (5 boats)

LASER 4.7(7r,1t) — 1) Finn Hawkins, 6 points. (1 boat)

HOOT (7r,1t) — 1) Chris Maas, 6 points; 2) Jake White, 13; 3) Michael France, 17. (5 boats)

TASAR (9r,1t) — 1) Anthony Boscolo, 29 points; 2) Jay Renahan, 32; 3) Michael Karas, 33. (26 boats)

FIREBALL (12r,2t) — 1) **Tangeroo**, Jamie Cox, 13 points; 2) **Go Deja**, Frank Crawford, 24; 3)



Tomales Bay was lit up with funky and colorful International 110s last month.

Queso Suiza, Mianne Erne, 28. (10 boats)

MELGES 24 (9r,1t) — 1) **(no name)**, Matt MacGregor, 14 points; 2) **Mikey**, Kevin Welch, 18; 3) **Honey Badger**, Gordon Shannon, 29. (7 boats)

Complete results at www.cgra.org

StFYC Phyllis Kleinman Swiftsure Regatta

The Phyllis Kleinman Swiftsure Regatta took the place of the Stone Cup on St. Francis YC's racing calendar last year for J/105s and boats in IRC. For its second year, 23 boats turned out for the event held August 3-4.

PHYLLIS KLEINMAN SWIFTSURE REGATTA (8/3-4: 4r,0t: prelim)

IRC — 1) **Tupelo Honey**, Elan 40, Gerard Sheridan, 6 points; 2) **Hawkeye**, IMX38, Frank Morrow, 11; 3) **Encore**, Sydney 36, Wayne Koide, 14. (8 boats)

J/105 — 1) **Mojo**, Jeff Littfin/John Case, 8 points; 2) **Jam Session**, Adam Spiegel, 12; 3) **Risk**, Jason Woodley/Schott Whitney, 13. (15 boats)

Complete results at www.stfyc.com

International 110 Nationals

Rhode Island sailors Ross Weene and



JIM LAWS

Eli Slater packed up their sails, jumped on a plane, borrowed a local boat, and won the International 110 Nationals held at the Inverness YC August 5-9. John Huff, who trailered his 110 out from Chicago, placed second, and local Inverness talent Anne Lewis placed third.

The seven-race series was well attended, with 19 boats on the starting line throughout the week. Five were sailed by visitors from the East and Midwest; two of those in borrowed boats, and three trailered in.

Gray skies and sub-12-knot southwesterlies prevailed for all four days of sailing — uncommonly light for Tomales Bay.

"We did our best to keep focus through the tough conditions — very shifty, inconsistent wind," Weene said after the regatta. "It breaks down sometimes to being very simple: go fast, keep the bow pointed at the mark, don't foul other boats, don't hit marks, and have fun."

Weene's borrowed *Ragtime* won the first two races, and never finished out of

the top three. But Huff and crew Richard Martin chipped away at Weene's lead and, thanks to the one-throw-out format, found themselves in a tie for first place going into the final race on Friday.

"We knew we needed to either beat him or force him into fourth place or worse," Weene said. "We had a great start, extended, and covered. We didn't have to engage him too closely, but we were prepared to throw the kitchen sink at him to maintain our lead."

Ann Lewis and crew Sandy Curth sailed with the leaders consistently, at one point gliding quietly around almost the entire fleet for a come-from-way-behind second place. They were the only local team to place in the top five.

Interestingly, the fleet split down the middle on the use of conventional versus asymmetrical spinnakers. And the results show no favored design in these conditions, as the top 10 finishers included five of each.

It was the first national event hosted by Inverness YC since the early 60s, and it's difficult to imagine how it could have gone any better. PRO Mark Mayer from

the St. Francis YC kept the event going like clockwork. There were no protests. Multiple barbecues, a down-home style, and the stunning rural venue made for a great atmosphere.

Next year the 110 Nationals will go back to the boat's birthplace, Marblehead, MA. The regatta then moves to Macatawa Bay, MI in 2015, before returning to Inverness in 2016.

— *hobey landreth*

INTERNATIONAL 110 NATIONALS (8/5-9; 7r,1t)

1) **Ragtime**, Ross Weene/Eli Slater, 10 points; 2) **Glider**, John Huff/Richard Martin, 12; 3) **Silver Surfer**, Ann Lewis/Sandy Curth, 20; 4) **Grumpy**, Julaine/Fred Eddy, 24; 5) **Miracles Happen**, Tom Craig/Savilia Blunk, 35; 6) **Fun**, Robert Caldwell/Jim Nobel, 39; 7) **Ad Lib**, Chris Waddel/Shawn Kelly, 41; 8) **Blue Moon**, Dan Nolan/John Nellis, 46; 9) **Big Pink**, Milly Biller/William Peterson, 52; 10) **Solar Flare**, Malcolm Fife/Steve Myers, 54. (19 boats)
Complete results at www.invernessyachtclub.org

Lido 14 Nationals

The Lido 14 National Class Championships were held on Santa Monica Bay August 21, hosted by Del Rey, Santa Monica Windjammers and South Coast Corinthian YCs. Richmond YC's Stephen and Olivia Klotz nabbed second in the Gold Fleet aboard *ManCave*, with Stockton Sailing Club's Butch Michel and Naz Solanki placing 10th. Fremont Sailing Club's Roger and Anne Hinton were the sole Bay Area racers in the Silver Fleet.

LIDO 14 NATIONALS (8/21; 5r,0t)

GOLD FLEET — 1) **Big Red 1**, Christophe Killian/Greg Dair, 14 points; 2) **ManCave**, Stephen/Olivia Klotz, 16; 3) **(no name)**, Stuart Robertson/Sammy Elsharhaw, 17. (12 boats)

SILVER FLEET — 1) **Nui Piliikia**, Terry Johnson/

For more racing news, subscribe to 'Electronic Latitude online at www.latitude38.com.

August's racing stories included:

- Louis Vuitton Cup • Fastnet Race
- YRA races • IC NAs • Hinman Trophy
- International 110 Class Championship
- El Toro NAs • Islander Freeport 36 NAs
- Chubb U.S. Jr. Sailing Championships
 - U.S. Youth Championship
 - BYC Tri-Island Pursuit Series
- A-Class Cats NAs • Tasar Worlds
- O'pen Bic High-Wind Slalom
- Summer Keel • SSS Half Moon Bay
- Wylie Wabbit Nationals • C-GOD
 - CPYC and BYC Beer Cans
- Red Bull Youth AC, Delta Dinghy Ditch, Melges 20 Nationals, F18 Cats and Labor Day Weekend Previews and much more!

THE RACING



Summer Keel lovin' — It was a free-for-all on the Circle when five SFYC events raced on one weekend. Top row (l-r): Express 37 division winner 'Expeditious' demonstrates the meaning behind the name; "Ready on the bow!"; Melgi as far as the eye can see. Bottom row (l-r): 'Chance' gets ready to pop the chute behind 'Mr. Magoo' in the J/120 fleet; "Who wants to go for a hike?"; the J/105 fleet was the largest by far with 20 entries vying for the top spot; more Melges fun than anyone should be allowed to have.

Scott Munch, 14 points; 2) **Ragtime**, Stephen Vincent/Gigi Barbares, 14; 3) **(no name)**, Adam/Nora Elsharhawy, 24. (11 boats)
Complete results at www.dryc.org

SFYC Summer Keel

The weekend of August 16-18 was a busy one for San Francisco YC as they hosted the Melges 20 PCCs starting Friday, followed on Saturday by the Megles 24 PCCs, Open 5.70 PCCs, Summer Keel and Easom Founders Regatta. In all, 64 boats were racing on the Berkeley Circle for the events. Happily, there was no carnage.

— jeff zarwell

MELGES 20, 24 & OPEN 5.70 PCCs/EASOM FOUNDERS/SUMMER KEEL (8/16-18; 5r,0t)

MELGES 20 — 1) **Samba Pa Ti**, John Kilroy, 5 points; 2) **Problem Child**, Elliott James, 14; 3) **Kuai**, Daniel Thielman, 16. (16 boats)
MELGES 24 — 1) **Hedgehog**, Alec Cutler, 10 points; 2) **Monsoon**, Brucey Ayres, 13; 3) **Rock N Roll**, Argyle Campbell, 17. (16 boats)
OPEN 5.70 — 1) **Revenge from Mars**, Dave Peckam, 7 points; 2) **Frolic**, Marc Finot, 11; 3) **Petit**

Bateau, Sandra Nino-Siddens, 17. (6 boats)
ETCHELLS — 1) **AARP**, Myron Erickson, 13 points; 2) **JR**, Stephen Fentress, 17; 3) **Hyper**, Thomas Oller, 18. (4 boats)
J/105 — 1) **Arbitrage**, Bruce Stone, 10 points; 2) **Blackhawk**, Scooter Simmons, 17; 3) **Mojo**, Jeff Littfin, 21. (20 boats)
J/120 — 1) **Chance**, Barry Lewis, 8 points; 2) **Grace Dances**, Richard Swanson, 15; 3) **Desdemona**, John Wimer, 17. (7 boats)
EXPRESS 37 — 1) **Expeditious**, Bartz Schneider, 8 points; 2) **Golden Moon**, Kame Richards, 9; 3) **Stewball**, Bob Harford, 14. (5 boats)
Complete results at www.sfyyc.org

SSS Half Moon Bay Race

I stood in the stern of the Race Committee boat, Jim Quanci's Cal 40 *Green Buffalo*, with horn and clipboard in hand, ready (I hoped) for the first start of the Singlehanded Sailing Society's Half Moon Bay Race on August 17. Then I saw it — the 63-ft x 48-ft Irens/Cabaret *Paradox* approaching very fast.

As its starboard ama flew over our stern, owner Jeff Mearing's Aussie-accented voice shouted, "Checking in, mate!" I picked myself up and hollered

back, "You have to use the radio!" Sure enough, the radio crackled and *Paradox* was checked in. I thought, "What have we gotten ourselves into?"

Earlier in the week we'd received an inquiry from the MOD 70 *Orion*. "Can we sail in your race? We'll have 10 crew." Our ever-tactful race officer, Jackie Philpott, wrote back "You are welcome to race but you must leave eight crew behind." The very amped Sig 45 *Vamanos!* also joined the fleet.

The normally close-knit and sedate HMB fleet was not only challenged by the presence of these three large multihulls but also by some changes in tradition. Last year, the AC World Series forced the usual GGYC start to be moved to Pt. Cavallo. This year, the Louis Vuitton Finals required a committee boat start at Little Harding.

Fifty-five boats took to the starting line — 20 singlehanded and 35 double-handed — a nice rebound from last year's



ALL PHOTOS LESLIE RICHTER / WWW.ROCKSKIPPER.COM

fleet but still below the historical average. A few days earlier, we thought, "If we're going to be out there anyway, why don't we sail on down with the fleet?" So a box of bagels and a mess of sandwiches came aboard Saturday morning and off we went.

After ample breeze along the fog line going out the Gate, things moderated significantly in the ocean and the sun came out, making it a stellar sail down the coast. There were the usual light patches, and skippers' opinions were split about whether there was more breeze along the shore or farther out.

Steve Wonner, a frequent overall winner of this race and a woodworker, made beautiful new overall trophies. He got one back, winning the Singlehanded Monohull division overall with his WylieCat 30 *Uno*. Wonner announced he is moving to San Diego so this HMB win might be his last for awhile.

Also sailing perhaps his last Half Moon Bay race was Rob Macfarlane on the N/M 45 *Tiger Beetle*. Rob is retiring at the end of the year and going cruising, first down to Mexico and then via the

Clipper Route back up to Puget Sound. "After that, who knows."

Winning the Doublehanded Monohull division overall was Tony Castruccio and his daughter Maureen, racing Tony's beautiful blue J/30 *Wind Speed*. They sailed a great race, staying with the faster-rated WylieCats and then correcting out over them for the win.

Racing unopposed in the Singlehanded Multihull division was Dave Morris with his F-27 *Three Points*, and despite the glitz, glamor and speed of the hot rod multihulls who joined the race, Cliff Shaw corrected out the winner in the Doublehanded Multihull division with his Singlehanded TransPac-tested Crowther 10m *Rainbow*. Racing with Cliff was his usual nemesis from *Humdinger*, Larry Olsen.

Every starter finished before the race deadline, although two skippers forgot to turn in their finish sheets before dinner and were marked DNF, in accordance with SSS HMB race tradition. Attendance at the party is strongly encouraged!

The SSS has always enjoyed a great friendship with the Half Moon Bay YC, and this year's party was the best. HMBYC Fleet Captain (and 2012 SSS

Singlehanded Season Champ) Dave Morris set up a long Med-style raft-up along the club's outlying dock. The club's large dining room was completely packed for the party. After the race awards were distributed, we rode the electric shore ferry back to the raft-up. A fantastic breakfast at the club was the perfect way to fuel up for the trip back to the Bay.

— bob johnston

SSS HALF MOON BAY RACE (8/17)

SH SPORTBOAT — 1) *Elise*, Express 27, Nathalie Criou; 2) *Wetsu*, Express 27, Phil Krasner; 3) *TAZ!!*, Express 27, George Lythcott. (4 boats)

SH PHRF ≤ 108 — 1) *Coyote*, Beneteau First 42, Steve Hill; 2) *Lightspeed*, Custom Wylie 38, Rick Elkins; 3) *Temerity*, Olson 34, David Nabors. (5 boats)

SH PHRF 111-150 — 1) *Uno*, Wyliecat 30, Steve Wonner; 2) *Whirlwind*, Wyliecat 30, Dan Benjamin; 3) *Crinan II*, Wyliecat 30, Don Martin. (4 boats)

SH PHRF ≥ 153 — 1) *Egret*, Tartan 30, Tom Boussie; 2) *Tinker*, Wilderness 21, Matthew Beall; 3) *Tortuga*, Westsail 32, Randy Leasure. (4 boats)

SH NON-SPINNAKER — 1) *Surf*, X-332 Sport, John Hendricks; 2) *Dura Mater*, Cal 2-27, Jackie Philpott. (2 boats)

SH MULTIHULL — 1) *Three Points*, F-27, Dave Morris. (1 boat)

DH SPORTBOAT — 1) *White Trash*, Moore 24, Pete Trachy; 2) *Dark and Stormy*, 1D35, Jonathan

THE RACING SHEET



BOB JOHNSTON

Jackie Philpott enjoyed a beautiful sail on 'Dura Mater' in the SSS Half Moon Bay Race.

Hunt; 3) **Warpath**, Olson 30, Andrew Zimmerman. (5 boats)

DH PHRF ≤ 108 — 1) **Xpression**, C&C 110, Dirk Husselman; 2) **Quiver**, N/M 36, Jeff McCord; 3) **Carmelita**, Catalina 42, Christian Lewis. (9 boats)

DH PHRF 111-150 — 1) **Wind Speed**, J/30, Tony Castruccio; 2) **Nancy**, Wyliecat 30, Pat Broderick; 3) **Arcadia**, mod. Santana 27, Gordie Nash. (5 boats)

DH PHRF ≥ 153 — 1) **Sea Witch**, Yankee 30, Robert Boynton; 2) **Sirena**, Ericson 32-2, Greg Rohde; 3) **Even Keel**, Catalina 320, Mike Meloy. (4 boats)

DH NON-SPINNAKER — 1) **Joyride**, J/109, James Vickers; 2) **Bullet**, Express 37, Laurence Baskin; 3) **Meritime**, C&C 30 Mk I, Gary Proctor. (4 boats)

DH MULTIHULL — 1) **Rainbow**, Crowther 10m, Cliff Shaw; 2) **Orion**, MOD 70, Steve Ravussin; 3) **Paradox**, Irens/Cabaret 63, Peter Aschenbrenner. (8 boats)

Complete results at www.sfbaysss.org

Race Notes

Debuting with their own class at last year's **Rolex Big Boat Series**, multihulls will be returning in force this year with several new additions, including Felton-based Tom Siebel's MOD 70 *Orion*, which is capable of speeds in excess of 40 knots

ica's Cup. Registration is open at www.rolexbigboatseries.com.

Australian Brendan Casey's reign as the **#1 Finn sailor** in the world, which started on September 19, 2012, has come to an end after Caleb Paine of San Diego dislodged him. Paine's consistent results over the last 12 months pushed him into the top spot. As this issue went to press, Paine was competing at the Finn Gold Cup in Tallinn, Estonia.

Sir Ben Ainslie will speak and Gary Jobson will MC at SFYC's eighth annual **Leukemia Cup** VIP Dinner on October 19, the prelude to the regatta itself on October 20. See www.leukemiacup.org/gba.

Clipper Round the World, which starts from London on September 1, will arrive in Sydney, Australia, just in time for the 12-boat fleet of new Clipper 70s to drop into the Rolex Sydney Hobart Race on December 26. "The timing was perfect and the opportunity irresistible," said Clipper Race founder and chairman Sir Robin Knox-Johnston.

— *latitude/chris*

They're baaaaack! Just as the beer can season is coming to a close, we've brought back box scores to keep you in the loop.

ISLAND YC ISLAND DAYS CUMULATIVE (5r,1t)

SPINNAKER <168 — 1) **Double Trouble**, Moore 24, Kevin Durant, 4 points; 2) **Crazy Eights**, Moore 24, Aaron Lee, 8; 3) **Wile E Coyote**, Express 27, Dan Pruzan, 11. (8 boats)

168 RATERS — 1) **Bewitched**, Merit 25, Laraine Salmon, 6 points; 2) **Dream Catcher**, J/24, George Lythcott, 10; 3) **Double Agent**, Merit 25, Rob Olivier, 12. (6 boats)

SPINNAKER >168 — 1) **Wuvulu**, Bahama Islander 30, John New, 13 points 2) **Bagheera**, Columbia 5.5, Peter Szasz, 15; 3) **Tinker**, Wilderness 21, Matt Beall, 15. (8 boats)

NON-SPINNAKER — 1) **Scrimshaw**, Alerion Express 28, Judith Mauier, 4 points; 2) **Galatea**, Aphrodite 101, Chris Viaggi, 10; 3) **Pueo**, Santana 22, Kristen Soetebier, 13. (4 boats)

Complete results at www.iyc.org

SOUTH BEACH YC FRIDAY NIGHT SERIES FINAL (12r,3t)

SPINNAKER ≥ 114 — 1) **Highlighter**, Islander 36, William Hackel, 9 points; 2) **Jane Doe**, Olson 911S, Bob Izmirian, 30; 3) **Moondoggie**, Islander 36, Douglas Gooding, 32. (14 boats)

SPINNAKER ≤ 113 — 1) **Tupelo Honey**, Elan 40, Gerard Sheridan, 12 points; 2) **Mr. Magoo**, J/120, Steve Madeira, 16; 3) **Aeolus**, J/111, Rob Theis, 30. (9 boats)

NON-SPIN ≥ 136 — 1) **Allegro**, Catalina 34, Shane Palmer, 14 points 2) **Alpha**, Sonar 23, John

THE BOX SCORES

Wallace, 18; 3) **Rollover**, Catalina 34, Lynn Guerra, 19. (5 boats)

NON-SPIN ≤ 135 — 1) **Carmelita**, Catalina 42 Mk I, Christian Lewis, 10 points; 2) **Sirocco**, Soverel 30, Bill Davidson, 14; 3) **pHat Jack**, Express 37, Robert Lugliani, 24. (7 boats)

CATALINA 30 — 1) **Friday's Eagle**, Mark Hecht, 13 points; 2) **Avalon**, John Ford, 25; 3) **Adventure**, Jack McDermott, 29. (10 boats)

Complete results at www.southbeachyc.org

ST. FRANCIS YC WEDNESDAY EVENING SERIES FINAL (12r,2t)

FOLKBOATS — 1) **Windansea**, David Wilson, 26 points; 2) **Elsie**, Michael Goebel, 27; 3) **Polperro**, Peter Jeal, 29. (11 boats)

IOD — 1) **Xarifa**, Paul Manning, 21 points; 2) **Undine**, Adam Wheeler, 21; 3) **Youngster**, Ron Young, 22. (6 boats)

KNARR — 1) **Benino**, Mark Dahm, 20 points; 2) **Adelante**, Don Nazzal, 23; 3) **Svenkist**, Sean Svendsen, 26. (16 boats)

Complete results at www.stfyc.com

CORINTHIAN YC FRIDAY NIGHT SUMMER SERIES CUMULATIVE (9r,2t)

MULTIHULL — 1) **Team USA**, F-18, Matt Whitehead, 10 points; 2) **(no name)**, F-18, Annie Gardner, 15; 3) **(no name)**, F-18, Charles Froeb, 17. (5 boats)

J/105 — 1) **Masquerade**, Tom Coates, 11 points; 2) **Alchemy**, Walter Sanford, 17; 3) **B2**, Daniel Chador, 18. (6 boats)

NON-SPIN 1 — 1) **Q**, Schumacher, 40, Glenn

Isaacson, 9 points; 2) **Jarlen**, J/35, Robert Bloom, 19; 3) **Min Flicka**, Hanse 370, Julle Le'Vicki, 20. (14 boats)

PHRF 1 — 1) **Yucca**, 8-Meter, Hank Easom, 16 points; 2) **Eclipse**, Express 37, Mark Dowdy, 16; 3) **Peregrine**, J/120, David Halliwell, 21. (15 boats)

NON-SPIN 2 — 1) **Mimicat**, Hinckley 38, Robert Long, 15; 2) **Spirit**, Alerion Express 28, Bob Sellers, 23; 3) **Summer Sailstice**, Ranger 33, John Arndt, 24. (16 boats)

PHRF 2 — 1) **Youngster**, IOD, Ron Young, 17 points; 2) **Shenanigans**, Express 27, Bill Moore, 17; 3) **JR**, Moore 24, Richard Korman, 23. (17 boats)

NON-SPIN 3 — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook, 9 points; 2) **Oreo**, Santana 22, Garth Copenhaver, 16; 3) **Fjording**, Cal 20, Tina Lundh, 17. (11 boats)

Complete results at www.cyc.org

ENCINAL YC SUMMER TWILIGHT SERIES CUMULATIVE (4r,1t)

DIVISION A — 1) **Good & Plenty**, Soverel 33, Justis Fennell, 5 points; 2) **Red Cloud**, Farr 36, Don Ahrens, 7; 3) **Twisted**, Farr 40, Tony Pohl, 8. (7 boats)

DIVISION C — 1) **Double Trouble**, Moore 24, Kevin Durant, 3 points; 2) **TAZ!!**, Express 27, George Lythcott, 6; 3) **Claire de Lune**, Moore 24, Ted Floyd, 7.5. (10 boats)

DIVISION D — 1) **Bewitched**, Merit 25, Laraine Salmon, 3 points; 2) **My Tahoe Too!**, Capri 25, Steve Douglass, 5; 3) **Ehukai**, J/24, Andrew Nelson, 11. (8 boats)

DIVISION E — 1) **Popeye & I**, Cal 9.2, Ruth Summers, 6 points; 2) **Spray**, Coronado 25, Raymond Kyle, 6. (2 boats)

Complete results at www.encinal.org

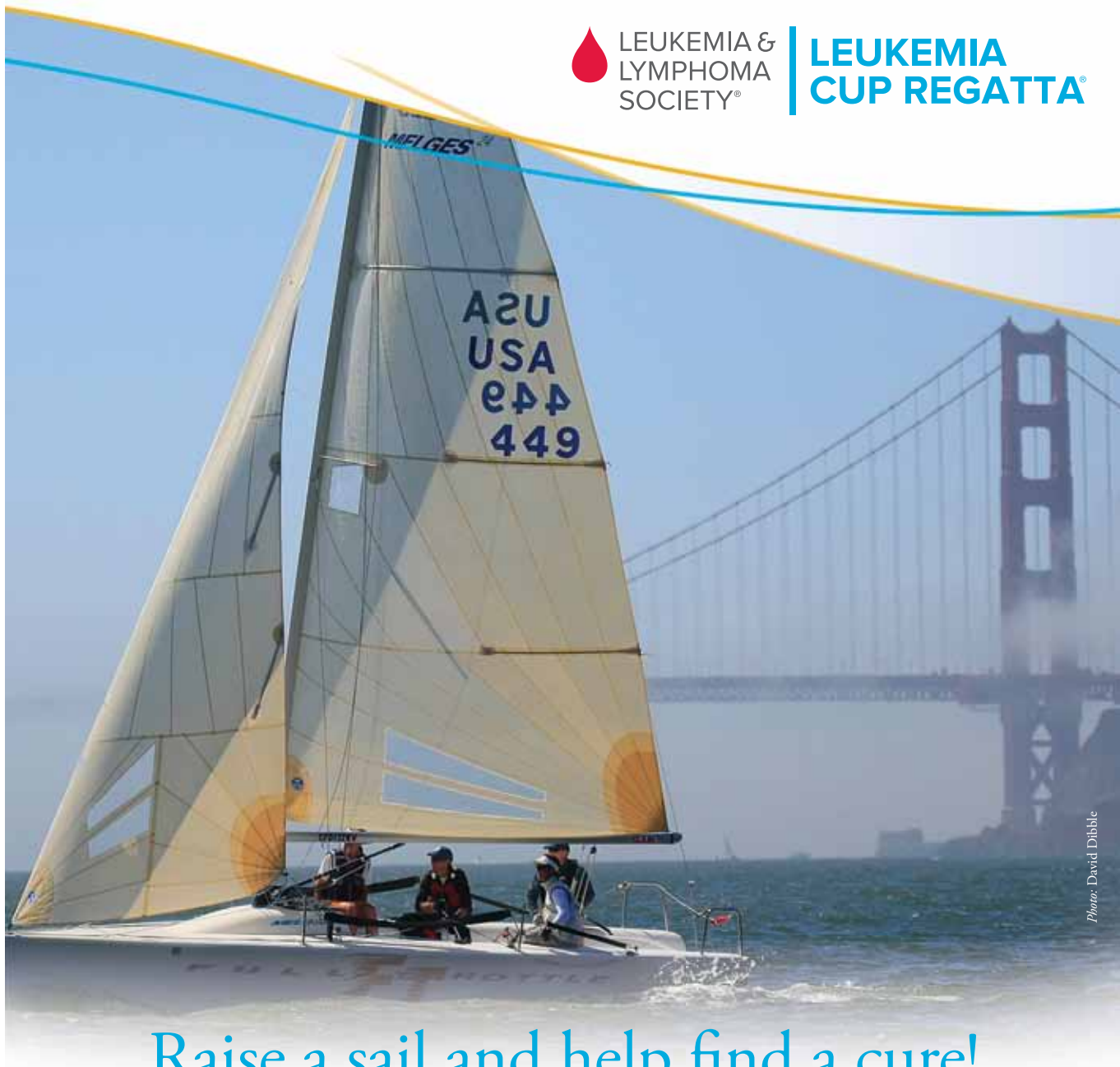


Photo: David Dibble

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With reports this month on **Smart Strategies for Bareboat Provisioning and Cruisin' the Dalmatian Coast of Croatia.**

Provisioning Tips From a Former Charter Chef

Imagine this: You've spent countless hours selecting the ideal bareboat. You've hand-picked your favorite shipmates, and they've given you deposit checks. And your flights are reserved to a dreamy tropical location. Now you take a deep breath, sit back, close your eyes and picture yourself sipping frosty cocktails on the bow of your sweet charter boat with your best buds, as the aroma of grilled shrimp on pineapple skewers wafts past on the warm trade winds. Suddenly you bolt upright, sweating with fear: "Whoa!" You ask yourself, "Where will I find those cocktail ingredients, that sumptuous shrimp, and those barbecue skewers?"

Provisioning for a bareboat vacation doesn't have to be a nightmare. With a little preparation and a detailed list, meal planning can be a fun excuse for a 'provisioning party' prior to your trip. One item on the agenda for that gathering should be making note of each crew member's food allergies and preferences. Here are some additional tips and food for thought.

Perhaps the biggest challenge is deciding how many meals you'll prepare onboard and how often you'll want to experience local cuisine ashore.

In a few popular bareboating destinations, such as Greece and Turkey, the norm is to tie up stern-to at a town

If you prefer lounging to provisioning and cooking, consider a charter destination where there are plenty of places to dine ashore.



LYNN RINGSEIS

wharf and dine ashore in the *tavernas* every night, or provision daily in the local markets as needs arise. At the other extreme are places like Mexico's Sea of Cortez, where there is so little development out in the cruising grounds that bareboaters typically stock provisions for three meals a day.

Throughout the Caribbean, Pacific Northwest and most other popular bareboat destinations, however, you can make a meal plan that suits your group's personal preferences.

Most bareboat companies offer "partial provisioning" or "full provisioning" packages, with partial usually meaning all breakfasts, all lunches, but only three or four dinners during a typical weeklong charter. The company's staff will stock your refrigerator and stow dry goods prior to your arrival, so you can get underway with minimal delays. Some companies charge extra for stowing, but it does save you precious vacation time.

If you prefer, make a detailed list and put your goods away yourself. A convenient option in some locations, such as the British Virgin Islands, is to email your entire shopping list, including all beverages, directly to a store (that specializes in provisioning) a few days prior to your arrival. Generally, if that store doesn't carry your favorite item, or brand of beverage, they will shop around for you in order to fulfill your order. They will deliver right to your boat when you specify, usually at no extra cost. However, a tip for the delivery person is always appreciated. Be specific with your requests, such as "green bananas only." Ask your bareboat charter company which store they recommend for this service or, for the BVI, check out the ads in the online BVI Welcome Magazine (www.bviwelcome.com).

Some sailors, of course, prefer to self-provision. If you enjoy shopping and sampling local foods, and like to see the variety of produce and meats available, consider splitting up your shopping list among your crew, then have fun perusing the island shops. While chatting with the locals, you'll often get some great cooking tips and



ALL PHOTOS LYNN RINGSEIS

recipes. Rent a vehicle and combine shopping with an island tour for a more adventurous way to shop. Needless to say, this option can burn into your valuable sailing time, but the cultural experience might be worth it.

Some bareboaters have been known to pack boxes or duffel bags full of dry goods, and sometimes even frozen meats, then check them in at the airport as extra luggage. Before you try this, though, check out the customs and agriculture rules of the country you're flying to. Although a bit of a hassle, this can be a great option in more remote charter locations.

Generally, bareboat galleys come just as the name implies — bare of everything except plates, glasses, utensils, pots and pans. Ask your bareboat company if they provide any cleaning supplies or paper products, but as far as food, don't expect anything, not even salt and pepper. If you like cooking with spices, it would be handy to pack small resealable bags with your favorites. Just be sure to label the oregano and *herbes de provence* so they are not mistaken for another type of local herb! Camping stores sell nifty segmented containers with five or six different spices. Also pack several

OF CHARTERING



Spread: With the boat provisioned ahead of time, there's plenty of time to chill out. Insets, left to right: Pack your favorite spices into segmented travel containers; Yummy homemade paella; If you enjoy cool libations, don't forget to bring a stash from home.

resealable storage bags in various sizes so you don't have to buy a whole box of each at your destination. Some of the Caribbean islands have banned plastic grocery bags, so bring a daypack or reusable shopping bags.

Once you off-load all your goods on-board, organization is the key to happy galley mates. If the fridge and/or freezer is top loading, bring some color-coded mesh laundry or dive bags. Green bags would hold the veggies, red for the meats and white for cheeses, dairy, etc. This eliminates a lot of wasted time with the door open — letting out that precious cold air — while you fumble around for elusive food items.

When planning, keep in mind the size of the boat's fridge and freezer. Some items that you normally refrigerate at home don't need to be, such as mustard, ketchup and peanut butter.

Water is a necessity, of course. But what's the most economical and eco-friendly way to purchase drinking water?

A good idea is to bring a personalized water bottle for each crew member, and purchase water in gallon or larger-sized containers. Plan for an average consumption of a half gallon per person per day, especially in hot climates.

If you want to get creative and try to make your bareboat look a little less bare, buy some baskets to hold your fruit and veggies, use a colorful sarong for a tablecloth, or pack some party lights for the cockpit.

At the end of your fun-filled week, don't worry if you have over-provisioned, as there are always worthy recipients of your leftovers, such as the hard-working cleaning crews at your bareboat base, or perhaps some nice folks who are getting ready to start their charter. Giving them some tips about your favorite spots and a few cocktail ingredients will provide smiles all around.

— Lynn Ringseis

Cruisin' Croatia's Dalmatian Coast

Although I have sailed and raced for 50 years, and bareboat chartered a Leopard 45 out of Belize a few years ago, I have not attended any sailing schools and do not have a license. This was never an issue until I chartered the Leopard 40

catamaran *Octopus* recently out of Split, Croatia, through *Yachtico.com*.

Base personnel advised me I would need an ICC or comparable license to charter the boat. When I made the booking that was no problem, as one of my crew was to be an Italian doctor who holds an ICC license.

But a couple of weeks before the charter he had to cancel. I contacted two sailing schools in the Bay Area to see if I could get my bareboat ASA 104 ticket, but there was not a class available before the charter was to begin. (I later learned that J-World could have given me the written test and qualified me in a day or two. But that was after I'd already left for Croatia.)

I ended up hiring a professional skipper for 140 euros per day. Although the additional cost was not something I wanted, his local knowledge was very nice to have and I was free to drive whenever I wanted. Plus, I didn't have to worry about where to anchor, etc.

When we arrived at the boat at 4 p.m., the skipper had already checked the sails and the engines. I dived the bottom and went through the checkout list while my crew bought provisions. The boat was in very good condition for a 6-year-old charter boat. We were the second boat out of the harbor, but had I been the skipper, it would have taken a couple of hours longer for me to become familiar with the boat before leaving the dock.

We sailed about 8 miles to the town of Milina on the island of Brač. It was blowing about 20 knots and the skipper didn't

Dave and Sam stike a pose in the cockpit. The scene in the background is typical of Croatia's ancient port towns.



WORLD

want to anchor, so we tied up at the fuel dock for 150 *kuna* (roughly \$25) for the night. We had a late dinner aboard the boat, then the skipper and my crew went into town while I crashed at midnight.

There was a band playing in town with a lot of drunken party-goers having fun until 2 a.m. The next morning we left the dock early and sailed in 15-knot winds most of the way to the Pakleni Islands, off Hvar. We anchored in a bay with about 30 other boats to have lunch, swim and take a *siesta*. Later, we sailed another 8 miles to Vis Town, on the island of Vis, which was Tito's stronghold during WWII.

About 70 boats sailing around the world with Sail Week were in the harbor and the waterfront was very lively with bands and parties. Vis Town is a centuries-old city with beautiful old buildings.

The next morning we slept in, moved the boat to the dock for water, then motored in pancake-flat seas to the green cave on the small island of Budikovac, which lies on the south side of Vis.

The cave is beautiful and worth the stop for snorkeling. We continued west



DAVID HAMMER

This international crew had some great meals, both ashore and in their own salon. It helps to have a fine cook on your crew.

to Stiniva Cove, which was reported to have turtles and sometimes dolphins. Unfortunately, we found too many boats and no turtles or dolphins. But what was startling was swimming into the beach and finding a two-story beach bar that's supplied solely by boat.

The Sail Week fleet followed us like ants on a picnic. After lunch on the hook, we motored in no wind to Komiza, on the west side of Vis. Komiza is a picturesque

fishing village and we enjoyed the quiet village.

Dave and I took the dink and fished along the cliff on the north side of the bay. He caught a throwback and we picked up a young South African, Max, who was exploring an old WWII cave on the side of the rock cliff. Max came back to the boat with us for a beer. By cocktail time the 'ants' had found us and there were 70 boats surrounding *Octopus*. But with Sabrina busy in the galley cooking her incredible Italian food, plus great wine and antipasto, no problem. Our skipper, Jere, went ashore to drink with his buddies who were skippering other boats. While Sabrina cooked, Dave had a line in the water again, determined to catch an edible fish. We settled into the mellow life of living onboard, and I thought about how I could do this for many months — or at least until we ran out of wine.

The next morning we moved to the dock to take on water, then motored in flat seas to the Blue Cave on Bisevo Island. The cruising guide *Croatia Cruising Companion*, by Jane Cody and John

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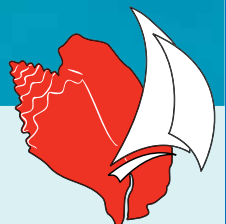
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OF CHARTERING

Nash, says that private boats can't enter the cave. Turns out it is not restricted, but costs 40 kuna per person. The sun enters the cave through an underwater gap and reflects off the sea bed, creating a blue light throughout the cave.

We motored to Budikovac island off Vis and dropped the hook for a snorkel session and lunch. Afterward we sailed to the small cove of Milna, on the south side of Hvar island, just east of the town of Hvar.

Milna was the prettiest bay we had seen, with a nice beach surrounded by a boulder-lined shore with pine trees. We picked up a buoy, which was free so long as we ate dinner at the restaurant, Cortin. The fish there was excellent. We took a taxi to Hvar and watched the thousands of young people wandering from bar to bar looking for romance and excitement.

Wednesday morning we slept in and then motored in flat seas to the north side of Hvar island to a small bay where we anchored for snorkeling and lunch. Sabrina swam ashore and found some wild rosemary. That got her excited

about cooking a lunch of potatoes, zucchinis and onions, sautéed with locally produced olive oil and white wine.

David caught a fish that had a parasite crawling out of its mouth. It looked like the type that eats the fish's tongue and then remains in the mouth and acts in place of the tongue. Our two biologists, Dave and his wife, Sam, were excited about the find.

Thursday we sailed back to the south side of Brac and stopped at Smrka Bay, which has a submarine bunker from WWII. It was right out of a James Bond movie, except now it's full of fishing boats. A fisherman was peeling carrots for lunch in a makeshift kitchen along the wall of the bunker.

After a swim, we sailed to Milna for fuel, then motored a couple of miles to



DAVID HAMMER

The happy crew is all smiles on a sunny summer day. Behind them, 'Octopus' lies at anchor in a flat calm anchorage.

Bobovisca, a protected bay where we planned to anchor with a few other boats. Unfortunately, about an hour later, 14 sailboats with about 100 teenagers aboard rafted up next to us. We moved to the other side of the bay, but not before I went aboard a boat with eight girls and gave them a salsa-dancing lesson.

We rafted to a 75-ft schooner, which appeared to be closed up and not getting underway anytime soon. I thought our

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WORLD OF CHARTERING

skipper knew the owner and had gotten permission, but at about 11 p.m. the owner came aboard, asked us what we were doing, and started casting off our lines. Or skipper was ashore with his buddies, but we had just called him to return with the tender, and he was there in a couple of minutes. We moved back across the bay.

On Friday morning we motored in flat water to the small cove, Vela Travná, on the south side of the island of Solta. There were just a few boats in the cove and no development. We snorkeled and found lots of sea urchins. We harvested about 20 females, cut them open and scooped out the eggs. Sabrina made pasta and then lightly sautéed the noodles and urchin eggs in olive oil. Excellent!

After lunch and another swim, I noticed we were dragging anchor, so we got underway and sailed in light air towards Split. Although my charter contract said we had the boat until 8 a.m. Saturday morning, the skipper said we were required to return Friday night, but could stay on the boat that night in the marina.



DAVID HAMMER

Sabrina takes a turn at the wheel. There's no denying that big cats are comfy for chartering. This one was in good shape for its age.

After we had docked, I pulled out my wallet and offered to pay the skipper for the six days, from Saturday at 4 p.m. to Friday at 4 p.m. He said I owed him for 7 days. After much discussion, I learned that we could have returned the boat on Saturday morning, which means he was our skipper until the next morning, even though we were in the marina. In my

opinion, both the charter company and the skipper are not fair in the way they contract. The charter company does not allow boarding until 6 p.m. on Saturday and requires the boat to be returned on either Friday evening or Saturday morning at 8 a.m. (depending on whom you talk with). The skipper charges for 7 days, no matter what day and time you board and leave the boat.

But we had a good week, saw a lot of the islands, got in some good sailing, and did some interesting snorkeling. The Adriatic does not have as much sea life as the Caribbean, but the water temperature was warm and visibility was generally 50 to 75 feet. I'd like to go back and sail the Kornati Islands, where there is a marine national park.

We stayed an extra night in Split, which is a fantastic old city first established by the Romans. It has great architecture, excellent food, wine, and ambiance. The only problem was I missed my flight the next morning, but that's another story.

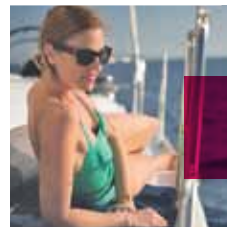
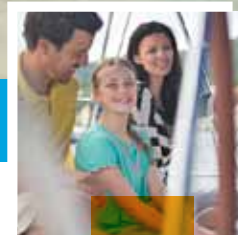
— david hammer

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CHANGES

With reports this month from **Ichiban** on making it to the Marquesas from San Diego; from **Esprit** on cruising the French Riviera; from **Black Pearl** on finding a replacement mast on a remote island in the South Pacific; from **Reflections** on cruising Indonesia; from **Points Beyond** on cruising the Bahamas; from **Larrakin** on a Pacific crossing; from **Iris** on the passing of **Alex Rust**; from **Profligate** on a refit in La Cruz; and **Cruise Notes**.

Ichiban — Columbia 34 Mk II Justin Jenkins and Anna Wiley Big Cruise on a Small Budget (San Diego)

I've never felt such a great sense of accomplishment as after making the 32-day, 3,000-mile passage from San Diego



Justin and Anna

to Controller Bay, Nuku Hiva, with my girlfriend Anna Wiley. It was both the scariest thing I've ever done and the most rewarding. It feels as though we've ascended to the top of the highest nautical mountain.

Anna and I are not like most cruisers. We're both just 30 years old and don't have much money. But we didn't see much of a future for ourselves in the United States right now, so we decided to buy the best boat we could with our limited funds and take off.

The boat turned out to be a surprisingly spacious Columbia 34 Mk II, which we got for just \$2,000. The small outboard wasn't going to cut it as an auxiliary in the South Pacific, so I bought and installed a rebuilt Atomic 4. I know a gas engine isn't ideal for cruising, but it was what we could afford. *Ichiban* also needed sails, so I bought a used main and a used jib for \$100 each. Naturally the boat needed lots of other work, which took up most of my time for the last year.

Our original plan was to start by cruising Mexico, but we weren't ready

After 32 days on their \$2,000 boat, Justin and Anna made landfall at the Marquesas, 3,000 miles from San Diego. They had no problems.

to leave in time for the season. So when we didn't leave San Diego until May 11, our destination became the Marquesas in the South Pacific rather than Mexico. After all the repairs and provisioning, our cruising kitty was down to just \$400. But it was time to walk the walk, so we left.

Other than getting hit by 30 knots of wind near Guadalupe Island, and getting thrashed in the doldrums, our crossing was surprisingly uneventful. We had a solid 15 knots on the quarter until we hit the doldrums at about 10°N. It was pretty squally in the ITCZ, with wind from five to 30 knots, and strong currents. We never knew which way the wind or current would come from, and it was like being in a washing machine. It took us six days to get down to 4°N, which is where we finally escaped the ITCZ.

The doldrums was the most nerve-racking part of the trip. One night the wind died and the current pushed us 20 miles back. That wasn't fun. But then the southeast trades filled in and carried us to Nuku Hiva's Controller Bay at a steady five knots.

Ichiban handled very well during the long crossing and, thank God, nothing broke. We didn't have a spinnaker pole, so we recently made one out of bamboo.

As soon as we arrived, we began to meet lots of cruisers. They've been wonderful about sharing their knowledge of sailing and cruising. What a great bunch of people! Igor and Louise, our new cruising friends from Australia, just had their first baby pop out last night. We're about to go to the local hospital to see what she looks like.

Starting out with such a small cruising kitty, we were lucky to find some jobs — repairing sails and cleaning boats —

almost right away. As a result, we were able to nearly double the size of our kitty. We've also been playing a lot of music, and have received quite a bit of free fruit from our gracious listeners.

The weekends here have been filled with the sounds of Marquesan drums, the sight of Polynesian dancing, and the taste of Hinano beer.

We're all checked in with the *Gendarmerie*, which has taken a load off our minds. But as



we'd like to spend more time exploring French Polynesia, we're hoping to get a one-year extension to our visas.

Anna and I are so glad that we went cruising. What a life it is! We're hoping to encourage other young folks with not so much money to join us in this adventurous lifestyle.

— justin 07/31/2013

Esprit — Peterson 46 Chay, Katie and Jaime McWilliam Monaco to Menorca (Boulder City, Nevada)

After our stop in Monte Carlo, we day-hopped along the French Riviera and the Côte d'Azur coast of France. We made stops at Antibes, Cannes and St. Tropez before stopping for a few days at Île de Porquerolles, an island just south of Toulon.

The stop in Antibes was a must once Chay spotted the 289-ft *Maltese Falcon*

ICHIBAN

ICHIBAN



IN LATITUDES

PHOTOS BY PHOTOWORLD

confident we weren't going anywhere. Although the anchorage was fairly crowded and we had one close call with a boat anchored a little too close, it was decent enough — except for the ferry wakes during the day. At night it was quiet. The small town was very busy with tourists, but we were able to pick up some spare parts we needed.

After a few days we decided to move on to the Balearic Islands of Spain, about 200 miles to the south. The passage was okay — winds on the nose with slightly uncomfortable seas — but we managed to sail a good portion of the way. And as is typical with *Esprit*, we had the best sail the last six hours of the trip.

We arrived in Menorca, the second largest of the Balearics after Mallorca, at 10:30 p.m., anchored in the dark, ate dinner, and had our celebratory beer before going to bed at midnight to the sound of karaoke from the shore.

The anchorage at which we made landfall was not exactly what we were expecting, so we moved over into a *cala* anchorage — a long, river-like bay — three miles east, which is where we are now. It appears that most of the good anchorages in the Balearics aren't so great anymore due to the installation of swim moorings and ropes that prohibit anchoring in close to the beach. But it's hard to get anything done when we're on the move, so it's nice to have found a spot to stay for a few days. Chay is taking the opportunity to continue his varnish work in the cockpit, while Jamie catches up on school.

After a long spell of light breezes, the winds have returned. Yesterday we saw 27 knots in the anchorage. The bottom is mud, but due to the number of boats that anchor here, it's very soft. We watched many boats drag during the blow. Luckily we had read about the potential prob-

After the French Riviera, the McWilliams continued on to Spain's Balearic Islands, where there are numerous 'cala' anchorages.



Sailors' scenes from the South of France. Clockwise from above: The spectacular and unique 'Maltese Falcon'. Fort Royal at Île Sainte-Marguerite. The tunnel entrance to Old Town at Antibes. An anchorage off Île de Porquerolles. St. Tropez. The inefficiently-shaped yacht harbor at Antibes.

— which had been built for Belvedere's Tom Perkins — anchored in the bay. As Jaime puts it, "With her towering, silver Dyna-Rig spreaders, the *Maltese Falcon* is the world's largest privately-owned sailing yacht. From her graceful bow to her sloping, blue stern, her deck spans nearly the length of a football field, and her size is matched only by her sleek elegance."

Jamie and Chay have been intrigued with the *Maltese Falcon* for several years, so it was awesome that we were able to see her up close and personal, and to share an anchorage with her. She is a beautiful yacht, and the photos in the magazines do not do her justice.

The next morning a thunderstorm came up, causing rough seas and putting us on a lee shore. So after one more

close look at *Maltese Falcon*, we took off for Cannes and anchored in front of Fort Royal at Île Sainte-Marguerite. The next day we toured the fort and museum. The fort is famous because it is where 'the man in the iron mask' was kept prisoner.

We stopped at St. Tropez for one night, but the anchorage was very rolly due to all the superyacht traffic. In fact, it looked like a superyacht freeway at rush hour.

The anchorage at Porquerolles, on the other hand, was one of the nicest we've had in a while. The water was clear and refreshing, but anchoring was tricky due to large domes of grass interspersed between valleys of sand. Jamie was able to dive in and set our anchor in sand, so we were



PHOTOSPAIN

CHANGES

lem in our cruising guide, so we gently put our anchor in and slowly let it sink into the mud before setting.

The temperatures are in the 80s now and it's become very muggy. With the wind expected to veer north in the next day or two, we'll move around to the south side of the island and explore the anchorages there.

— the mcwilliams 08/15/2013

Black Pearl — Cal 30 Arthur Miller and James Lewis Miracle on Hiva Oa (Unknown)

We can all get dismasted thousands of miles into a Pacific crossing, but how many of us can find a replacement mast at the first tiny island we reach?

After loading up with fresh fruit and veggies at Cabo, we set sail for the 2,800-mile-distant Marquesas on March 21. Two miles into our trip we were hit by wind from the northeast and swells from all directions. It made no sense, as having done research on the Internet, having read sailors' blogs, and having chatted with other yachties, we'd been expecting lovely ocean swells, continuous trades and a relaxing crossing. Ha! We hoped that the initial unpleasant conditions would last only briefly, but after 200 miles we came to the realization that this was how it was going to be most of the way. Sailing the Pacific Ocean isn't anything like sailing in the Sea of Cortez.

We alternated the two night watches: 7 p.m. to 2 a.m., then 2 a.m. to 9 a.m. During the day it was both of our responsibilities to watch out for boats, ships and debris. We didn't see much, just three fishing boats and two ships. But the sunsets were great. I was surprised that the reality of our isolation didn't register with me. Our next waypoint was the horizon, and that was only four miles away.

At 10 a.m. on our 30th day at sea, I was sitting on the transom, periodically reading *Maiden Voyage*, a book about an 18-year-old girl who sailed around the world in 1982. With the wind blowing less than 10 knots, I allowed myself to fantasize about the sights and experienc-

Atuona is home to the grave of the talented but reprehensible Paul Gauguin. But not a sparmaker.

es that awaited us just 350 miles ahead at Hiva Oa. Then it happened.

I heard a big crack and crash, and turned to see only sky where the mast and

sails had been just seconds before. We'd been dismasted, and the mast, boom, main, headstay and furling system were all dragging in the ocean. "This is going to really slow us down," I thought to myself. I also worried that if we didn't get the stuff out of the water pretty soon, it was going to put a hole in the hull.

The first order of business was to retrieve the sails. Considering the swell, it didn't go too badly. Unfortunately, getting the mast out of the water required that we set upon the headstay and furling system with the bolt-cutters and other tools. Six hours and two jellyfish stings later, we had the then-'L'-shaped mast on deck.

The next order of business was getting to land. Having used 80 liters of diesel to get through the doldrums, we had 60 liters left. If the ocean were as calm as a lake, we figured we could motor for 250 miles before we ran out of fuel. The only problem was that the nearest patch of land, the northern tip of Hiva Oa, was 360 miles away.

Having no choice but to jury rig a mast out of the what was left of the mast and boom, we set the main horizontally. We did quite a good job of it, and could even tack. Our GPS showed us doing a very decent 1.8 to 2.8 knots. When we ran the 3-cylinder Universal diesel at the lowest revs, we achieved a steady three to four knots.

After 150 miles, our fuel situation looked bad. The shifting winds and adverse ocean current had hurt our fuel economy. We shut the engine down with 203 miles remaining, and resumed at 1.6 to 2.5 knots under sail alone. It was going to take awhile.

Three days later, it was "Land ho!" After 35 days at sea, we limped into Hiva Oa's port of Atuona just before noon, and dropped the hook in a quiet spot at the far end of the fleet. After half an hour of making sure the anchor was set, it was time for a burger and a pint.

The following day we began walking around the island looking for inspiration to repair or replace the mast. As you might imagine, there is no sparmaker or boatyard on the remote island with a population of less than 2,000. With such slim pickings, we looked at wooden pylons, galvanized lamp posts — anything that had a remote chance of serving as a mast. Soon we began to think that we'd have to somehow repair the bent mast in order to get to Tahiti. In order to repair the mast, we had to get it, as well as the boom and the furling gear,



ashore. How were we going to do that? Then a light went off — we'd float them on our abundance of empty diesel jugs. It sounds crazy, but it worked.

Upon closer inspection, it became clear that the stainless tang on the port side just below the spreader had failed, starting a chain reaction of the spreader failing and then the mast folding over. So what to do? We thought about straghtening the mast and fitting the broken spot with a wooden core. With the few tools we had available to us, we began to wonder if duct tape, Elastoplast and epoxy resin would actually hold it all together.

Then our first knight in shining armor appeared. It was KI, a German guy anchored just behind us. He not only helped us out to no end, but he had everything on his boat — aluminum plates, tap and die sets, drill motors and drill bits, a generator — even vernier calipers! You have to love the Germans.

Arthur and I began to strip down the mast. We had to make it as light as possible, as we were going to have to carry it the three or four miles in the tropical





Since the 'Black Pearl' folks were unable to provide us with photos for their dismantling adventure, we decided to juice up these two pages with photos of Gene and Sheri Seybold's adventures from cruising Indonesia and joining the Sail Indonesia Rally. Having previously cruised the South Pacific, the couple took a seven-year sabbatical in Honolulu, during which time they rehabbed their Stockton-based Esprit 37 'Reflections' and their cruising kitty.

heat to the welding machine at the local college. Every pound we could remove would make the trek easier.

Before it came time to lift anything, Ben, from the Alaska-based *Kyanos*, our second knight in shining armor, showed up. With Arthur and me working, heads-down on the mast, Ben, to whom we hadn't been introduced, said, "Hey chaps, you might want to take a look at this."

Ben had done some exploring on Hiva Oa, and as exploring can be tiring in the tropics, he found a place to sit down. He'd sat down on something among the tall grass, and it turned out to be an old mast. Having brought a camera with him, he took a photo of it, which is what he wanted to show us.

The mast in the photo looked so similar to our bent one that we immediately took off to have a look. "Oh my goodness!" Arthur and I said in unison when we saw the mast, "it looks pretty close

to the same length as our broken one."

Out came the tape measure and — it couldn't be! After triple-checking our notes, we realized that in the high grass in front of us, on remote Hiva Oa, was a mast identical to the one that had broken on *Black Pearl*! Trying to calculate the odds of this made my head hurt.

Within the hour, we had found the owner, bought the mast, and got it delivered to the port — for a total of just \$300!

With the acquisition of the new-to-us mast came the work, such as removing the fittings, mast steps and all the rest. I wish I could say that none of the stuff on the "new" old mast had rusted or seized up, but I'd be a liar. But we weren't about to complain.

After six days of sweat — which is what you do in 85 degrees and 70% humidity — and lots of blood but no tears, our new-to-us mast, boom, rigging and much modified furling system were set for installation. Our jury rig, which we'd installed 380 miles off the coast of Hiva

Oa, had chafed multiple slashes in our mainsail; however. Ben stepped in again, this time with his sewing machine to make the repairs. We handed him our storm jib in appreciation for his mammoth efforts!!

With no nearby boatyard where we could step the mast, we thought about trying to find two obliging — and maybe slightly stupid — skippers who would be willing to maneuver their yachts to either side of the *Pearl*, and using their halyards to winch our new mast up. I say 'slightly stupid', because while this has been done, Atuona gets a pretty good swell. So we put that idea on the back burner and took off in search of a crane.

This is when we met a very friendly local woman by the name of Moo'e. Making use of the minute amount of French I learned by listening to language CDs while sailing across the Pacific, I managed to convey the fact that we needed a crane. And she managed to convey that she could arrange for one for \$100/hour.

But we were soon joined on the dock

CHANGES

by Taki — "As in 'take it easy'", he told us — to survey the situation. The crane was quoted at \$100 an hour, but Taki was convinced that a JCB — a piece of heavy equipment — could do the job for only \$50 an hour. Half the price!

After the arrangements had been made, and the delivery ferry that serves Atuona moved out of the way, we moored *Black Pearl* to the concrete dock, with our bow and stern anchors set to keep her as steady as possible in the swell. Before long, Mr. Digger turned up with his JCB and crew, found a good hoisting point, and sprang into action.

To say the installation went well would be a massive understatement. Less than an hour later, *Black Pearl* had her new mast up and was looking like her old self. She just needed her sails to be fitted on to be ready for a test sail.

— james 08/15/2013

Readers — Unfortunately, we've received no follow-up report from Black Pearl, so we have no idea how the replacement mast has worked out.

Points Beyond — Shannon 38 Devan, Alisa, Brady, 11, Jamie, 8 Key West to Georgetown, Bahamas (Newport Beach)

After keeping our boat in Key West — which for the geographically challenged is on the opposite side of the United States from Newport Beach — for the better part of 10 years, our family decided to do a little cruising and end up with the boat a little closer to home.

After making the passage to Bimini, the shortest hop across the sloppy Gulf Stream from Florida, we made our landfall in the Bahamas. Bimini is a delightful destination, with clear water ranging in color, depending on the depth, from iridescent teal to deep blue.

North and South Bimini are small but

Bimini may be 20 miles farther "across the sea" than Catalina is from mainland Southern California, but it has warm blue waters.

frequently visited by boats from South Florida, which is only 45 miles away. The one main street of Alice Town is picturesque. Developers, however, have begun building a casino, along with another marina and a housing development. Hopefully Bimini won't lose all of its charm.

We snorkeled the *Sapona*, a partially submerged ferrocement ship used during World War II for bombing practice. We'd been anchored at the same spot in 1983 when, in broad daylight, 21 bales of drugs were tossed out of a passing Cessna. The bales were promptly retrieved by some guys with guns in a cigarette boat. We acted like Sergeant Schultz, and calmly sailed past a fortune in dope.

By now it was the last of June, and our plan was to continue down through the Exumas district of the Bahamas, which has an island for every day of the year. Ah, the Exumaaaaahs. Think quintessential palm-studded beaches and unbelievably transparent turquoise waters. It doesn't get much better. But getting to the Exumas wouldn't be fun.

We departed Bimini heading east for Chub Cay in the Berry Islands, another district of the Bahamas. We got away later than we had hoped, with the unpleasant consequence that we made landfall after dark. The Northwest Channel Light is the critical waypoint in safely making it through the reef-strewn waters to Chub Cay, but the light was nowhere to be seen. We had sailed charter boats here a lot in the 1980s, and had always relied on this light when crossing the Great Bahama bank at night.

Were we off course? Was the light not functioning? We slowly inched forward using GPS toward where we thought the light should be, but never did see it. Despite some tense moments, we made it. Meanwhile, the wind and waves had continued to increase from the wrong direction, which would have made anchoring at Chub Cay a dicey proposition even if it were daylight. So we decided to continue on through the night to 40-mile distant Nassau.

Continuing was the prudent decision, but not the comfortable one. We pounded into sloppy seas all the way to Nassau, trying to dodge the lightning storms as we went. It



was not only a brutal passage, it took us four hours longer than expected. We are putting that passage right up there with our five worst ever. The only upside is that it made our crossing of the lumpy Gulf Stream seem almost enjoyable by comparison. We immediately crashed as soon as we got into a cheap little marina in the grimy city of Nassau.

A few days later we headed for Norman Cay, formerly a popular staging area for drug smugglers. The wind continued to be farther forward than we liked, but it was only a 50-mile passage, so we were able to complete it in daylight. What a difference daylight makes!

After a night on the hook and a morning snorkel of a drowned DC-3 at Norman Cay, we set off for Shroud Cay, which was the first of a number of islands that are a part of the Exumas Land and Sea Park. Shroud Cay did not disappoint. We dinghied to a pristine beach, snorkeled a bit, and spied a huge helmet conch amidst all the other conch



POINTS BEYOND



Spread; Alisa and the porcine. The pigs at Big Major Spot at Staniel Cay don't fly, but they do swim out to greet cruisers arriving by dinghy. Insets; The Mullin boys loved swimming in the blue waters of the Bahamas, from the wrecks of airplanes and ships, to Thunderball Grotto.

shells. Later we motored up a mangrove-lined creek to a to-die-for spit of sand at the base of a hill. We climbed the hill to take in the gorgeous 360-degree view, where we toasted our 25th anniversary.

The next day we trekked farther into the park to Warderick Wells, which may be the most beautiful anchorage I've ever seen. We hiked to Boo-Boo Hill, saw lots of sea life while snorkeling, and did more wandering. The place is stunning. On the evening of the Fourth of July we were treated to a fireworks display rivaling any we've ever seen — courtesy of some rich guy with a nearby private island.

Our next stop was Staniel Cay and Big Major Spot, home of the swimming pigs. Yep, swimming pigs. We screamed in delight — and a bit of terror — as the huge pigs swam out to greet us when we dinghied ashore. Hilarious! The anchorage was gorgeous, with spectacularly

light blue-green water.

Just around the corner is the town of Staniel Cay, home to some of the most kind and friendly people we've ever come across. Within minutes of landing, we were given a ride to the village on a golf cart. Later, my son Jamie and I passed a group of six workmen going in the opposite direction. It was late afternoon, hot, and the men had clearly been doing manual labor all day. "I'm thirsty, mom", said Jaime. One of the men stopped in his tracks, turned, and called out, "Do you want my drink?" He smilingly gave Jamie his unopened bottle of juice. We weren't in Kansas/California anymore.

Staniel Cay is also home to Thunderball Grotto, where part of the James Bond movie *Thunderball* was filmed. It is a surreal space, with beams of

sunshine coming through cracks in the 'roof', lighting up the water in the center of the friendly fish-filled grotto, while the edges of the domed space remain in darkness. I looked around, but I didn't see 007. Or even Sean Connery.

After the porcine delights of Staniel Cay we headed southeast to Georgetown. During the 'season' Georgetown becomes a ginormous cruiser mecca, with hundreds of boats, complete with regattas, pot-lucks and volleyball on the beach. But



The one and only, Thunderball Grotto.

by the time we arrived, the place had become a bit of a ghost town, with just a few dozen cruising boats. We didn't mind the quiet though, as it meant the Chat & Chill Bar and Grill beachside hangout offered faster service and the dinghy dock in Lake Victoria was no longer overflowing. We hiked along the beautiful beaches on both sides of Stocking Island, one of which is several miles long.

Georgetown is sometimes known as 'Chickentown', because it's where so many U.S.-based cruisers give up the dream of continuing to the Eastern Caribbean. Granted, the upwind slog to the Dominican Republic and/or the Windward Islands is a bit daunting. While there, three boats that we know of headed east only to return a short time later.

But rather than going to the Eastern Caribbean, our next destination would

Although 1,000-mile-distant Cartagena and Colombia beckoned, it was hard to leave the beautiful waters and anchorages of the Bahamas.



ALEGRIA

CHANGES

be 1,000 miles to the south, Cartagena, Colombia, famous for being a UNESCO World Heritage Site — and where members of the U.S. Secret Service refuse to overpay for hookers.

— alisa 08/15/2013

Larrakin — Catalina 42 Peter and Gabriela Verdon Crossing to French Polynesia

(Australia)



Buddha rounded out the crew, but didn't cook or stand watch.

We made it to the Marquesas after an amazing 24-day passage from Mexico. We started on May 1, very late in the season, because we were waiting for parts. If the parts came any later, we weren't going to leave. After all, May 15 is the official start of the hurricane season, and with Paul having gotten so close last season, we weren't going to take any chances.

We'd done the 2,850-mile Pacific crossing before, but while running big boats with unlimited fuel, huge freezers, marble toilets and six crew. This time it was just our Catalina 42, the two of us, and our prayers to Buddha.

Larrakin has major fuel capacity by cruising boat standards, but the Captain was still anal about making sure we had plenty. So what happened? We started our crossing in some of the glassiest conditions we'd seen in our decades of ocean sailing. With hurricane season

After a month at sea, with three-on, three-off, watches, the Captain and the Wench were still "mad for each other." A successful crossing.

coming on, we couldn't wait for a breezier weather window. The initial mild conditions made it easy to get acclimatized to life onboard, however. Three hours on, three hours off — that would be our routine for a month.

Twelve days out we noticed that the temp in the fridge was rising and that the unit was not cycling off. The Captain re-gassed the system and we crossed our fingers. Alas, the condenser still wasn't happy. We had a replacement, but at sea wasn't the place to do a swap-out. So we consolidated some of the fridge food in the less-cold part of the freezer and turned the fridge off. The drop in power consumption made for one happy captain, as running two compressors requires a bunch of fuel when there is not a lot of sun on the solar panels.

It was about then that Jody Perry, who was checking the different weather sites for us, spotted a tropical low forming off Nicaragua. A hurricane forming with us in the zone was just what we didn't need, so it was pedal to the metal to get away from it. The low became *Alvin*, which headed northwest as a tropical storm. It wasn't until Day 15 that we were sure we were out of his path.

Even though we weren't directly affected by *Alvin*, by that time the bastard had spent enough time in the lower latitudes to throw off the normal pattern in the ITCZ. So all of a sudden we were heading into southerlies instead of the doldrums, and that hadn't been in the brochure Verdo had shown me. We made as much westing as we could, but still had an uncomfortable three days of bashing before we finally got below 5°N and back into the normal pattern. What a relief to get free, as motorsailing into big seas and squalls to 40 knots was not fun. And there went our exercise sessions, our French lessons, and all the other activities we'd been on a roll with.

The only good thing was that after one of those mother squalls went through, there was nothing dirty left on the boat. It was the first really good washing the rig had in a year.

The last 1,000 miles of our trip flew by, as we had some of our fastest runs. Our best 24 hours was 190 miles, while our worst had been 65 during the bashing part. Despite being loaded down, Larrakin has performed beautifully. If there is a whiff of breeze, she's off. And the runs with the kite have been exhilarating. We



couldn't be happier with her. Even the captain has stopped prefacing his comments with, "For a production boat . . ." He's been impressed.

The day before landfall was surreal. There was no sight of land and we'd been at sea for nearly a month, but the next day we'd be enjoying fresh baguettes, cafe au lait, and speaking frog. My French is coming along, and the Captain's will get better in time. Our French tapes sucked, as the instructor's voice grated so badly that the tapes went into the same drawer as Verdo's Spanish tapes. We stuck with the books.

After all this time out here on a small boat, I have developed an even greater admiration for singlehanders. Jessica Watson, the Aussie girl who circumnavigated at age 16, is my new hero. To have done what she did at such a young age, and to have not gone batty, is beyond me. As they say, more people have gone to the moon than have sailed solo around the world nonstop. Watson is a class act — although Verdo tells me that she's a





LATITUDE/RICHARD

Ever put your cat on the beach or your monohull on a grid in lieu of hauling out? If so, we'd love to know where you did it and how it worked out.
 terrible dancer.

The next three months will see us continue through the Marquesas, Tuamotus and Society islands. All are absolutely beautiful, and hopefully they won't be too crowded, as we're always searching for hideaways. Most other cruisers seem to prefer to stick together.

We'll soon get the fridge sorted out, as well as the SSB, which also crapped out. It's sad not having the BBC World Service, which is normally a huge part of our day. Luckily, we have an Iridium phone, so we have gotten daily updates out to our families to keep them less worried. We've also gotten daily GRIBs for Verdo's weather routing.

Not too many photos this month because it was a clothes optional crossing and we can't have anyone getting sick.

The longest passage of our cruise was passed with flying colors, for after being alone together at sea for a month, the

Captain and the Wench are still mad for each other. Life is good.

— gabriela 06/12/2013

**Iris — Hylas 42
 John and Janet Colby
 Remembering Alex Rust
 (Portland)**

I want to thank *Latitude* for noting the passing of 28-year-old circumnavigator Alex Rust of Indiana, who died in his sleep at a guest house in India. He had been stricken with typhoid fever, but was thought to be recovering.

I first met Alex, who went around on the *Fast Passage Bubbles*, while I was sailing alone at Rodrigues Island in the middle of the Indian Ocean. He and two crew had made the long passage from Indonesia without a working engine or a windvane, which meant they had to hand-steer all the way.

When *Bubbles* and our *Iris* tied near each other at the cement quay in downtown Port

Louis, Mauritius, I watched as Rust worked through the night re-assembling his diesel engine after he had retrieved it — in parts — from local mechanics who failed to complete the job. The next day the engine was lowered through the hatch and hooked up, and ran.



The late Alex Rust

I next saw *Bubbles*, Alex, and his crew in Richards Bay, South Africa. *Bubbles'* hatchboard was missing, allowing monkeys to 'tour' the boat while Alex and crew were touring game parks.

It was in Durban where Alex got serious about refitting *Bubbles*. It was a good thing, as the headstay and foil had failed off Madagascar, and the mast was being partially supported by halyards. There was also the matter of Rust's rusted out stove.

After Durban, we both docked in Simon's Town on the Cape Peninsula. Our paths didn't cross again until four months later, when we unexpectedly anchored near each other at Barbados. There Alex told me he was without dinghy and outboard, as they had been stolen in Guyana. "No worries," he said.

He also invited me to his 'last port before completion of a circumnavigation' party to be held in St Martin. I wasn't going to attend, but after being lent a crewmember for the 120-mile passage from Guadeloupe to St Martin I changed my mind. As I was much older than most of the twenty-somethings at Alex's party, I only lasted part of the first night. But I didn't leave before toasting Alex in front of the 28 people assembled in *Bubbles'* main salon, drinking Madagascar rum from a 5-gallon jerry can. I told everyone

Rust pondering his future near the end of his circumnavigation. His biggest concern was what he would do next. He went to India.



CHANGES

that Alex had been an inspiration to me, and we hugged.

I'd meant what I said. Not only did Rust do the repairs necessary to *Bubbles* at every port, but he also hit every tourist attraction in sight, and never stopped partying. Nothing seemed to get him down. His only concern seemed to be what he would do once he completed his circumnavigation.

I initially thought of Alex and *Bubbles* as the sailing version of the movie *Animal House*. But Alex had a heart of gold and went much deeper. He was bigger than life. Few will ever fit so much life into 28 short years. Sail on Alex!

— john 09/15/2013

Profligate — Surfin '63 The Wanderer and de Mallorca Refit At the La Cruz Shipyard (Punta Mita, Mexico)

The *Profligate* refit project started at Driscoll's Boat Yard



De Mallorca 'discusses' the importance of the post-project clean-up with Polo.

in San Diego a couple of years ago when they rebuilt the cat's 12-ft by 18-ft cockpit sole, which had been in danger of failure. Maybe 50 people partying on it at once had been too many. And it continued with the yard fortifying the aft bulkhead of the salon, which was showing stress cracks as a result of absorbing much of the loads from the spinnaker halyards.

We wanted more work done on *Profligate*, but yards that can handle boats with a beam of 30 feet are hard to find between San Francisco and Panama. By happenstance, we ended up at La Cruz Ship Yard in La Cruz Mexico, one of the few yards that could accommodate the cat. Just as important, it was June, the start of the slow season for Peter Vargas

Peter Vargas, third from right, and his Sea Tek crew. Vargas wanted to give a shout out to his good friend Bob Lane of 'Medicine Man'.

and his Sea Tek team of workers.

Vargas is well-known in Southern California, as he worked with Sea Tek founder Allen Blunt for many years, building and tweaking rigs for the big sleds. He later bought the company, then six years ago moved to Mexico to do all manner of boat projects.

As we continued to make change orders to the initial refit, the one-month *Profligate* project stretched to two months. But in the end we got exactly what we wanted: much stronger decks that are painted more attractively than before. Fifty-five feet of the inside of both hulls beefed up by much thicker skins and additional frames. And all new soles in both hulls.

Since we were replacing 50 feet of soles in both hulls, we decided to turn the bilges into numerous watertight chambers. To a large extent, *Profligate* is now a double-bottom vessel. This isn't something that we planned on or felt was needed, but since the opportunity was staring us in the face at virtually no additional cost, why not? Besides, we never used the bilges for anything but collecting dust.

During the course of our daily project inspections, we came to know and respect the Sea Tek work crew. They worked hard in the tropical heat, and didn't cut corners — even when the 'corner' was grinding off the last couple of square feet of deck paint at the end of a long work day. We would have lasted half an hour trying to do their jobs. And they always had a smile.

All things considered, we feel pretty fortunate with *Profligate*. When Dencho built her in Long Beach 16 years ago, we got a massive cat — minus the mast, sails and winches — for not much more than the price of a new Valiant 40. *Profligate* had more than a few teething problems — most to do with the hydraulic steering that we eventually chucked, and her first mast, which we replaced — but she was still a huge bang for the buck.

Profligate was perhaps more lightly constructed than ideal, but maybe that's what enabled her to hit as much as 25 knots while loaded down with literally tons of cruising gear. But now that we're officially an Old Fart, and having done 16 Ha-Ha's and a round-trip to the Caribbean, and taken thousands of people sailing for free on *Profligate*, we're more inter-



ested in longevity than speed. So while it's true that a ton of additional epoxy and hundreds of yards of cloth aren't going to make *Profligate* any faster, we don't care. After all, she's not only stiffer now, she's still floating six inches above her lines. Besides, with just a little effort we could probably remove 2,000 pounds of junk that's accumulated on her over the years.

So in a way, we've gotten two cats for the price of one, each one appropriate for our stage in life. A lighter, faster cat for when we were younger, and a sturdier, comfortable cat for when we're older.

By the way, having spent an unplanned summer on Banderas Bay between La Cruz and Punta Mita, we've found it to be entirely different than in winter, and fabulous. Yeah, there is lightning and some rain, and from the end of July on you'll want access to air-conditioning. But if you love a warm ocean devoid of seaweed and tar that's



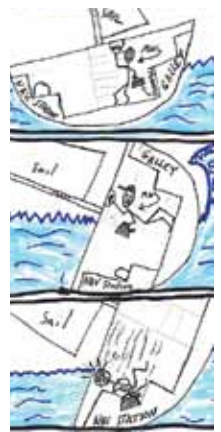
LATITUDE/RICHARD

IN LATITUDES

LATTITUDE/RICHARD

to brave the allegedly high cost of cruising in Europe are Jim and Debra Gregory, who at last word were cruising the Med aboard their Pt. Richmond-based Schumacher 50 **Morpheus**. This after several seasons of cruising the Northeast United States and the Caribbean. Jim's crew for the St. Martin-to-Portugal crossing, with a stop at the Azores, consisted of Bob Branley and Michael Wallach of the Richmond YC, and Kim Comfort of the New York YC. Debra sat out the April 24 to May 20 trip.

While it was mostly a very fine passage, Wallach injured his arm and ribs a couple of days out of Portugal while going to heat water. He describes the accident in the accompanying three-panel cartoon. Wallach was examined at a private clinic for about \$300. One doctor suggested rotator cuff surgery. Wallach decided to hold off until he got home, 'Dr. Bob' prescribed red wine and cheese at a sidewalk cafe. The cure has been taking.



How sailing accidents happen.

Who remembers **Linh Goben**, the first ever Commodore of the Punta Mita Yacht & Surf Club? A better question might be how anyone could forget her. She and her husband Teal did the 2004 Ha-Ha with their Seattle-based Williams 41 trimaran **Savannah**, during which time a whale even put a little crack in one hull. They continued cruising the Sea of Cortez and mainland Mexico for a couple of years, then returned to Seattle with two goals: 1) Start a family, and 2) Get a larger multihull. It's been about six years since we last heard from the couple, but

Linh was a hot mama during her cruising days in Mexico. Now the mother of a violin-playing daughter, she's a hot momma in more ways.

MICHAEL WALLACH

LATTITUDE/RICHARD



Photos from a refit, clockwise from left. Four 55-gallon drums of epoxy were used. As were a dozen sheets of honeycomb for the new soles. And hundreds of feet of mat and cloth. The new aft cabin hulls feature a thicker inner skin, four additional transverse frames, and four air-tight chambers. Despite all the new weight, 'Profligate' still rides above her lines.



perfect for sailing, swimming, surfing and SUP-ing, Banderas Bay is terrific.

— wanderer 08/20/2013

Cruise Notes:

You know how most Americans feel they can't cruise the **Med** anymore because it's so expensive? According to Chay, Katie and Jamie McWilliam, who have been cruising the world six months a year or so since doing the 2003 Ha-Ha aboard their Kelly-Peterson 46 **Esprit**, and who have been spending this summer cruising from Turkey west to Spain, it actually doesn't cost much more to cruise the Med than anywhere else.

"We were able to anchor out more often when cruising the South Pacific than here in the Med," writes Chay, "but most of the marinas here have charged less than \$100/night. At least until the start of high season, when the prices can rise exponentially. For example, we paid 50 euros at Porto Cervo, Sardinia, on

the night of June 30th. But when high season rates kicked in the next night, July 1, it went up to 250 euros/night! That said, we paid less than \$100 a night at Monte Carlo in the high season. The bottom line is that some costs are higher here in the Med, some costs are lower, but in the end we seem to spend \$2,000 a month regardless of where we are."

According U.S. Federal guidelines, a family of three living on \$19,530 a year, or \$1,627 a month, is **living in poverty**. We're trying to wrap our heads around the idea that you can cruise the Med — assuming that you already own your boat — for just over the level of impoverishment in the States. And mind you, the McWilliams are not just surviving, they are seeing everything.

Another Northern California couple who decided

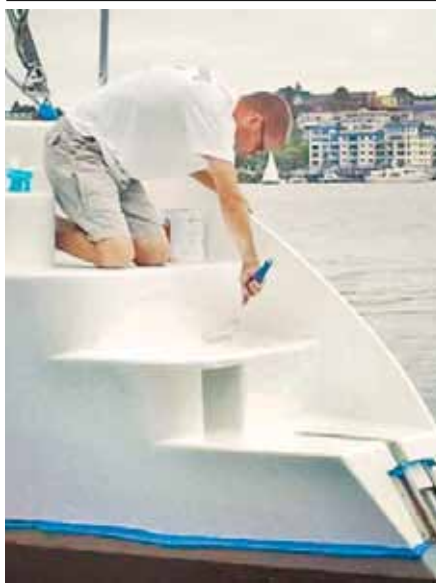


CHANGES

we're happy to report they are achieving both their goals. Most importantly, they have a lovely daughter, Emma, who we're told loves the boat and sailing, and who has already mapped out their cruising destinations. Secondly, they bought a used Featherlite 43 catamaran.

"Teal proceeded to strip the cat to bare hulls and has been rebuilding her himself," says Linh. "He loves doing it. He has been working on the cockpit and galley, and this past summer he finished adding sugar scoops. He's gotten particularly good at adding curves to the boat, telling me that every man appreciates curves. We saw the article on *Profligate's* refit in Mexico, and we're using lots of the same honeycomb panels. After Teal finishes the refit — he's about 70% done — we're going to play in the Pacific Northwest for a few years before heading south and doing another Ha-Ha. We can't wait to return to the cruising life!"

"There are at least **20-30% more cruising boats** in the South Pacific this year," reports John Neal of the Victoria, B.C.-based Hallberg-Rassy 48 **Mahina Tiare III**, "so we've been having some great potlucks and beach BBQs along



LINH GOBEN

Teal, Linh and Emma bought a used Featherlite 43 cat, but by the time they go cruising, it will be a custom Featherlite 46 or so. Nice.

the way. This year's 9,000-mile expedition, a circle of the southwestern Pacific starting and ending in New Zealand, has featured lots of wind so far. We're excited about returning to Savu Savu, Fiji, where

Amanda's parents are waiting for us. They, 71 and 66 respectively, report they had a pretty good passage up from New Zealand. This will be the second year that we've gotten to cruise together."

Just over a year ago, Max Young of the Antioch-based **Reflections** was single-handedly up the coast of Baja at the end of an 11-year circumnavigation, when his Perry 47/52 was hit by a whale. He didn't think much of the initial impact, but it wasn't that many hours later that he had to be rescued from the sinking ketch he'd owned since new.

Young always carried two anti-whale devices. One was a large pipe filled with stainless bearings that he'd drag off the side of his boat when he was sailing to alert whales of his presence. The other was a cassette tape of killer whale noises, the theory being they would scare other whales away. Alas, the cassette was no good because his new stereo doesn't work with cassettes, and the pipe with bearings wasn't employed because he was motoring at two knots. Why so slow? To avoid entering an unfamiliar harbor at night, something he'd only done twice

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in 11 years. It's not clear if either 'anti-whale' device would have kept the whale from ramming his boat anyway.

Like all smart cruisers, Young carried an EPIRB. In fact, he carried two. The Coast Guard initially received signals from both EPIRBs. But by the time their C-130 arrived on scene halfway down the coast of Baja from its Sacramento base, the old batteries in the EPIRBs had given out. Fortunately, the C-130's radar was able to spot Young's sinking boat — 30 miles from the original position indicated by the EPIRBs! The Coast Guard advised Young to get into his liferaft. Although he'd purchased the most expensive Canadian model available, he couldn't get it to inflate. When he tried to pump up his West Marine dinghy, he knocked the pump into the water, rendering that option useless also.

At least the Coast Guard knew where he was, and told him that a ship would be alongside in six hours. Six hours?! Young didn't know why it would take so long as he could see a ship on the horizon. The Coasties explained that the nearby German ship didn't want to stop,

so he'd have to wait for a bulk carrier that was 60 miles away. When **Ocean Bargo** finally did arrive, it bumped into the liferaft between the ship and the sinking sailboat — causing the liferaft to finally inflate! Young was taken aboard and let off at the ship's next stop, Panama.

"The circumnavigation was an amazing trip that I would do again in a heartbeat if I were younger," says Young, who noted that he prefers flotilla cruising. But he suspects it's more likely he'll get a slightly smaller boat, maybe a 45-footer, and just do a loop of the South Pacific.

For decades the most bustling cruiser stop between the Eastern Caribbean and the Panama Canal has been **Cartagena**, Colombia, and specifically **Club Nautico**, owned and run by Candelaria 'the Dragon Lady'. The club had everything and was hugely popular with cruisers — but not the mayor and some of the local power brokers. In fact, they forced the



As Cartagena was recently the dinghy theft capital of the universe, we're shocked to learn that dinghies are left unlocked at Club Nautico.

clubhouse to be torn down a few years ago, leaving only the docks. But after a nearly interminable "hellish battle", the Dragon Lady came out on top, and the new clubhouse is supposed to be open again in time for Christmas. We're not sure in exactly what capacity they helped, but we're told that Greg and Sheryl Daily of the Jeanneau 47 **Uno Mas**, a Northern California couple, have provided major assistance. Greg teaches English locally, while Sheryl works with

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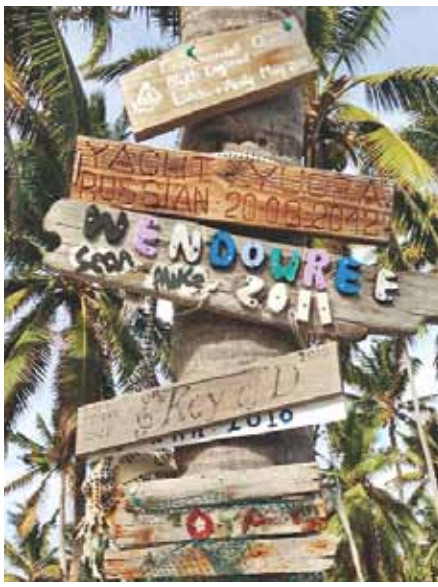
CHANGES

special needs children.

If you think the cruising life is easy as opposed to an active adventure, consider the report from Greg King of the 65-ft Long Beach-based schooner **Coco Kai**:

"We're here at Australia's Cocos-Keeling Islands, which are midway between Australia and Sri Lanka, and I needed Internet access so I could send some photos and reports to family and friends. All that I needed to do to get that access was: 1) Dinghy two miles into 20 knots of wind and chop to get from Direction Island to Turtle Beach on Home Island. 2) Walk a mile to the pier to catch the 7 a.m. ferry. 3) And after the 10-mile ferry ride, take a four-mile bus ride to the Internet place."

Then, of course, he had to get back to the boat. As most *Latitude* readers know, King spent months in the heat and humidity of Thailand doing a fabulous refit on the schooner. Owner Jennifer Sanders of Los Angeles, and daughter Coco, are now aboard, and in a week they'll start the 4,000-mile trek to Cape Town, with stops at Rodrigues Island, Mauritius, Reunion Island and Durban.



YUDA POINT

When yachts stop at Cocos-Keeling Islands, most crews take time before the long Indian Ocean crossing to leave their mark.

"It's going to be a fast and wet ride, with the biggest waves we've seen in years," predicts King. "Readers can follow our track at www.shiptrak.org, login kf60id, hit satellite, and zoom in."

"Stephi and I are well and have been enjoying the Bay of Los Angeles in the Sea of Cortez for the last two months," reports Robin Kirkcaldie of the Santa Barbara-based Bounty II **Red Witch II**. "We're due to head south in a week or two, and are looking forward to signing up for the 2014 Pacific Puddle Jump. Although she was built in the late 1950s in Sausalito, and was one of the first sizeable fiberglass boats ever built, *Red Witch* continues to surprise us with her wonderful sailing qualities."

If you were going to make a movie based on James Michener's **Bali Hai**, where would you film it? Thanks to Nancy and Burger Zapf of the Berlin, GER-based Alden 50 **Halekai**, we now know that parts of it were filmed at Portinax Beach and Es Vedrà, which are on the Spanish island of Ibiza in the Med. If that's not weird enough for you, Michener admitted that he based the fictional South Pacific paradise on a "miserable village" on Mono Island in the Solomon Islands, and Aoba, a "steaming, savage island" in what is now Vanuatu.



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Michener said the islands were so off-putting that no sane person would willingly visit them, so he "took the privilege of dressing them up a little." Geez, first you can't believe everything you read, now we can't even believe the movies. What next, lying politicians?

"It was almost exactly five years ago that I sailed out of Vancouver Harbor aboard my Kristen 46 **Precious Metal**," writes Pamela Bendall. "I've had many cruising adventures since then, in Mexico, Central America, and South America. But today *Precious Metal* and I are safe and sound back in False Creek, and the sun is out and the skies are blue. Victoria, with the surrounding mountains and scenery, is so beautiful, Home sweet home!"

Pamela recently authored a book titled *What Was I Thinking?* about her many sailing adventures. It's pure speculation on our part, but we think six months from now, when Victoria's been cold, dark and gloomy for months, our friend Pamela is going to start writing a sequel titled *What Was I Thinking, II?* It's

going to be about how much more pleasant and less expensive it is to be cruising in the tropics than being stuck in a high-latitude winter.

In one of the most pleasant bits of news we've gotten in ages, we've learned that Caribbean legend **D. Randy West** and his sweetheart **H.G.**, after years of long-ing, have acquired the 70-ft Spronk catamaran **Ppalu**. Built in the early 1970s of ply and epoxy, she's ketch rigged and has deep v hulls. D. Randy has memories galore from sailing and racing her in the old days, so he's been happily laboring to bring her back up to snuff at the St. Kitts Boatyard. In addition to *Ppalu*, West has owned two other smaller Spronk cats, the 45-ft *Skyjack* and the 60-foot *Shadowfax*. So he knows how to make these light and low-riding cats fly. While D. Randy, who has millions of friends up and down the Antilles,




PPLAU

It's great to see a classic cat such as 'Ppalu' end up in the hands of a sailor such as D. Randy, who loves, respects and understands her.

to say nothing of the United States, will no doubt be hitting all the islands showing off his new prize, she'll be based out of Gustavia, St. Barth.

Both Doña de Mallorca and the Wanderer go way back with D. Randy. As a single gal in the '80s, de Mallorca raced with him on *Skyjack*, and two of the Wanderer's first sails on catamarans were aboard *Shadowfax* off Antigua and off St. Barth. Indeed, before we had *Prof-ligate* built, D. Randy had lobbied for us



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CHANGES

to buy *Ppalu*. So when D. Randy offered us the chance to race with him in next April's Voiles de St. Barth on *Ppalu*, we couldn't wait to confirm.

Continuing to have a great time in the South Pacific are Dietmar Petutschnig and Suzane Dubose of the Las Vegas-based Lagoon 440 **Carinthia**. After they did the 2008 Ha-Ha, they cruised Mexico a bit, sailed across to New Zealand with Kurt Roll, and then stayed in New Zealand for a few years. The couple are now on their way through Vanuatu, where cruising boats are few and far between. "We hogged the anchorage at Hog Harbour, Santo, Vanuatu," Dietmar jokes, "as there have only been three boats here since June. We get provisions from Luganville by way of the local resort, so all we have to do is keep the ice trays filled."

Dietmar and Suzanne did stop in Luganville long enough to dive at Million Dollar Point, which is where countless millions of dollars of equipment were dumped into the water following the end of World War II. The couple like to think they are easier on the environment, having used just 88 gallons of fuel in two



CARINTHIA

Dietmar goes for an underwater joyride in one of the countless jeeps that were dumped into the ocean at Luganville's Million Dollar Point.

months for all their propulsion, water-making and energy needs. "That's just \$8/day.

Kirk McGeorge of the Brisbane, Aus-

tralia-based Hylas 49 **Gallivanter**, soon to be based out of the U.S. Virgins once again, has taken off. Kirk and crewmate Joe are currently in Cairns, headed for Lizard Island inside the Great Barrier Reef, Darwin, Bali, South Africa, the Atlantic Ocean . . . and St. Thomas. If you're looking to do some ocean sailing, Kirk, who has been around the world before, is open to taking more crew.

Chico's John Franklin, owner of the East Coast- and Caribbean-based Atlantic 55 **Spirit**, gave us some additional details on his 13th and most recent passage between the Caribbean and the Northeast.

"This year we made the 855 miles from the U.S. Virgins to Bermuda in just under four days, and we never ran the engine until we entered The Cut at St. George's. It was our fastest time ever, although we didn't plan or want to set any speed records. Five days — i.e. a smooth passage — would have been fine with me. We left Bermuda with the usual Bermuda High — eight knots and calm like a lake — making its presence known. We crossed the Gulf Stream three

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IN LATITUDES

days later with no wind and even fewer waves — a very rare occurrence. After leaving the beauty and wonderful warm temperatures of Bermuda, our last day into Nova Scotia was shockingly cold and foggy. There wasn't any reason to step outside the pilothouse, as you could barely see the light at the top of the mast. But two days after arriving at Mahone Bay, the sun was out and we were again sailing in the beautiful protected waters."

What's the best *turista* cure? While *Profligate* was getting a major refit at the La Cruz Shipyard, we came down with a low-grade — 3 on a scale of 1 to 10 — case of *turista*. While we just gutted it out, a couple of people recommended "surefire cures". Peter Vargas of Sea Tek, the company doing work on *Profligate*, suggested three shots of tequila. Maybe four. "It will cure you quickly," he assured us. Dan Orlando of the Vallarta-based Maple Leaf 48 *Echoes of Summer* insisted that the best cure was "the juice of four lemons, straight." The next time we get a touch of *turista*, we might try combining their cures. Anybody else have a cure they'd like to recommend?

"Peters & May, Ltd, a yacht transport company based out of the United Kingdom, has added La Paz-to-Victoria, British Columbia, to their schedule," report Dennis and Susan Ross of **Two Can Play** and Ross Marine Services and Consulting in La Paz. "They will fill the void that was created when Yacht Path International went bankrupt and halted their West Coast Service.

Peters & May has been in business for many years, but has focused on the Atlantic and Asian markets. They had a West Coast sailing from Manzanillo, but we finally got them to include La Paz. Their service might be of interest to Ha-Ha'ers and other boats wanting to get to the Pacific Northwest quickly after the winter cruising season is over in Mexico. Although we have no clue why anybody would want to leave La Paz for the Pacific Northwest. As is/was



TWO CAN PLAY

Phil and Katie Habberger's Port Townsend-based Catalina 42 'Avalon' was lifted aboard the 'Huanghai Glory' in La Paz in July.

the case with Dockwise and Yacht Path, Peters & May cannot pick up and drop off in the same country, so they can't load in La Paz and drop off in Ensenada. As such, the service won't be good for those who just want to avoid a Baja Bash.

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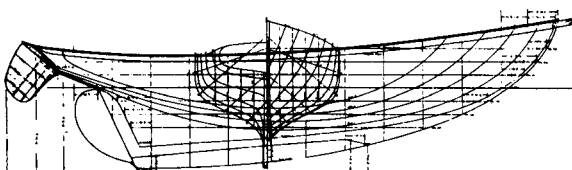
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6-MAN OFFSHORE LIFERAFT, 2012. Alameda. \$2,050. 6-Man Valise DSB (made in Germany) commercial quality raft. New June 2012 from Coast Marine San Francisco. Will guarantee repack. Perfect condition. (415) 488-0218, (415) 999-2270 or sjr90@comcast.net.

9-FT PORTA BOTE DINGHY/TENDER. \$600. Folding portable boat. Stable, dry, rows well; nice wood oars included. Planes fast with small outboard. Unsinkable, durable. Easy to transport on land or sea. See website for pics and more. <http://tinyurl.com/pb4sale>. Contact (707) 696-2230 or s_cox2@yahoo.com.

24-FT KENT RANGER SAILBOAT, 1978. Coyote Point. \$1,500. Evinrude 2-stroke 6hp outboard, sails, full flotation, Burma teak, stainless shrouds, stays, aluminum mast and 8'4" boom, fiberglass laminates: hull, deck, interior, rudder, needs TLC. Sails well. Contact (408) 561-5399 or woolleyre@yahoo.com.

24-FT J/24, 1978. \$8,500. TP built, vermiculite job, main bulkhead replaced, Dyform standing rigging, calibrated turnbuckles, windward sheeting, roller stations all at minimum height, 8-1 boomvang, carbon fiber spinnaker pole, Tacktick wind, speed, compass and depth. New 4hp Nissan long shaft (never had gas in it) and all Ullman class sails, plus one non-class carbon jib, solar charger and gel battery, two-axle trailing with gear box, dry sailed last 7 years. Fun, fast boat. Thanks, Chris. (209) 603-7991 or ccorbin@costco.com.

FLYING JUNIOR, \$300. Older FJ, needs rub rail. Good sails, wooden spars, no trailer. Also, 1939 Lawson gas single-cylinder marine engine. Model ZW918, 5-1/2hp, 2:1 reduction with propeller and original brochure; \$500. Call Bob. (707) 829-8222.

25 TO 28 FEET

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.

28-FT BRISTOL CHANNEL CUTTER. 1977. Park City, Utah. \$50,000/obo. Bristol Channel Cutter project on custom trailer. Stored inside, almost everything included to finish. Additional details and photos at website: www.samlmorse.com/forum/read.php?4,12504. Email/call with questions, calderstratford@gmail.com or (435) 503-2879.

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10-FT AB 10 VSX, 2013. \$9,850. New deluxe RIB, molded fiberglass console, bench seat w/cushion, bow locker w/cushion, navigation lights, bilge pump, Yamaha 4-stroke 20hp, approx. 20 hours. Electric start, mechanical steering, stabilizer fin. Contact Brently. (805) 644-6290 ext:107 or bdunivant@inflatableboats.net.

24 FEET & UNDER



24-FT SEAWARD, 1990. Brookings, Oregon. \$12,900. New 8hp 4-stroke electric start remote Tohatsu, bimini, Porta-Potti. Main, furler genoa, icebox, 30 gal water, Delta anchor, SS portholes, solar, fishfinder, mast raiser, propane stovepot, foot pump, tandem aluminum trailer. Photos available. (541) 469-9379 or sandsations@nwtec.com.



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

20-FT MELGES, 2009. Tiburon. \$30,000. Join a great fleet, with local and national activity. Priced this boat to sell quickly at \$30k firm. Sail inventory: 2012 spinnaker (runner). 2012 spinnaker (reacher). 2012 Dacron mainsail. 2012 3DL jib. Boat condition/equipment: 2009 hull is in excellent condition. Cockpit: Raptor non-skid (12/2012). Trailer w/1 storage box. Covers: mast up top cover, trailing bottom cover. Instruments: Tacktick compass. 2.5hp engine. (510) 842-6375 or kauisailing@gmail.com.



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28-FT ISLANDER, 1977. Oakland Estuary. \$10,000. Wheel helm, 6' headroom, aluminum fuel tank, new zinc Lifeline AGM batteries with strong charger. Beautiful teak interior, teak and holly cabin sole. (925) 354-3745.

27-FT CATALINA, 1976. Oakland Marina. \$6,500. Wheel steering, GPS, depth sounder, autopilot. Newer 135% roller furling jib, new colorful spinnaker, Atomic 4 that runs great! Lots of Moyer upgrades. Solar panel, stereo, VHF, 2 batteries, much more. Best Bang for Buck on Bay. (925) 487-7848.



28-FT LANCER, 1985. San Rafael. \$7,500. Great Bay cruiser for sale, solid keel, shoal draft (4'), Evinrude 9.9hp 2-stroke, starts on first pull. Last sailed Sat. July 13. Includes all equipment necessary to sail, life jackets, autopilot. (415) 420-8575 or surtruck18@sbcglobal.net.



25-FT CATALINA POP-TOP, 1978. Alameda. \$6,500. Nissan 9.9hp electric/pull start, hauled/painted 5/2013, depth, holding tank, 2 mains, 2 jibs, interior upgrade. Very clean, pretty, fun, family boat. Trailerable. (510) 776-0821 or (510) 604-1208 or srt80@live.com.

26-FT MACGREGOR 26X, 2000. Santa Cruz. \$17,000. Very good condition. Suzuki 4-stroke 50hp motor. Mainsail, overlapping jib, genoa, and spinnaker. Includes trailer. Comes with many after-market upgrades. Low engine hours. (831) 234-7594 or emery.laurie@gmail.com.

27-FT HUNTER, 2005. Moss Landing. \$37,500. Pocket cruiser well-equipped as singlehander: jib and main in-mast furling, all lines aft, wheel steering, autopilot, 18hp diesel, 230 hrs. Aft cabin double berth, V-berth, galley, head: 6'+ headroom. Professionally maintained. Bottom painted 2011. (831) 334-3630 or jaykay32@yahoo.com.

27-FT CATALINA, 1983. CA Delta. \$9,000. This TURNKEY boat is a "must see"... loaded!! Ready to sail away. Very clean. www.flickr.com/photos/19831496@N03/. Contact (916) 768-4810 or (916) 853-5805 or tbcseghi@prodigy.net.

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. Best offer this month takes. Call Dave for info. (408) 378-3700 or (408) 334-0233 (cell) or davidperry222@gmail.com.

COLUMBIA 28 MK II, 1970. Crescent City, CA. \$8,100/obo. Columbia with trailer. Upgrades. Decent sails, Autohelm, head, fridge, stove, water, recent upholstery, 25hp diesel. Recent bottom paint. Boat/trailer in good condition. See Craigslist ad for details/photographs. (541) 941-2042 or nwbiolog@gmail.com.



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.



28-FT ISLANDER, 1976. Berkeley. \$12,500. Well maintained. Boat has had only two owners, Volvo diesel with 400 hrs, refrigeration. Two boat owner motivated to sell, has some small blisters. Contact bill.cindy87@gmail.com or (916) 479-1740.



25-FT HELMS, SWING KEEL, 1975. Burson, CA / Camanche Reservoir. \$4,800. Open sail, main, lapper and genoa sails / original very good condition. Boat solid and ready to sail. Call Ray Lopez. (209) 772-9695.

29 TO 31 FEET



29-FT TRINTELLA, 1968. North Bay. \$21,500. Solid offshore cruiser, Hull #495, fiberglass hull, Cape Horn windvane, 3-cyl diesel, new brightwork and electrical, recent bottom paint, rigging, meticulously cared for. More information available at website: <http://groups.yahoo.com/group/Trintella29/>. Contact (707) 537-5522 or trintella495@yahoo.com.



30-FT BIRD BOAT, 1928. Sausalito. \$28,000. Price Reduced!. 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 or pierrejosephs@yahoo.com.



30-FT CATALINA, 1985. Sausalito. \$19,500. Nicely maintained Universal 25hp diesel engine. New batteries, fuel filters, fuel pump. Water pump. Bilge pump. Bottom paint, two coats (8/10/12). Edson wheel, has dodger frame (presently off boat). Autopilot, roller furling jib. New stainless exhaust. Has self-tailing winches, water heater and shower. Standard rigging condition of boat is good entry size for the Bay. (707) 357-3891 or (707) 937-0655 or TLCmendo@mcn.org.



30-FT CATALINA, 1988. Sausalito. \$28,900. Great condition. New bottom paint. New anchor, chain, rode. Newer main and 110% furling jib. 23hp Universal diesel. Canvas covers, autopilot, cushions, inverter, VHF, extra sail, large cockpit cover, 2-burner stove. Extra battery. Chrome fishing rod holders. Contact (415) 519-4102, (415) 456-4111 or rwolfson@me.com.

30-FT BIRD BOAT, 1924. Sausalito. \$18,500. Classic SF Bird Boat, *Mavis* #4. Restored; two sets of sails including spinnaker. In-board Yanmar engine. Elegant interior. Contact (415) 891-8244 or johnfergo21@gmail.com.

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

30-FT ISLANDER BAHAMA, 1981. Pt. Richmond, CA. RYC. \$12,400. Nice Islander. Sails nicely. 2 sets of sails, Volvo Penta diesel engine in great shape. New toilet, batteries and sail covers. Sleeps 6. Nicely maintained. (916) 220-9791 or artkhan1@gmail.com.



30-FT PEARSON 303, 1984. Vallejo. \$24,000/obo. Quality built, excellent condition, new bottom paint 3/2013, blister free, 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 CHEOY LEE BERMUDA KETCH. 1964. Port of Redwood City, C-26. \$6,500/obo. Glass hull, Sitka spruce masts, good sails and covers, near new cushions, original diesel engine. Leaky teak deck needing repair. Brightwork needs TLC. Contact (609) 619-0324 or arundelcomputers@hotmail.com.

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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. See more at www.tigress-bcc.com or call (650) 868-0348.



30-FT CATALINA, 1989. Marina Bay, Richmond. \$28,000. Beautifully maintained, 2012 - bottom paint and cushions. Radar, autopilot, VHS, Kenwood stereo, 2-burner stove, 120v inverter, refrigerator, extra sail, GPS, wind speed, depth, cabin heater. More information at www.flickr.com/photos/99619987@N08/with/9392065803/. Contact (916) 838-2614 or gary@gmcairns.com.



31-FT BENETEAU, 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 RAWSON, 1964. Alameda Marina. \$15,000. Restored bluewater classic. Bronze hardware throughout 50hp Perkins 4-107, Tanbark sails, new drifter. Price reduced from \$25,000. Extensive equipment! Owner financing available. For complete description with photos, see website: <http://restoredrawson30.blogspot.com>. Contact (408) 234-5359 or carlbabb@mail.com.



31-FT CAL, 1979. Marina Bay, Richmond. \$18,000. Sure-footed performance, timeless looks and a beautiful teak interior. Newer Universal 30/transmission, also stackpack, GPS/depth/fishfinder, all lines aft including traveller. Professionally maintained by Tradewinds Sailing Club. Email for sell sheet: ronvwell@yahoo.com.



30-FT CORONADO, 1966. Vallejo. \$4,500. Sturdy, fiberglass, aft cockpit sloop. Fully equipped: anchor windlass, roller furler jib, wheel steering, all mainsail controls in cockpit, transparent acrylic hatch boards, propane galley with fridge, 6'4" headroom in cabin, enclosed head with holding system, depth sounder, knot meter, VHF. Nissan 8hp outboard installed, Palmer gas engine not running, but believed repairable. (916) 719-2037 or fountain_robert@yahoo.com.



NEWPORT 30 MK III, 1982. Berkeley. \$17,450. In excellent condition, fast and comfy, 2006 Doyle main, 3 jibs, 2 spinnakers. Low hours diesel, teak interior, wheel, roller furler, new standing rig, all lines aft, sleeps 6. Contact (510) 524-2609 or lebontraks@yahoo.com.

32 TO 35 FEET



33-FT SOVEREL, 1985. Alameda. \$8K 1/3 Equity. Why spend so much money on a boat when you can have it all for 1/3rd the price? Join the *Good & Plenty* Soverel 33 partnership. Fast is fun, racing or cruising. PHRF 96. Her ideal race conditions are light wind and flat water. Currently doing very well in the Estuary Friday nights, come join the fun. Adirondack chairs included. \$8,000 1/3rd equity buy in and \$200/mo. See more at <http://soverel33goodandplenty.com> or call Justis, (510) 390-4674.



32-FT ISLANDER, 1978. Alameda. \$20,000. 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 driplless outlass 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. www.flickr.com/photos/75382361@N04. (415) 912-9692, (415) 271-2429 or leo@leosolomon.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.



32-FT CATALINA 320, 1994. Portland, Oregon. \$62,500. New Volvo engine 2010, New fuel tank 2013, Large aft cockpit; Walk-thru transom; New North asymmetrical spinnaker; Martek dinghy davits, 2008 9-ft Aquapro inflatable, and 5hp Mercury. www.patsysweb.com/Antares/antares.html. Contact (503) 246-9233 or jonwduc@gmail.com.



34-FT O'DAY, 1982. Delta. \$35,000. Ha-Ha vet, hard dodger, bimini, EPIRB, radar, electric windlass, color plotter, AIS, VHF with RAM, dinghy on davits, 10hp OB, 3 spinnakers, 2 poles. Universal diesel, 2-blade, 3-blade and folding prop. Autohelm, stove and oven, refrigeration, 3 house batteries and 1 starting, ample solar panels. Ample ground tackle, sleeps 5, roomy salon, full galley, custom cabinets. Owners moved to bigger boat currently in Mexico. *Flibbertigibbet* must go. (510) 918-0515 or (925) 818-9383 or jimpolygraphman@sbcglobal.net.



CAL 34-2, 1975. Ballena Isle Marina, Alameda. \$7,000/obo. Price reflects that the fuel, water tank, and refrigerator need to be replaced. The diesel engine runs well, and it's a solid well-made boat. (510) 499-6152 or b_stapp55@msn.com.

34-FT PETERSON, 1977. Sausalito. \$34,000. Offers a wonderful mix of classic beauty, sailing ability and accommodations. This racer-cruiser was configured for distance cruising; she is well known for her performance and high quality build. See <http://web.magewind.com/magewind>. Contact (415) 332-4810 or lat38@magewind.com.



34-FT EXPRESS, 1988. Richmond Yacht Club. Best reasonable offer. Well maintained, great sails, fast, great sailing boat. Contact c_longaker@sbcglobal.net or (415) 450-1113.

32-FT WESTSAIL, 1971. Marina Bay Yacht Harbor. \$18,000/offer. Ketch rigged. 50hp Perkins. Selling as-is. Call (707) 887-2644.



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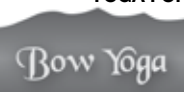
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34-FT O'DAY, 1982. Alameda. \$30,000/obo. North sails, jib furler, spinnaker. 24hp Universal diesel. Gori folding prop. (7) 2-speed self-tailing winches, Autohelm, 3-burner stove and oven. Refrigeration. New batteries and inverter. Excellent Bay, Delta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

32-FT SAMPSON 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.



33-FT NORWEST, 1978. Santa Cruz. \$24,000. Recent \$10,000 haulout included brand new upgraded rudder and thru-hulls. Engine professionally serviced: new fuel lines and filters, exhaust elbow, waterlines, pump, new fuel tank. Newer Hodges sails in very good condition. Schaefer furler. New head and holding tank. New batteries and charger. Regular dive service. Transferrable monthly berth or will deliver boat anywhere in California. The Norwest 33 is a respected offshore cruiser. Streamlined design exhibits high performance and easy handling characteristics. Contact (831) 207-1556 or Dove_Sailing@yahoo.com.



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.craigslis.com/csd/boa/3862977666.html>. Contact (202) 680-0091, (202) 714-2002 or adam.hopps@gmail.com.

BOAT WANTED. Looking for Catalina 34 Mark II or 36. Must have full batten main. 1999 or later. Contact (415) 250-1968 or rtoller@comcast.net.

33-FT SPAULDING, 1969. \$19,900. Quick, balanced, designed by Myron Spaulding, highly regarded Bay Area designer and sailor. 9th built with finest materials by talented pattern maker Ivan Davies. More info at http://en.wikipedia.org/wiki/Myron_Spaulding and www.spauldingcenter.org/myron-spaulding.html. Photos at http://plus.google.com/photos/107257849662934202751/albums/5901004776320496369?authkey=CJCU_e2mzdShDw. Email jonah_ward@hotmail.com.



33-FT RANGER, 1976. Moss Landing, North Harbor. \$14,000. #252, 2nd owner, low hour Yanmar. Bottom, batteries, main, #2 genoa; 2012. Shrouds, lifelines; 2013. (831) 840-0200 or johnrherne@gmail.com.



35-FT ALBERG, 1964. Emeryville Marina. \$21,000. Diesel, chartplotter, VHF, dodger, custom covers. New interior. 30 gal holding, 20 gal fuel, 45 gal water. Stove/oven, BBQ, ladder. Roller jib, spinnaker with sock, anchors, windvane, liferaft. Contact (408) 205-1113 or (408) 735-1018 or klawuhn@sbcglobal.net.



35-FT HUNTER LEGEND, 1990. Marina Bay, Richmond. \$42,500. Pacific Cup veteran, full batten main, roller furling jib, Yanmar diesel, wind, depth, speed instruments, ST winches, VHF/stereo, CNG stove, spinnaker gear, dodger, open transom, sleeps 6, many spares, and extra sails. Contact (510) 235-4005 or quixote9094@aol.com.



35-FT HINCKLEY PILOT YAWL, 1966. SFYC. \$70,000. *High Tide* is a two-owner, full-keel classic Sparkman & Stephens design. Hand-laid fiberglass hull. Westerbeke diesel. Wheel steering. Gray Awlgrip topsides. Varnished teak trim. Roller furling jib, full batten main, lazy jacks, jiffy reefing. Sleeps four. Honduras mahogany + teak throughout. Teak and holly sole. Head w/stainless sink, shower, hot/cold pressure water. 3-burner propane stove, refrigerator. 3 screened hatches. 8-ft Avon inflatable, Honda outboard. <http://hinckleypilot35.ning.com/photo/photo/listForContributor?screenName=2oz7adc9pf1um>. Contact (415) 435-9565 or sswan200@aol.com.



33-FT WAUQUIEZ GLADIATEUR, 1983. Sausalito. \$47,500. Extremely well built racer/cruiser. Lots of upgrades and extras. Radar, GPS, liferaft, Lewmar winches, furling, diesel, refrigeration, heating. Full electronics. Beautiful interior w/teak and holly cabin sole. Sleeps 7+. More at www.quest33.info. (415) 332-5970 or onthewater@pacbell.net.



33-FT JEANNEAU SUNFAST 3200. 2009. San Diego. \$145,000. Veteran of Pacific Cup doublehanded, Transpac and Cabo. Turn key ready for 2014 Pacific Cup doublehand or SHTP. Excellent condition with many extras. Full details and photos on website. www.mechdesign.com/3200. (435) 640-0587 or sail@mechdesign.com.

34-FT CAL, 1968. South Beach Harbor, San Francisco, CA. \$8,900. Good condition, Atomic 4 engine, runs and sails great! Call or email for info. (408) 315-4254 or Sullivan_const@yahoo.com.



35-FT BRISTOL 35.5, 1978. Berkeley. \$34,000. Beautiful, solid, well equipped Ted Hood design. Yanmar diesel, Andersen winches, radar, electric windlass, Force 10 stove, refrigeration, new thru hulls/bottom job, much more. Been to Mexico. (510) 524-9976 or (510) 847-8375 or b_leary1@yahoo.com.



32-FT PEARSON VANGUARD, 1966. Alamos Bay. \$10,000. Custom teak interior, newly upholstered cushions throughout the boat, new rigging and mast rebuilt by Seatek, bottom paint, hull painted April 2011. Roller furling, Autohelm tiller pilot, VHF radio, Loran, AM/FM radio/CD player. Under 300 hours on Atomic 4 rebuilt by Terry Brown. (714) 960-6489 or (714) 270-3046 or jj.wedde@gmail.com.

36 TO 39 FEET



37-FT CABO RICO, 1995. Vallejo. \$124,000. Crealock-designed cutter well maintained. Two time Mexico vet, Yanmar 2200hrs, new rigging. 2008 RIB tender 6hp 4-cyl. Nicely equipped Ha-Ha ready. Consider shared equity. (707) 477-6980 or jack@hewatt.net.

36-FT JEANNEAU 36.2 SUN ODYSSEY. 1998. San Rafael. \$81,000. Meticulously maintained, ready for cruising. Recent haulout, beautiful inside and out. Rerigged for singlehanded sailing. See web address for pictures and equipment list: <http://hitchcraft.net/Zingara>. Contact (415) 299-0263 or miglopra@gmail.com.



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38-FT FREEDOM, 1990. Santa Barbara. \$59,900. Performance cruiser built by Tilton Pearson. Full galley, head, exterior/interior showers. Beautiful teak interior w/ two cozy cabins. 6"1" headroom. 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 rwrawles@gmail.com.

38-FT ALAJUELA CUTTER, 1977. Seattle, WA. \$99,000. Factory-built by the Alajuela Yacht Corp. I have owned *Lively Lady* for thirty years and she is ready go around the world again. Contact (360) 376-5284 or (360) 298-6236 or skottphoto@gmail.com.

38-FT CATALINA, 1981. South Beach Harbor. \$29,000. Price Reduced!. Hull #110, offered by original owner. All Bariat winches including Bariat 32s self-tailing, 4 jibs, plus 2 spinnakers. Battened main plus lazy jacks. 24hp Universal 3-cylinder diesel. Gori folding prop, hydraulic back stay. All teak interior, exterior teak trim with new cockpit cover. Hauled, June 2013. Email avalleaup@yahoo.com.

37-FT CREALOCK, 1979. Monterey. \$41,000. Cruising consultants, new LPU entire boat, new interior, new Yanmar. See www.crealock37forsale.com. Email for pics and video, dcd987@gmail.com or call (831) 234-4892.



38-FT CATALINA 380, 2000. Marina Village. \$117,500. Well maintained in beautiful condition. Recent survey. 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. See more at <http://catalina380bonneviudeux.shutterstock.com>. (408) 828-0837 or billsails2@yahoo.com.

38-FT CATALINA, 1982. Alameda. \$48,000. Baja Ha-Ha vet, ready to go again. Lots of extra equipment. 2 mains, 3 jibs, 3 spinnakers, etc. Bottom job 4/11. Contact dgilmoresailor@yahoo.com or (916) 747-6933.

36-FT SCHUMACHER, 1989. Paradise Cay. \$39,900. *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.



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.

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.



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.

39-FT ATKIN MARGERY DAW. Ukiah, CA. \$2,500. Unfinished 39+ ft. X 11 ft. beam. Fiberglass hull and decks, wood cabin top. Many extras including sails. You finish. Call Frank, (707) 467-3826 or lindadake63@gmail.com.

39-FT FREYA, 1978. Berkeley Marina. \$70,000. Very clean, 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, 1986-2013, \$49,750. Continuous upgrades, complete mast out refit: engine, electrical, instruments, plumbing. Interior perfect, new cabin sole. All new upholstery, new lifelines, new Doyle bi-radial 120% jib, on Harken furler. New full batten main on Harken traveler. Contact rhumphrey@sbcglobal.net or (510) 812-3715.



37-FT ISLANDER, 1968. Berkeley, CA. \$28,000. Great condition, proven quality classic, 2nd owner, professionally maintained, cruise or liveaboard, Universal diesel, numerous upgrades. Bottom done at KKMI - 11/2012, roller furling jib, wheel steering plus original tiller. (510) 253-3044 or (510) 899-6118.

36-FT ISLANDER, 1975. Clipper, Sausalito. \$15,000. New bottom '04, new standard engine '06 (approx. 1000 hrs), propane, pressure washer, Raymarine, other upgrades, topsides need TLC.

39-FT C&C LANDFALL SLOOP, 1985. Grand Marina, Alameda CA. \$59,000/obo. Twice Mexico cruiser, safe, and comfortable. Mid-cockpit, includes upgraded house batteries, EPIRB, and West Marine Strongman dinghy. Rod rigging with insulated backstay. Live your fantasy, we did! More at <http://seabear.waybac.com>. Email seabear@miller.org.

36-FT HANS CHRISTIAN, 1975. Oyster Point Marina. \$32,000. Proven cruiser from Alaska to New Zealand. 'Good Bones', needs new sails and little TLC to restore her to off-shore condition. Monitor windvane, dinghy and more. USCG documented. Contact (415) 337-5303 or svtekin@gmail.com.

40 TO 50 FEET



41-FT FORMOSA YANKEE CLIPPER. 1978. San Pedro. \$59,000. 47', 12.5' beam. Rebuilt Perkins 4108 <200 hours, Kemp Selden Spars internal halyards-3/8" with Stalok fittings. Stainless steel water tanks, aluminum fuel tank, large cradled liferaft, SSB radio, Comnav autopilot, separate shower, full Pullman berth, U-shaped galley, double sink, Seaward stove, two refrigerators, watermaker, electric toilet, dodger and bimini, Isotherm water heater, Achilles dinghy, additional upgrades. Available 8/6/13. Beautiful boat. (562) 833-1800 or sequoia79@msn.com.

41-FT MORGAN OUT ISLAND, 1972. Marina del Rey. \$54,000/obo. Sloop/cutter, center cockpit refurbished. 50hp Yanmar diesel (100 hours), radar, Icom 710, watermaker, 5 sails. For pictures, see website: www.yachtsoffered.com, go to listing 1291754. Contact (661) 548-6603, (661) 388-7670 or hwohthuis@juno.com.



40-FT J/120, 2001. San Francisco. \$155,000. Very clean and well maintained 2001 J/120. Extensive Quantum race sail inventory, lightly used, full B&G instrumentation including GPS interface, Yanmar diesel, plus much more... Contact (650) 363-1390 or (650) 722-2389 or richferrari@yahoo.com.



48-FT CUTTER-KETCH, 1966. Moss Landing, CA. \$125,000/negotiable. Full keel, bronze-fastened mahogany on oak cutter-ketch. 90hp Ford-Lehman, 300gal fuel and 200gal water tanks. Beautiful heavy-duty circumnavigator easily handled by two; sleeps 7, 2 heads, central heat, center cockpit, u-shaped gourmet galley. Email ragdol@AIM.com.



40-FT BRUCE ROBERTS. Cutter rigged sloop, 1984. Bradford Island, CA. \$27,000/obo, land trade. *Windy*: Documented, 37-ft LOD, bluewater, custom built, classic design. Hull is 1-1/8" fiberglass, laid with Seaflex matting with integrated reinforcing fiberglass rods. Heavy-duty windlass, 4 anchors including 45lb CQR. Flush deck, hard dodger, 36hp diesel. Very sea kindly; proven Mexico cruiser. Comfortably built solid wood interior/mahogany, teak, maple. Bosch on-demand hot water heater, queen bed. "Little ship". Brad. (209) 406-0965 or (209) 855-4085 or brndeltadreamer@aol.com.



44-FT CATALINA MORGAN, 2007. Seattle, WA area. \$269,950. Mint condition. A real deck salon. Great bluewater cruiser. 75hp Yanmar 8+ cruising, 600 hours. New batteries, new solar, cruising spinnaker, power winches, hydronic heat, Raymarine C120, radar, autopilot, bow thruster. Trades acceptable. (408) 666-3261 or jerryfsaia@aol.com.



46-FT HUNTER 466, 2004. Richmond YC. \$249,000. *Wind Spirit* is ready to cruise! She is spacious and loaded with creature comforts: air conditioning, generator, Spectra watermaker, updated instruments with E120/E80 and AIS, full cockpit enclosure, SSB w/Pactor modem, Viking liferaft, SOS emergency rudder, fabulous entertainment package, cruising spinnaker, low engine hours, fresh bottom paint and newly polished topsides, meticulously maintained. A 2011 Ha-Ha vet, her systems have been tested and are working perfectly! Owners' plans changed. Contact (510) 236-2633 or tivoli42s7@gmail.com.



40-FT CAL SHAMAN, 1966. Alameda, CA. \$98,000. Best equipped Cal 40 on the West Coast. Fully equipped for racing to Hawaii, coastal races, around the buoys, fully crewed or shorthanded, as well as cruising on the weekends with the family. Huge 3DL sail inventory, many upgrades including rig, instruments, autopilot, watermaker... Easomized. Must be seen. Complete specs on blog: www.sailblogs.com/member/cal40shaman. Contact (415) 725-9581 or swaterloo@gmail.com.



46-FT KELLY PETERSON, 1982. Morro Bay, Ca. \$159,000. Stretch/upgraded version of the Peterson 44. Built to highest standards by Jack Kelly Yachts. Teak interior. Fully enclosed cockpit w/fiberglass dodger. Fiberglass decks. Solar panels, wind generator, genset, watermaker, separate freezer, 2 autopilots, Raymarine electronics, heavy ground tackle, ample SS tankage, furling jib and staysail, electric main, gennaker. Custom deck box for SCUBA compressor and gear. Cruise ready. Latest survey put replacement cost at \$545k. (408) 710-0693 or (805) 459-1909 or eddiekamp@sbcglobal.net.



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. Contact amgjohn@sbcglobal.net or (530) 318-0730.



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: www.grace44.com. (702) 767-8323 or jking38701@aol.com.



47-FT VAGABOND, 1982. Brisbane, CA. Entertaining pre-listing offers. S/V *Natural High* is for sale. 1982/95/99 Vagabond 47, 56' LOA. Too many details to list, see website for more details and photos: <http://svnaturalhigh.com>. Email info@svnaturalhigh.com.



IRWIN 46 MK III SLOOP, 1988. South Beach Harbor, SF. \$79,500. Rare deep draft (6-6) fin keel. Low engine hours, never raced. Priced for quick sale. Check <http://irwinyachts.com> for specs. (408) 505-9328 or (951) 244-1116 or tenrightca2544@yahoo.com.



46-FT FARR, 1985. Seattle. \$199,000. Original owner, fast cruiser, frac rig, midship cockpit, Perkins 4-108, fully equipped for coastal and offshore - including radar, AIS, SSB, inverter, watermaker. Call or email for photos and specs. Contact jsprouse01@gmail.com or (360) 471-4540.



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.



48-FT MAYFLOWER KETCH, 1985. Puerta Vallarta, Mexico. \$139,500USD. Sleek and graceful bluewater cruiser properly equipped can fly up to five sails with a crew of two. Designed by third-generation naval architect George Stadel III, the *Oriana* has proven performance, good construction, and detailed appointments. The deck, hull, and spars were repainted in 2013. With its ample captain's cabin, attractive, roomy salon, and fully equipped galley, the boat is a comfortable liveaboard in any of the world's ports. Powered by the proven Perkins 92M, the craft cruises comfortably at 7.5 knots. Equipment includes roller furling on all masts, self-tailing winches, 300 ft. chain anchor rode, three sturdy anchors, watermaker, and more. More at <http://TheOriana.com>. Contact (480) 447-7316 or info@theoriana.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.

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.



42-FT BENETEAU OCEANIS 411, 2001. Mediterranean. \$119,000. The perfect couple's cruising boat with offshore capabilities. Two-cabin owner's version. Designed by Groupe Finot and built by Beneteau in France. Well-equipped and meticulously maintained. Never chartered. Stored on the hard at least six months per year since new. No sales tax, personal property tax, or value added tax for USA buyers. USCG Registered. Lying in the Med. Price reduced from \$139k. (415) 269-4901 or sail@voleavent.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.



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.

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44-FT MILLER MARINE, 1981. San Rafael. \$125,000. Comfortable, fast cruiser ready for Mexico. Bainbridge Island shipwrights, custom teak interior, Perkins 85hp, solar, davits, great condition. Veteran of Mexico, Panama, Alaska. Winner, Oregon Offshore Race to Victoria BC. See www.yachtcontessa.com or email rbrandes@magnoliahg.com.



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.



44-FT NORDIC, 1984. Bellingham, WA. \$129,900. *Allaban*. Equipped for long term cruising, too much inventory to list, includes: freezer/fridge, watermaker, Espar heating, solar panels, etc. Over \$30,000 spent on recent upgrades. (828) 885-2877 or davemenis@hotmail.com.



40-FT KAURI WARWICK. (one-off), 1983. Whangarei, New Zealand. \$200,000. Kiwi-built triple-skin cold-molded kauri cutter. Details, go to house website: www.americankiwihome.com. Email neptune@central.com. 150A Beach Road, Oneahi-Whangarei 0110, New Zealand.



40-FT J/40, 1986. Flathead Lake, Montana. \$95,000. 43hp Volvo turbo 1100 hours, new Quantum roller furling headsail. Have road-ready three-axle trailer, sold separately for inland sailor's dry storage. Pictures, equipment list available. (406) 253-5566 or j22racr@hotmail.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.



48-FT CT 41, 1981. San Rafael Yacht Harbor. \$15,000. Pilothouse dual station ketch, Perkins 4-154 out, but running. Boat is in the water and can be viewed from SRYH. Good project or liveaboard. Seller knowledgeable about vessel and has owned for 20 years. US Hull number. Contact conradsherman@gmail.com or (415) 336-7802.

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51 FEET & OVER



62-FT CUSTOM AL MASON. Salthouse NZ, 1985. Virginia. *Marnie*. Awesome head-turning ketch, just completed doublehanded circumnavigation. Always maintained to highest standard and I would know after being her servant for 15 years. Extremely safe, comfortable, fast cruising vessel. Al Mason's last design commissioned for Don Dalziel for family cruising. Solidly built of triple planked kauri and epoxy. This 38-ton ketch is a "go anywhere" vessel. Half model in new bar at St. Francis YC. More at www.sailmarnie.com. Contact (757) 971-1811 or sailmarnie@yahoo.com.



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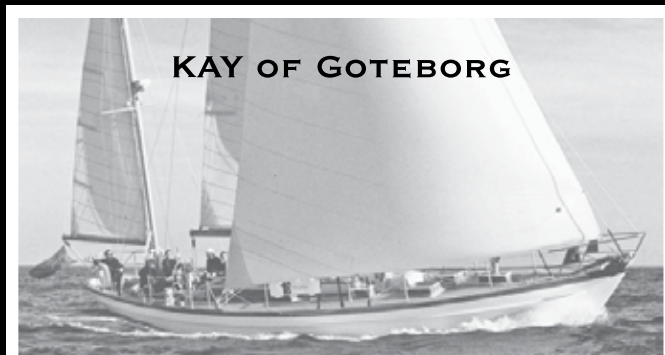
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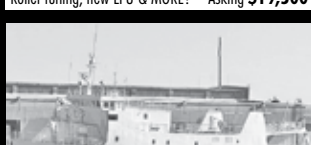
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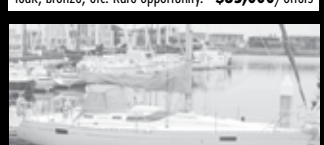
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