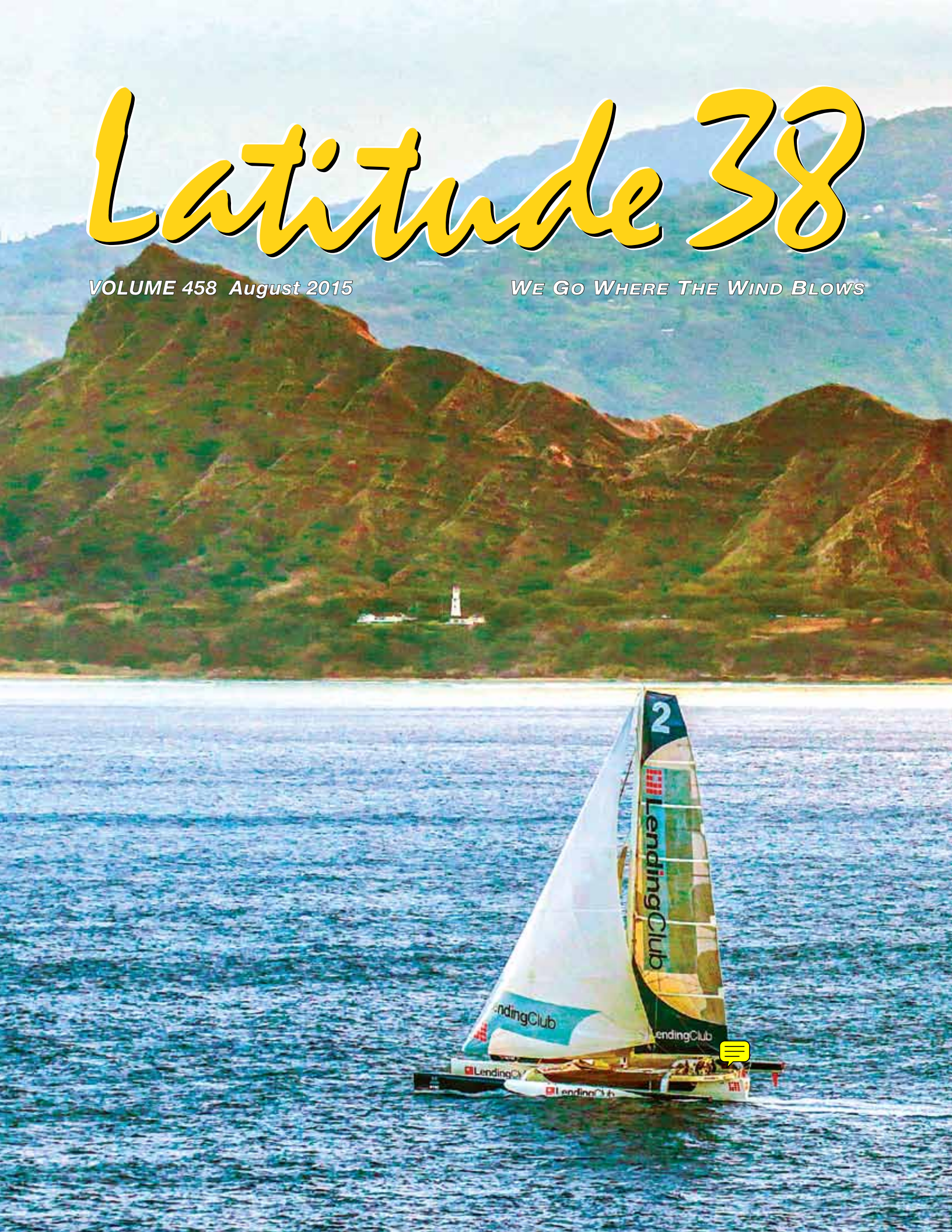


Latitude 38

VOLUME 458 August 2015

WE GO WHERE THE WIND BLOWS



48th TRANSPAC (INTERIM REPORT) —

As we go to press July 28, the final standings of the 2015 Transpac are still evolving. What follows is our interim report, but please also see our comprehensive recap next month.

The 48th edition of the Transpac race from Los Angeles to Honolulu — the West Coast's most famous ocean race — may go down in the annals of yacht racing as one of the most fascinating and unique ocean races of all time.

When the most impressive and awe-inspiring fleet of racing yachts ever assembled on the West Coast showed up to battle on their route to Hawaii — and hopefully break some course records along the way — Mother Nature intervened and helped to chalk one up for the little guys. Although this race is normally defined by a stationary area of high pressure and the accompanying northeasterly-to-easterly tradewinds that comfortably and quickly push the fleet to Hawaii, the 2015 edition will always be remembered as the year that a psyched-up fleet sailed during a confirmed Super El Niño occurrence and saw very atypical conditions as a result.

Punctuated by ultra-warm waters in the Northeast Pacific that allowed two tropical depressions to work their way north and position themselves just south of the racecourse, the 2015 Transpac was anything but normal. However, in a sport whose 'playing field' seems to be increasingly affected by climate change, weird weather is starting to seem like the new normal.

Coming out of L.A. on July 13, Harry Zanville's Santa Cruz 37 'Celerity' accelerates toward the far-distant island of Oahu on July 13.

The fastest boat that the North Pacific has ever seen, the maxi-trimaran *Lending Club 2*, took one look at the forecast for their Saturday, July 18, start and bailed on the race three days early, thus hooking into one of the tropical low pressures to slingshot out of California and set a new outright course record that

Mother Nature intervened and helped to chalk one up for the little guys.

will likely stand for many years to come.

The rest of the Saturday starters, including an unprecedented trio of 100-ft super-maxi monohulls entered in Division 1 — *Wild Oats XI*, *Ragamuffin 100* and *Rio100* — departed Long Beach amid rain and lightning. On the topside of a second depression, the fleet rocketed out of California with spinnakers up before weak trades and a hole in the middle of the course pushed them far north of the rhumbline — out of record-breaking territory and into the Pacific Garbage Patch, where some reported "shocking amounts of rubbish."

With the big boys' chances at making Transpac race history being thwarted by El Niño, and the Thursday (July 16) starters, such as the Santa Cruz 50s and 52s, drifting off the coast in the wake of a depression for more than a day, an unlikely scenario unfolded in this star-studded race that allowed the little guys to steal the show. While all eyes were on the 100-footers and their pro-

essional crews in hopes that a record would fall, it was Harry Zanville's San Diego-based 37-ft racer/cruiser *Celerity* — crewed by amateurs with a dream — that sailed masterfully down the course to cross the finish line first, winning her division, and leading the standings overall for most of the race until the 70-ft sleds took over the top spots.

Back in 2011, when Zanville raced his Santa Cruz 37 *Celerity* in that year's Transpac, the team's chances of glory were quashed by their taking the most northerly route of any fleet member, combined with suffering a bowsprit failure immediately after hoisting the A2 spinnaker. But *Celerity* soldiered on to finish near the back of her division in that disappointing race.

This year, *Celerity* came back for redemption. As luck would have it, she was in the first group of starters and fared well in the weather lottery that often defines the race. Always at or near the front of the pack, *Celerity* battled with Paul Stemler's J/44 *Patriot* and Tracy Obert's custom 59-ft ketch *Marjorie* for much of the race, and, with a bowsprit that held together this time, reveled in the downwind surfing conditions for which designer Tim Kernan had penned her.

Sailing between .5 and 2.5 knots of boatspeed faster than most of the fleet in the later stages of the race, *Celerity* played her hand masterfully and continually moved up the leaderboard when it mattered most. Making a subtle move to the north and calling the one-and-in port jibe layline perfectly from approximately 500 miles out, *Celerity* was lit up and pointed directly at the barn while her rivals had to jibe back to lay the finish, sealing the deal for the often-underappreciated SC37 design, which has now quietly managed to win a Coastal Cup overall and a Transpac division.

In a sport often dominated by ultra-high-dollar big boat programs full of professionals, stories like *Celerity's* group of amateurs on a modest vessel staying true to a dream is what inspires many to field their own campaigns, and come back time and again to continue to chase that dream. While *Celerity* may have secured line honors and a victory in Division 7, the dream of overall honors shifted to the sleds in Division 2 as we were going to press, with too many boats still on the course to declare an overall winner.

In our comprehensive report next month, we'll have much more on overall honors, post-race reactions, stories of



IS WEIRD WEATHER THE NEW NORMAL?



SHARON GREENE / ULTIMATE SAILING

Bob Oatley's 100-ft maxi 'Wild Oats XI' won the Merlin Trophy for charterer Roy Pat Disney and a crew of 'Oats' and 'Pyewacket' sailors.

the sea, and fleet breakdowns — this story is still developing as our printer shouts, "Roll the presses!"

Division 0

With *Lending Club 2's* withdrawal from Transpac, Division 0 became an arms race among a trio of Gunboats. Sailing their own start (July 18), the three tricked-out Morrelli & Melvin 'cruising' catamarans left in the decidedly atypical conditions that defined Saturday's big-boat start. The remnants of Hurricane Dolores saw the fleet leave in warm, muggy and wet conditions with occasional thunderstorms and even lightning later in the day — conditions nearly unheard of in Southern California in July.

but did not correct out over *Extreme*, which is a modified and faster-rated boat.

Special mention has to go out to multihull fanatic Thornburg, who scored the fastest elapsed time and a division win in last month's Transatlantic Race aboard his MOD70 trimaran *Phaedo*³ and in the same month competed in the Transpac on his Gunboat catamaran. That's definitely our kind of weird.

Division 1

Like *Lending Club 2*, the unprecedented

Offshore, the breeze filled from behind and sent all of the big boats rocketing west at a rapid pace toward a complex scenario of high pressure and light breeze in the middle of the course, a direct result of the two tropical lows that wrote the script for this year's race.

All three Gunboats chose the most extreme northerly option available to stay in pressure. Sailing on a track that's about as unconventional as her lime-green paint job, Pat Benz's radically upgraded GB66, *Extreme H2O*, was first to finish in Division 0. Just before this issue went to press, Lloyd Thornburg's GB66 sistership *Phaedo* finished

trio of 100-ft super-maxis competing in Transpac 2015 were all sailing with the hope of breaking a record. Australian boats *Wild Oats XI* and *Ragamuffin 100*, both canting-keeled Sydney-Hobart icons, had been intent on breaking *Alfa Romeo II's* monohull race record. (She's a sistership of *Oats*.) And *Rio100*, the new California-based super-maxi, was hoping to set a new fixed-keel Barn Door record, currently held by the R/P 74 *Bella Mente* (racing this year as *Wizard*.) With the fleet pushed far to the north, the trio of 100-footers all finished outside record territory.

Even in the decidedly suboptimal conditions through much of the middle of the racetrack, the famous Australian super-maxi *Wild Oats XI* burned up the course in 6d, 10h, 37m, some 20 hours off record pace. Not fast enough for the history books, but enough to secure both the Merlin Trophy for fastest elapsed

A hole pushed them far north of the rhumbline and into the Pacific Garbage Patch.

time and the Division 1 victory for owner Robert Oatley and charterer Roy P. Disney, who brought along his seasoned *Pyewacket* crew to sail alongside some of *Oats*' regulars.

Manouch Moshayedi's fixed-keel, Bakewell-White-designed *Rio100* scooted to Diamond Head in 7d, 5h, 34m to secure second in class and the prestigious Barn Door Trophy for the fastest fixed-

Happy Gunboaters. The crew of 'Extreme H2O' celebrates being the first multihull to finish at Hawaii Yacht Club.



JEREMY LEONARD / TRANSPAC YC

48th TRANSPAC (INTERIM REPORT) —

keel monohull on elapsed time. Her time was 10 hours behind *Bella Mente's* Barn Door record.

Division 2

There's a reason that Transpac 52s are always dangerous weapons in this race: This course normally provides the very conditions for which this boat was designed when the class was conceived. To see one of the first expressions of that design rule correcting out very well in fleet is not surprising. Nor is it surprising to see the three TP52s entered provisionally sweeping the podium in this intensely competitive, mini-maxi division that also includes the Kernan 70 *Peligroso*, the R/P 74 *Wizard* and the STP65 *Bad Pak*. Craig Reynolds' Newport Beach-based TP52 *Bolt* (the former *Rosebud* that won the Transpac overall in 2005) tops the division, followed by sisterships *Destroyer* and *Patches*.

Division 3

This division of West Coast sleds, 70 feet long, ultra lightweight, and distinctively skinny, are frequently unbeatable



The start of the three-boat Gunboat division — er, Division 0. The withdrawal of 'Lending Club 2' made it a race among the fast cruising cats.

in a VMG-running race if its on the lighter side of the breeze spectrum. In decidedly sled-friendly waterline conditions that involved a light-air getaway from Long Beach and a tricky light-air regime in the middle, it's not at all surprising to

see the entire six-boat sled fleet currently correcting out on top overall. Two-time overall winner *Grand Illusion* is leading not only the tight division, but the entire fleet on corrected time as of this writing.

Division 4

Divisions 4-6 began the Transpac on Thursday in champagne conditions which quickly deteriorated into boats drifting off the coast and searching for breeze before running into light downwind conditions that were pleasant but not particularly fast. Quickly swallowed up by the Saturday starters and mirroring their highly abnormal extreme northerly routing, the Thursday starters appear to have drawn bad cards in the weather lottery.

One of the most exciting races to follow in the entire fleet has been that of Greg Slyngstad's J/125 *Hamachi* and Tim Fuller's J/125 *Resolute*. Fuller is doublehanding with famed sailor and SoCal sailmaker Erik Shampain against a division of fully crewed boats. *Hamachi* has (provisionally) won this division,

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IS WEIRD WEATHER THE NEW NORMAL?

though *Resolute* stayed true to her name, battling for the lead throughout the race. Chris Hemans' Rogers 46 *Varuna* similarly engaged in a dogfight with Bob Pethick's sistership *Bretwalda 3*.

Division 5

Struggling in the same conditions mentioned above, the eight-boat Santa Cruz 50 and 52 fleet lived up to its reputation as being one of the most evenly paired and competitive divisions in the Transpac. As of this writing, Erik Gray's SC50 *Allure* is placed ahead of John Shulze's SC50 *Horizon*, with Dave MacEwan's Bay Area-based SC52 *Lucky Duck* rounding out the podium. All three boats are very close to one another on handicap. Caught in the wrong weather window at the start and so evenly paired, the leaders of the Santa Cruz 50/52 pack engaged in an all-out drag race to the islands that came down to the wire.

Division 6

All still on the racecourse as we go to press with this issue, Division 6



'Rio100' captured the coveted **Barn Door Trophy** for best elapsed time by a non-power-assisted monohull, but not the record.

shows John Chamberlain and Dean Fargo's Swan 651 *Second Wind* in the lead over Akimitsu Hirai's Yokohama, Japan-based 40-ft *Crescent III* and Scott Bradley's Honolulu-based DK 46 *CaZan* in what is turning into a very long race for the slowest of the Thursday starters.

Division 7

The massive Division 7 which started

first on Tuesday, July 14, has seen some of the best action of the race with the aforementioned battle between *Celerity* and *Patriot*. Bay Area boats *Sweet Okole* and *Alpha Puppy* look to have wrapped up 4th and 7th in division, respectively, according to the provisional standings. The Hobie 33 *Bazinga* turned back to the coast with rudder problems and appears to be making its way to San Diego in what has turned into a long ordeal at sea. The J/133 *Picante* returned to San Pedro.

Division 8

Division 8 also started July 14. Tracy Obert's custom 59-ft ketch *Marjorie* battled for the overall lead for the first three-quarters of the race and looks to have dominated her division, being the first to finish. The Bell family's legendary Lapworth 50 *Westward* sailed in third, while the famous schooner *Martha* corrected out near the back of the 11-boat fleet.

We'll have much more on this still-developing Transpac in our September issue. Also see www.transpacyc.com.

— ronnie simpson

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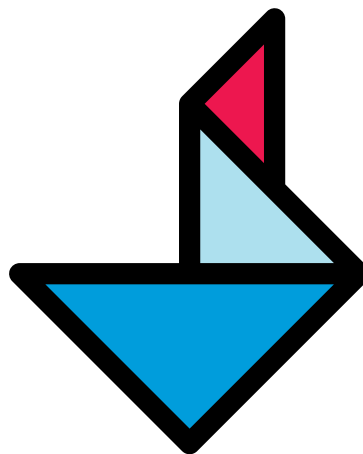
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TAHITI-MOOREA SAILING RENDEZ-VOUS —

If you've never experienced the cruising lifestyle, you might find it hard to believe that one of the most challenging things for a cruising sailor to do is show up at a particular place on a specific date. Knowing that, we were extremely pleased when nearly 70 boatloads of international cruisers turned up in Tahiti on June 19 to participate in the 10th annual Tahiti-Moorea Sailing Rendez-vous — an event in which *Latitude 38* has always played a major role.

Since the beginning, the Rendez-vous has followed a recipe that would be very hard to top: Gather together sailors from many nations and place them within the lush, tropical islands of French Polynesia. Entertain them with sensual dances and island melodies that have

been passed down through generations, coax them into racing interisland aboard their floating homes, let them sample the thrill of outrigger canoe racing through a turquoise lagoon, and invite them to feast on traditional Polynesian cuisine. With all this and more, it's no wonder that many who attend the Tahiti-Moorea Rendez-vous consider it to be a highlight of their South Pacific travels.

As sailors from a wide variety of homeports gathered Friday afternoon at the Tahiti Tourisme complex on Papeete's downtown quay, we had a chance to catch up with some whom we'd met early last spring at our Pacific Puddle



Dutchman Pieter Bokhoven and his daughter pushed 'Suluk' hard during the 15-mile race from Papeete to Moorea.

Jump Sendoff Parties in Puerto Vallarta and Panama. We also met many others for the first time who had heard about the Rendez-vous from fellow cruisers while heading west with the Puddle Jump migration. One thing they all seemed to have in common was a sort



INSET JULIE TURPIN



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

PLAYTIME IN PARADISE

of glow or radiance. A wide-eyed cruiser theorized that this subtle yet distinctive look reflects the inner peace that comes from living the relatively carefree cruising lifestyle, coupled with the pride of accomplishment gained from having

The breeze piped up suddenly to 18, then 20, then 23 knots.

successfully sailed nonstop across at least 3,000 miles of open ocean.

As we often explain, the dual purpose of the Rendez-vous is to celebrate the fleet's safe arrival in the islands, while introducing its members to long-revered Polynesian cultural traditions.

After our French-Tahitian partner Stephanie Betz gave a thorough chart briefing about the next day's rally/race to Moorea, she shared many useful details about interisland cruising through Tahiti's Leeward Islands,

For at least a decade, Stephanie, ourselves and others have been trying to convince government officials that cruisers are an important part of Tahiti's overall tourism market, because they are the only visitors who spend money in the small towns and villages of Tahiti's outer islands, as well as in the remote isles of the Marquesas and Tuamotus. Also, most cruisers are genuinely interested in spending quality time with local islanders, wherever they go.

Our efforts finally seem to be paying off, as both visa and boat-stay policies have loosened up somewhat in recent years, and an impressive cadre of dignitaries turned up to welcome the Rendez-vous fleet. Among them were Minister of Tourism Jean Christophe Bouissou, Tahiti Tourisme's CEO Paul Sloan, Tahitian Sailing Federation President Thierry Hars, and three mayors from distant Marquesan islands. Sloan's comment drew a chuckle: "We're lucky enough to live in a picture

After the welcoming comments, fleet members were offered a sampling of wines made on the coral atolls of the Tuamotus — one of five archipelagos that make up the vast territory of French

Polynesia. A local chief-tain conducted a blessing ceremony for skippers and their crews, then the thundering cadence of hardwood drums began, and a troupe of elaborately costumed dancers gave many fleet members their first look at one of Polynesia's most prized traditions.

On Friday night weather predictions were conflicting for the next day's 15-mile sail to Moorea. But as one skipper said, "Hey, whatever. We're sailors; we'll deal with whatever we get."

The next morning as we hailed the fleet via VHF to clarify the starting line, set just outside Papeete Harbor, the breeze was light and fluky. But before we'd finished our brief explanation, it had piped up suddenly to 18, then 20, then 23 knots. We were going to have a booming reach to Cook's Bay, Moorea,



Traditional sports enthusiast Jordan Temairia shows one of the handmade 'vaca' canoes he made as prizes.



Left: When it comes to eye-popping beauty, few anchorages can compare with Cook's Bay, Moorea. Toward the end of the weekend, Rendez-vousers struck a jubilant pose on the lawn of the Club Bali Hai.

where most of the fleet would be heading after the Rendez-vous weekend.

postcard. But no post card image of a tropical island paradise would be complete without a sailboat passing in the distance."

after all.

As we've been told often in past years, when you've just spent several months sailing alone on the open ocean, as well as during interisland passages, it's a real novelty to find yourself in the middle of a sizeable fleet, all aiming for the

TAHITI-MOOREA SAILING RENDEZ-VOUS —

same destination. Most crews weren't accomplished racers, but many found themselves getting caught up in the competitive spirit of the moment. With a laugh, Philip Bragg of the Tasmania-bound Catalina 42 *Angela* said, "I guess we were pushing her a bit too hard. We were overrunning the whole fleet and were up to about third, when we heard a mighty r-i-i-p, and the jib parted from one side to the other."

The first to finish probably had the largest crew, although seven of them

were kids: The Tzortzis family, aboard the San Francisco-based Lagoon 470 cat *Family Circus*, always appears to be having big fun. Next came Patrick Whetter's UK-based Nautitech 47 cat *Shine of Exeter*, then three monohulls in

quick succession: Perry Peters' Marina del Rey-based J/120 *Felicita*, Craig and Karene White's RI-based Oyster 56 *Il Sogno*, and Neils and Margret Hendriks' Dutch-flagged Voogd 48 *Unwind*, which had begun her cruise in South Africa.

The pictures tell the story. Top row, left to right: 'Dream Catcher' with competitors in hot pursuit; 'Family Circus' was first to finish; Jordan and his protégés show how it's done; Barry of 'Iolani' samples coconut water; Rick of 'SeaKey' perfects his husking technique. Middle row: Dean of 'Imoogi' and Dana of 'Journey' sample local cuisine; the junior fruit-carrier's race; the victorious Kiwi paddlers (plus a photobomber). Bottom row: Who needs pilates when you dance all day; pre-race paddling instruction; a sprint to the finish; Amaia of 'Family Circus' scrapes out coconut, Tahitian-style.



PLAYTIME IN PARADISE

ALL PHOTOS LATITUDE / ANDY

Ashore that night at the Club Bali Hai — our base of operations for the remainder of the Rendez-vous — crews racapped the crossing and shared cruising tales over complimentary cocktails. After dinner an ultra-high-energy group of dancers and musicians put on a riveting show.

Sunday at the Rendez-vous is always dedicated to a sampling of tradi-

tional Polynesian sports. Two heavily tattooed islanders from the Faaroa Sports and Cultural Association demonstrated the age-old method of husking a coconut, cracking its nut cleanly in two halves, then scraping out the 'meat' with a special tool. A contest followed to see who could do it fastest.

Nearby, two young Tahitians gave a weight-lifting demo using huge, rounded stones — it's all in the technique, our instructors explained. Next came the

fruit-carrier's race, a relay where runners have to shoulder a long staff with a stalk of bananas at each end. At the same time, several local ladies who were perched along the edge of Bali Hai's vast lawn were teaching curious cruisers how to make flower leis, and weave hats or headbands from palm thatch.

Meanwhile, down on the beach a giant yet instantly likeable Tahitian named Mako was organizing outrigger canoe races — the highlight of the day's events. With accomplished Tahitian paddlers in



TAHITI-MOOREA SAILING RENDEZ-VOUS

the front and rear seats of each sleek, fiberglass canoe, teams of cruisers manned the four middle paddling positions during a round-robin series of races.

As spectators cheered them on from shore, each team stroked ferociously toward the finish line as though their lives depended on it. The scene was truly idyllic, as if conjured up in an improbable daydream: Framed by craggy, volcanic peaks, the five colorful canoes glided across the turquoise lagoon manned by sailors of all ages, from all over the world. After much huffing and puffing, whooping and laughter, a team of determined Kiwis reigned victorious. Longtime cosponsors of the event, they fly up each year to share info about North Island marine services, but they'd never before won the races — in fact, last year they capsized!

Before the traditional "ma'a" lunch was served, Mako detailed the menu. "You know, 500 years ago we used to eat white people," he said with a laugh, "but they were too high in cholesterol." But these days, he explained, Polynesian



Wearing his official Rendez-vous tank top, fisherman-turned-photo boat driver August gave us a wild ride en route to Moorea.

cuisine includes roast pork, *mahi-mahi*, a delicious ceviche-like dish called *poisson cru*, yams, taro, rice and fresh pineapple — all of which was laid out in a grand buffet.

After lunch there was another super-charged dance show that included an instructional session for the sailors,

although they looked about as comfortable as fish out of water, while attempting to swivel their hips and knock their knees together in rapid succession. But it was all great fun.

At the awards ceremony, top prizes included miniature hand-carved double-hulled canoes and polished, iridescent clam shells etched with the event's distinctive logo. But we like to think that all who made the effort to attend were winners. And we think most would agree that the experience of cruising French Polynesia and other South Pacific destinations under sail is the best 'prize' most sailors could ever hope for.

— **latitude/andy**

Tentative dates for next year's Rendez-vous are June 18-20. For updates see www.pacificpuddlejumps.com and www.tahiti-moorea-sailing-rdv.com.

Special thanks to Air Tahiti Nui and Tahiti Tourisme for helping to facilitate our coverage of the Rendez-vous.

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BAJA HA-HA MELTING POT

One look at the Ha-Ha XXII 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 are plenty of 'repeat offenders' who want to replay some of the fun and great sailing that they 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.

See 'Lectronic Latitude' for updates at www.latitude38.com. In the magazine, look for fleet profiles this summer and a complete recap in December.



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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 2. 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 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.

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IMPORTANT DATES

Sept. 2, 4-6 p.m. – Mexico Cruising Seminar, featuring presenters from Mexico marinas. Free! Encinal YC in Alameda.

Sept. 2, 6-9 p.m. — Mexico-Only Crew List Party and Baja Ha-Ha Reunion at Encinal YC in Alameda.

Sept. 15, midnight — Deadline for all entries to be received.

Oct. 17 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

Oct. 24 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.

Oct. 25, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.

Oct. 25, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

Oct. 26, 10 am — San Diego Harbor Ha-Ha Parade.

Oct. 26, 11 am — Start of Leg 1

Oct. 31, 8 am — Start of Leg 2

Nov. 4, 7 am — Start of Leg 3

Nov. 6 — Cabo Beach Party

Nov. 7 — Awards presentation hosted by the Cabo Marina.

Nov. 19, 4-7 pm — La Paz Beach Party. Mexican folk dancing, live music and more.

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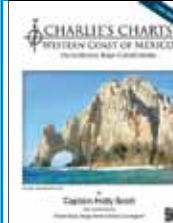
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GREG CARTER'S DREAM BOAT —

Back in 2011, multihull addict Greg Carter of Santa Rosa had never built a boat before. In fact, other than taking a few shop classes during his teen years, he'd had no formal construction training at all. But when a friend offered to let him take over the building of a half-done Ian Farrier cruising trimaran,

but as Greg soon found out, there were still countless hours of work to do before she'd become the customized performance cruising boat he envisioned.

"It started as a form of relief from my stressful marketing job," he recalls. "I felt like I needed to get back to working with my hands, and this seemed like a plausible way to have a dream boat." Rather than having to come up with a half-million dollars or so for a nicely fitted-out performance cruiser, he figured he could complete this 39-footer — tricked out with all sorts of custom modifications — for less than half of that.

"But about a year and a half ago I realized that it wasn't going to get done unless I went full-time on it. That realization helped me set my priorities. I rearranged things professionally, and started working on it full-time, and it's been great!"

With most of the hard work now behind him, Greg hopes to launch the big tri — to be named *Ravenswing* — in September and go cruising soon after with his wife Jeanne.

Greg was exposed to sailing at an early age by his grandpa, Dr. Marshall Carter, who, oddly enough, had discovered the joy of sailing in the South Pacific during World War II. It's an amusing footnote of Carter family history that when Doc Carter and other officers had time off, they'd sail around the lagoons in primitive little boats made by cutting oil drums in half.

After the war the doctor had an Alden-designed sailboat built, which he kept at San Francisco YC. Greg's parents sailed a bit also, but no one in his immediate family ever did the sort of hands-on boatwork in which Greg's been immersed for the past three and a half years.

Having owned, raced and cruised a Corsair F-27 named *Origami*, Greg is a longtime fan of Ian Farrier's



The incredible detail that Ian Farrier put into his plans has allowed do-it-yourselfers with modest skills to build splendid boats.

Greg drew in a deep breath, summoned up his courage and decided to go for it.

"Basically, my decision was made after looking at Ian Farrier's incredibly detailed plans," explains Greg, now 50. "Because I'd owned an F-27 tri, I'd belonged to an owner's forum for years, and I realized that most of the builders on the forum were just regular guys like me who were giving it a shot."

His buddy had begun construction of the hulls in 1995 — 20 years ago — but long before Greg took over, the project had slowed to a crawl. The 39-ft center hull and its amas had been constructed,

With the idea of "bringing the forest to the sea," Greg has installed many beautiful wooden elements in *Ravenswing's* interior.



A LABOR OF LOVE & LEARNING



If you think 'Ravenswing' looks unfinished now, you should have seen her four years ago. Although there's a long list of installations and cosmetic work to be done, he can now finally see the light at the end of the tunnel. Inset left: Custom inlays on the companionway handles. Right: a precious box of Dyneema shrouds and halyards.

a furnace and a stand-up shower.

"To me, this is a no-compromises cruising boat. I'm building her to perform well, but to also be comfortable," he explains. "It's been really fun to modernize the original plans and adapt to the latest thinking."

Farrier's drawings call for an underhung rudder, with a lot of steering gear inside the aft cabin. But Greg went with a removable 6.5-foot outboard rudder that rides inside a "cassette" hung off the stern. "This is way outside the plans, but I talked to Ian Farrier and he thought it sounded like a pretty interesting idea."

Greg hired naval architect Jim Antirim to design a custom trim tab for the trailing edge of the rudder that will be controlled by an Auto-Helm windvane from Scanmar. Control lines for this system will be led to the cockpit via an aft-cockpit arch that Greg designed and built. Because he prefers tiller steering to a wheel, his cockpit will be much less cluttered.

Picking up on a simpler-is-better

trend seen on both large and small multihulls these days, *Ravenswing* will have a single, continuous mainsheet that can be sheeted from either side of the cockpit, thus eliminating the need for a traveler.

The tri's upwind ability will be greatly enhanced by her beefy daggerboard, which can slide up vertically into a trunk. "This boat should go upwind at roughly 10 knots at around 40 degrees off the wind," says Greg. (For non-multihull sailors reading this, that's dramatically higher and faster than a typical production catamaran could claim.)

Rather than installing a heavy, space-demanding diesel, as the plans prescribe, Greg went with a 20-hp outboard that will be mounted on a crossbeam adjacent to the cockpit. As a result, *Ravenswing* will stay a lot cooler in the tropics, and the space-savings will allow room for other interior innovations such as a tank for storing greywater that will be used to flush the toilet. And with the money he saved by not investing in a diesel, he may opt for painfully expensive

yet phenomenally efficient lithium-ion batteries fed by solar panels.

For comfort offshore — or in the Central Bay — Greg designed and fabricated a hardtop spray dodger with a three-faceted windscreen.

When we dropped by Greg's workshop last month, he was in the process

"To me, this is a no-compromises cruising boat."

of completing one of the most unpleasant steps of the whole project. He'd been thrilled to acquire a never-used, 50-ft carbon mast that had been ordered for another project. Unfortunately, calculations revealed that the high-tech stick needed to be substantially beefed up for use on *Ravenswing*.

After spending the previous weekend grinding off several layers of perfect LPU paint, he was about to recruit his wife and two grown sons to help him apply 2,200 feet of 2-inch carbon cloth around the mast in a spiral pattern, followed by four layers of 6-inch unidirectional carbon, laid on vertically. Definitely not fun, but the added strength will undoubtedly pay off.

The boat's forestay, shrouds and all halyards will all be made of (rope-like)

On the trailing edge of the rudder is a trim tab that will be controlled by an Auto-Helm windvane.



GREG CARTER'S DREAM BOAT

Dyneema rather than stainless steel wire or rod. The 55-lb box pictured on the previous page contains all of that and more. There's a "tremendous weight advantage," says Greg, "plus it's much stronger than steel."

Greg also splurged on a full set of brand new Hydranet sails from Maine Sailing Partners. Made from a combination of Spectra and Dacron, they are very strong yet light. *Raven-swing's* rig will be stabilized by both check stays and running backs, as the sail package includes a masthead spinnaker and reacher.

Although the boat's exterior will be free of brightwork, Greg wanted to balance her high-tech exterior look with an earthy interior that features lots of custom hardwood. "My idea was to 'bring the forest to the sea', so to speak, so we have a connection to the land while out on the ocean." There's polished wooden shelving and trim everywhere, and a beautiful wooden floor beneath the saloon table, with access to storage below.



A man and his daggerboard — which will help the tri sail about 40° off the wind. Stacked below it are the ama-attachment beams.

As you climb down the main companionway, you can't help noticing Greg's most impressive art project: In the inset photo on page 84 you can see that the wooden facing around the grab handles is composed of dozens of tiny pieces of inlaid hardwood. Earthy indeed.

We've got to hand it to Greg. Even

with the main hull and amas pre-constructed, he's put roughly 7,000 hours of labor into his dream boat — a challenge that most sailors wouldn't consider even in their wildest dreams. At his fastidiously chronicled website, *cartersboat.com*, you can see the blow-by-blow progression of steps he's completed thus far.

From Greg's research he figures that although 50 sets of plans for this design have been sold, only about a dozen boats have been completed and

launched. With any luck the name *Raven-swing* will soon be added to that list.

Greg and Jeanne hope to launch in September and be on the starting line of the Baja Ha-Ha rally in late October. Their game plan for the next few years is to commuter-cruise through Mexico, Central America and the Caribbean, then up the East Coast.

So look for *Raven-swing* out on the water, but don't be surprised if she passes you as if you were standing still.

— andy



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BEER CAN RACING

While many Bay Area sailors were off racing to a small island in the Pacific — Oahu — in the Transpac, many others were sticking closer to home and racing off a smaller island in the Pacific — Alameda.

Three yacht clubs in Alameda — Encinal, Oakland and Island — offer summer evening beer can racing on the Estuary that separates the island of Alameda from the Oakland mainland. We dropped in for a visit to each series in mid-July.

We first sampled Encinal YC's Twilight Series. The series has 30 boats registered, and about 20 or so show up to race every other Friday night. About half of

"It isn't just a PFD — we actually put a keg of beer out there."

the skippers entered are EYC members, five aren't members of any club, and the rest are divided among mostly Alameda-based clubs.

The race committee volunteers station themselves aboard their trawler at the EYC dock. Two small one-design classes for Santana 22s and Express 27s were assigned to start with two of the three PHRF divisions. On July 10, they were all sent off on a windward/leeward course with a very short reaching leg near the end. This would be the shortest of the three races we sampled. The 13-15 knots of breeze at the start softened slightly to

Laraine Salmon's Merit 25 'Bewitched' and John Gulliford's J/24 'Phantom' in the IYC Island Nights race on July 17.

10-12 at the finish. We're told that conditions on that pleasant evening were about typical.

Extra flavor and fun is added to the EYC Friday night races by the prize of an actual beer can (a pony keg). In order to win the prize, you don't have to win the race, but you do have to hunt down and pick up a PFD thrown out on the racecourse.

"It isn't just a PFD — we actually put a keg of beer out there," said EYC's rear commodore, Doug Perry. "The PFD is out there to keep it from sinking. They actually pick up a keg of beer. I was just blown away when I saw that. We usually try to get it someplace where a lot of people could try for it and decide whether they're going for the win or going for the keg — sometimes they get both."

On July 10, EYC's vice commodore, Jim Vickers, zipped out on a Boston Whaler and dropped 'Bob the beer can' right near the finish line. Michael Berndt's San Juan 33 *Zwei Flying Fish* successfully retrieved the pony keg. His crew explained their technique: "Hang over the edge, watch the PFD come toward you, and bark orders at the skipper." They used manual labor only, no net or boat hook.

"A couple of months back I dropped the keg in front of the advancing A fleet," said Vickers. "Nobody would divert the 30 feet necessary to pick it up, I guess because they were all too intent on winning. Dropping it for the C and D fleets works like a charm, as those fleets will gladly sail out of their way to retrieve the beer. It's also good man-overboard

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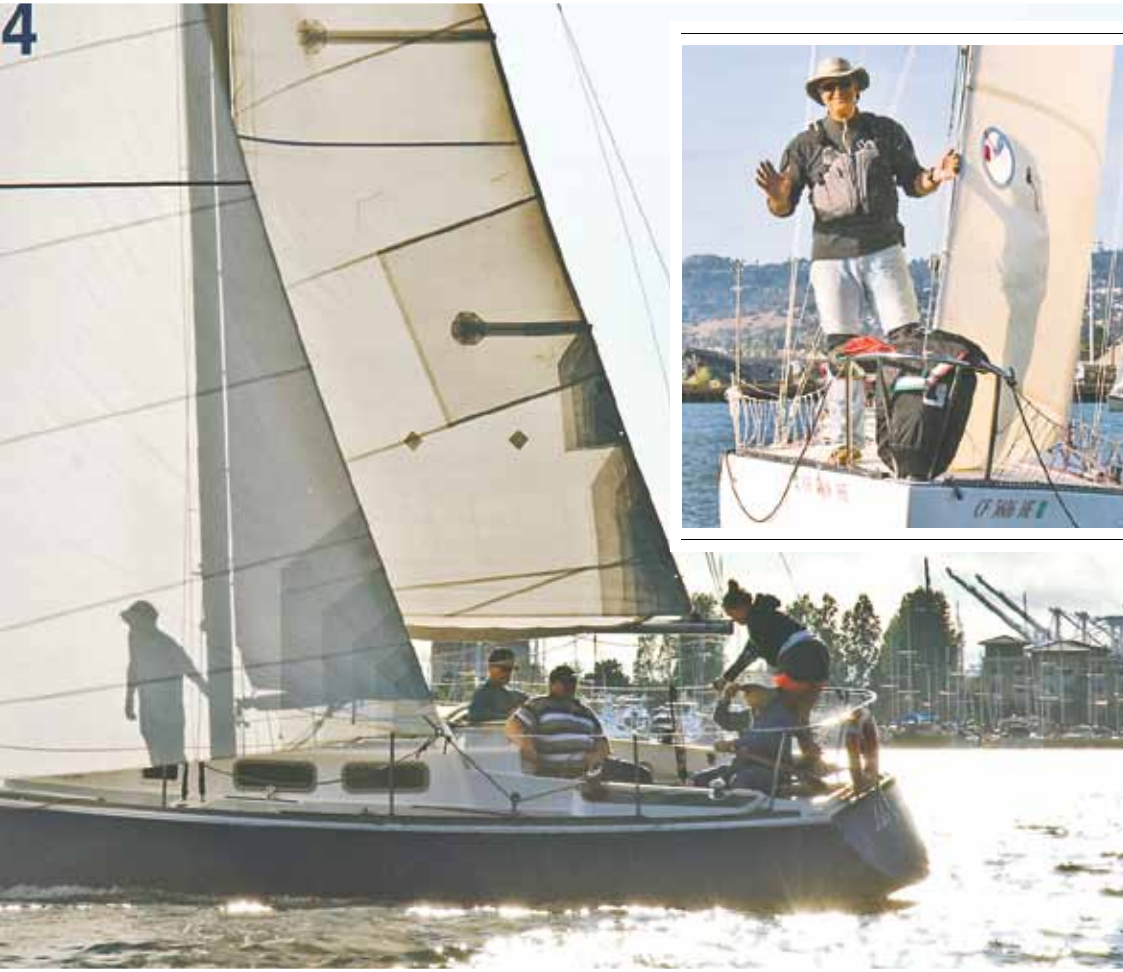
practice."

More traditional prizes for the actual racing, engraved bar glasses, are given out to the top three finishers in each division every week. After the first half of the series was completed on June 12, the club, keeping to the beer theme, gave out small soft-sided beer coolers.

As a side note, Perry related the following anecdote: "In the mid-1980s, we had a couple that had met as pick-up crew during the previous season's Twilights, and they wanted to relive that day by getting married during a race. We set an extra-long downwind leg for their division so they had time to say their vows and still get the boat set up for the next upwind leg. There were a lot of witnesses but no rice or streamers."

Oakland YC's Sweet Sixteen Series, which has 36 entries, was the next stop on our tour. July 15 marked the first race of the summer series following a monthlong break, and some crews were brushing off figurative cobwebs — and some literal ones as well — on that Wednesday night. Although the wind was a little lighter than on the previous





Encinal YC's Summer Twilight Series race on July 10. Spread: Emile Carles's Tartan 30 'Lelo Too' sails in all three series. Inset: David Ross crewed on George Lythcott's Express 27 'Taz!'; the following week he would skipper his own Merit 25, 'Faster Faster!' in the Island YC race, while also serving on the IYC race committee.

Friday, we saw some near misses on the narrow racecourse and heard of one collision (at the start). The competition seemed more intense, yelling could be heard. The Merit 25 *Bewitched* hadn't been out for a while, and her skipper had to repeatedly hail, "Starboard, leeward, starboard, leeward!" to her competitors in at least two separate encounters.

The Estuary, being such a narrow waterway, is a great place to practice close-quarters racing. Longtime Estuary skippers sail surprisingly close to docked boats and other obstructions on both sides of the channel. (The race course does not extend as far as the ships docked at the Port of Oakland.)

A good passing lane can be had on the run to the 'widow-maker', a drop mark in the Brooklyn Basin north of Coast Guard Island. Boats going close to the wharf on the Oakland side on July 15 had less clear air than those going down the middle. You can't go close on the Coast Guard Island side — it's restricted and you wouldn't want to tangle with all the

wrecks and junk under the water there anyway.

Many of the locals race in two or all three of the Estuary series. It's especially important to read each set of Sailing Instructions carefully and keep them straight, as the races are similar yet not the same. For instance, different clubs have different restrictions for the northwest shore of Coast Guard Island.

Over the VHF before the start, the OYC race chair Jim Hild had announced the menu of a buffet dinner featuring BBQ pulled pork (this would be the most elaborate and expensive of the post-race meals at the three

clubs). The sailors enjoyed the usual good camaraderie at the bar, and the post-race awards announcements began with prizes for each kid who raced. "We call them 'Snack-ticians'," said Hild. "We started the tradition with the winter Sunday Brunch series. It's important to us to encourage kids to sail as much as we can. This is just our unique way of doing it."

Volunteer Debby Ratto then handed out hats to the first, second and third place finishers in each division. As she'd been busy on the race deck, Ratto's own boat, the Ranger 33 *Boogie Woogie*, had sailed without her in the OYC race, but she would be aboard for that Friday's Island YC race.

"We don't like being referred to as a 'beer can' race," pointed out Hild. "We like to call ourselves a 'Wine and Cocktail' race. We give out bottles of wine or pitchers of margaritas for picking up the marks after the race, and we've given bottles of wine out as part of the season's prizes."

Two days later, the third and final stop on our tour took us to Island YC's Island Night race on Friday, July 17. These Friday night races are scheduled to alternate every other week with EYC's Friday Twilight Series, so that avid racers can sail in both. This smallest of the series has 20 entries, about a quarter of which are IYC members.

The IYC race committee started divi-

"That guy is always smiling," said photographer Fred Fago of Paul Mueller, who sails his Mercury 'Loco 2' in the EYC and IYC series. The 18-footer is too small to meet the 20-ft limit in the OYC series.



FRED FAGO

BEER CAN RACING

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Green and proud: John Diegoli's Wilderness 21 'Slice' in the OYC race on July 15.

sions A and B together and gave them a 4-mile course, up to Jack London Square, back past (but not through) the start/finish line off Alameda Marina to a leeward mark off Union Point almost near the Park Street Bridge, then a short windward leg to the finish line.

If you hear a gun or horn, you're done; if not, you continue on for a second 4-mile lap around. On that Friday night, we were finished after the first lap. The slower divisions sailed a shorter 3-mile course,

with a closer windward mark.

The race committee handed out canvas bags left over from IYC's Double-handed Lightship Race for that Friday night's prizes. Awards for the spring

half of the series were little handmade wooden boats with sails made from, appropriately, beer cans.

After sailing on the lovely evening of July 17, a small group of competitors relaxed in the IYC clubhouse, where a simple chicken-and-rice supper was offered for \$8. One of the regular Estuary racers showed up late and joined her friends at the bar. She'd missed the Island race as she'd been practicing on the Bay for the Santana 22 Nationals hosted by Corinthian YC that weekend (see Racing Sheet on pages 100-101). The weary sailor described the conditions in Richmond and Sausalito as "gusts of 20+ knots and wave after wave breaking over

This page, clockwise from top left: Bow duty on Don Martin's Wyliecat 30 'Crinan II' in the IYC race; EYC's rear commdore, Doug Perry, hands out glasses for the top three finishers in each division; all kids who race get prizes at OYC; the trophies for the Island Nights first half were handmade by IYC member Lee Krasnow.

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the boat and drenching us. We got plenty of saltwater facials," she said, adding: "I just love my Oakland Riviera."

If close competition in close quarters among friends in consistent but not chilly breeze on flat water floats your boat, look no further than the Estuary in Alameda. Each of the three series, and each of the clubs, has its own unique flavor, so we recommend taking your own samples to see which suits you best.

— **latitude**/chris

EYC SPRING TWILIGHT SERIES (5r, 1t)

PHRF < 121 — 1) **Outsider**, Azzura 310, Greg

This page, clockwise from top left: IYC starts their races from the dock; EYC vice commodore Jim Vickers prepares to drop 'Bob'; the Moore 24 'Snafu' demos their successful retrieval technique on May 8; Jeff and Chase Lee on the San Juan 33 'Zwei Flying Fish' picked up the keg of Heineken on June 10, Chase's 21st birthday; OYC hands out hats for the top three places in each division.

Nelsen, 7 points; 2) **Hellcat**, J/70, Brant Adornato, 9; 3) **Run Wild**, Wylie 24, Andrew Hura, 12. (7 boats)

PHRF > 121 — 1) **Osituki**, Cal 28, Rodney Pimentel, 7 points; 2) **Wadioactive**, Wylie Wabbit, Brendan McNally, 16; 3) **Lelo Too**, Tartan 30, Emile Carles, 16. (9 boats)

SANTANA 22 — 1) **Fun**, Chris Nicholas, 6 points; 2) **Meliki**, Deb Fehr, 8; 3) **Dubious**, Ray Meister, 11. (3 boats)

EXPRESS 27 — 1) **Wile E. Coyote**, Dan Pruzan, 4 points; 2) **Taz!!**, George Lythcott, 8; 3) **Big Bang Theory**, Maryann Hinden, 9. (7 boats)



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The traffic on the Estuary isn't limited to fellow yacht racers.

NON-SPINNAKER — 1) **Loco 2**, Mercury, Paul Mueller, 4 points; 2) **Wave Walker**, Ericson 30+, Greg Hoelscher, 10; 3) **Xcape**, Wilderness 21, Richard LeBlanc, 11. (3 boats)

Full results at www.encinal.org



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FRED FAGO



ZWEI FLYING FISH

BEER CANS ISLAND STYLE



Justis Fennell skippers the Soverel 33 'Good and Plenty', which races with lawn chairs and spinnaker in Encinal YC's Summer Twilight Series.

IYC ISLAND NIGHTS SPRING SERIES (5r, 1t)

PHRF < 151 — 1) **Spirit of Freedom**, J/124, Bill Mohr, 6.5 points; 2) **Crinan II**, Wyliecat 30, Don Martin, 13.5; 3) **Run Wild**, Wylie 24, Andrew Hura, 14. (5 boats)

168-RATERS — 1) **Phantom**, J/24, John Gulliford, 4 points; 2) **Dire Straits**, J/24, Dawn Chesney, 10; 3) **Faster Faster!**, Merit 25, David Ross, 11. (4 boats)

PHRF > 151 — 1) **Boogie Woogie**, Ranger 33, John Ratto, 7 points; 2) **Lelo Too**, Tartan 30, Emile Carles, 8; 3) **Proverbs 21:21**, Ideal 18, Steve Ritz, 9. (3 boats)

NON-SPINNAKER — 1) **Loco 2**, Mercury, Paul Mueller, 7 points; 2) **Galatea**, Aphrodite 101, Ken Viaggi, 12; 3) **Meliki**, Santana 22, Deb Fehr, 13. (6 boats)

Full results at www.iyc.org

OYC SWEET 16 SERIES, FIRST HALF (8r, 1t)

PHRF > 100 — 1) **Whirlwind**, Wyliecat 30, Dan Benjamin, 8 points; 2) **Cassiopeia**, Islander 36, Kit Wiegman, 12; 3) **Green Onions**, Wyliecat 30, John Tuma, 27. (5 boats)

PHRF < 101 — 1) **Run Wild**, Wylie 24, Andrew Hura, 13 points; 2) **Golden Moon**, Express 37, Kame & Sally Richards, 18; 3) **Dark and Stormy**, 1D35, Jonathan Hunt, 20. (7 boats)

FAT 30 — 1) **Nice Turn**, Cal 2-29, Richard Johnson, 11 points; 2) **Lelo Too**, Tartan 30, Emile Carles, 16; 3) **PJ 30**, PJ30, Dave Lyman, 19. (4 boats)

MERIT 25 — 1) **Dire Straits**, J/24, Steve Bayles, 10 points; 2) **Bandido**, Merit 25, George Gurrola, 13; 3) **Double Agent**, Merit 25, Scott Oliver, 20. (5 boats)

COLUMBIA 5.5 — 1) **Panigale**, Lester Gee, 10 points; 2) **Wings**, Mike Jackson, 14. (4 boats)

NON-SPINNAKER < 190 — 1) **Osprey**, Islander 36, Jim Lovell, 15 points; 2) **Jackal**, Ranger 33, Roger Wise, 16; 3) **Zenith**, Islander 36, Bill Nork, 20. (6 boats)

NON-SPINNAKER > 191 — 1) **Xcape**, Wilderness 21, Richard Le Blanc, 9 points; 2) **Slice**, Wilderness 21, John Diegoli, 11; 3) **Dominatrix**, Santana 22, Ted Crum, 25. (6 boats)

MULTIHULL — 1) **Triple Play**, F-31, Richard Keller, 15 points; (1 boat)

Full results at www.oaklandyachtclub.net

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MAX EBB — LIKE FLIES TO A DEAD SNAKE

"Like flies to a dead snake on a hot country road," was how the skipper described it. "All's you have to do," he explained in his Texas drawl, "is say you're gonna race to Hawaii next year, and the crew just keeps on comin'."

Whether it was the promise of Hawaii or not, something had motivated more than a half-dozen volunteers and crew prospects to spend a Saturday at the boatyard sanding bottom paint on the

"I want to race for an adult trophy. Not this 'everybody is a winner' crap."

boat, which was nearly 50 feet long.

The owner was a new member of the yacht club, new to sailing and new to the Bay Area. He invited me up the ladder to have a look at how the interior modifications were coming along.

The boat was very big, very new, and very expensive, one of the new generation of cruisers with an in-mast furling mainsail and windows that looked as if they belonged on an Italian powerboat. The big dodger and various permanent sun awnings made it impossible to see any part of the rig from anywhere in the cockpit, and there were just four winches.

"All the winches are 'lectric," the owner boasted.

"But you'll really want another winch for the mainsheet," I suggested. "Not good to have to stop off the sheet just to raise a sail or adjust the outhaul. And that in-mast furler will have to go."

"Dang it, that's what my crew keeps telling me also. 'Lose the furling main.' They say it cripples the boat. I think it sails just fine; that's the mainsail it was designed for. We're still negotiating."

Down below, the boat was almost as unsuitable for racing as it was up on deck. There were only two bunks: A big double bed in the aft cabin and another big double bed in the forward cabin. No pilot berths, no quarter berths, and the settees were all curvy things that you couldn't even stretch out on in a straight line. The cabin had lots of drawers and lockers, but no space for sails.

"Let me get you a cold one," offered the owner.

I sank into one of the plush captain's chairs in the main cabin while he fetched me a can of Lone Star.

"You'll have a comfy ride," I said as I rotated the swiveling chair a few degrees

to each side. "And I guess you can divide those double berths with bunkboards, then if you hot-bunk you can manage a crew of eight."

"That's what I want to show you, Max. We figured out how to turn those countertops in the aft cabin into pilot berths. So we'll have six good offshore bunks, and everyone has their own berth."

"It should work," I admitted after an inspection of the aft stateroom and the crew in progress there. "And with that big freezer, and if you bring a full-time cook, you'll eat well, too."

We chatted some more about all the gear he would need to add to pass inspection. I finished my beer, and we made our way down the rickety ladder.

"Looks like you're really going to do it," I shouted over the sound of a power grinder as he shook my hand to say goodbye.

"Darn right!" he shouted back. "The entry fee is in for Pacific Cup 2016. We're officially entered in the Cruising Division."

The grinder noise suddenly stopped. The crew with the long board stopped smoothing the hull. The big guy sawing plywood for the bunk boards shut off his power saw. I could imagine the sound of crickets.

"Um, did you say 'Cruising Division?'" said a woman's voice from inside a hazmat suit.

The voice was muffled behind the respirator, but when she pulled off the head gear I saw that it was Lee Helm who had been driving the power grinder.

"I thought we were going to enter the race," said the crew with the long board. "The Cruising Division isn't even scored with the rest of the divisions. No ratings, no competition, and no trophies."

"Y'all know there are trophies for the cruising division," said the owner, "for things like best menu, biggest fish, and most exotic wine list. We'll have a great trip."

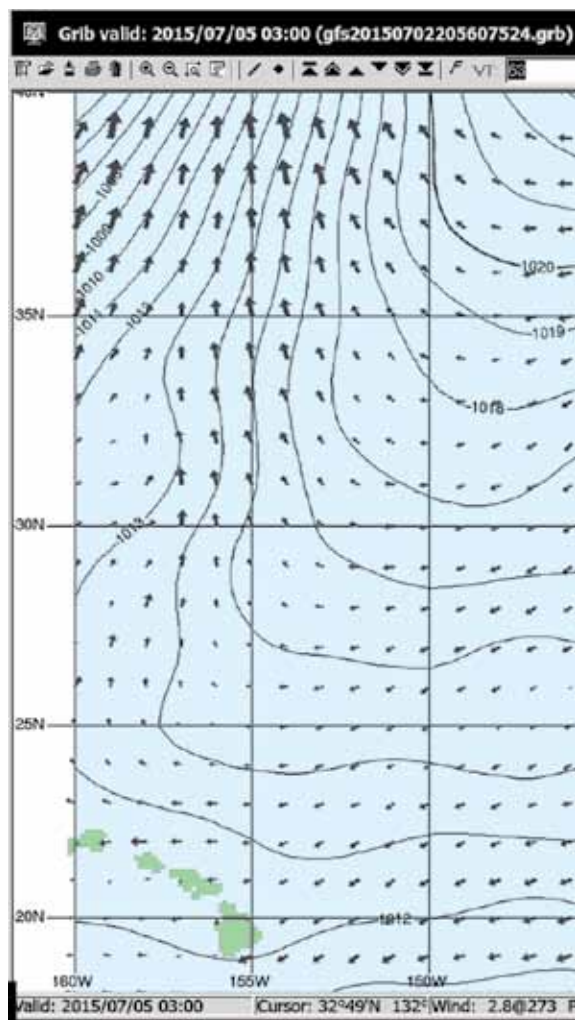
"I want to race for an adult trophy," complained the big guy with the saw. "Not this 'everybody is a winner' crap."

"Come on, guys," insisted the owner. "How can sailing to Hawaii be bad?"

"Sailing in the Cruising Division is like kissing your sister," said another crew who had been working on some minor fiberglass repair under the bow.

"Like, I totally agree," said Lee, taking off more of her protective suit.

"But what's the big deal?" the owner

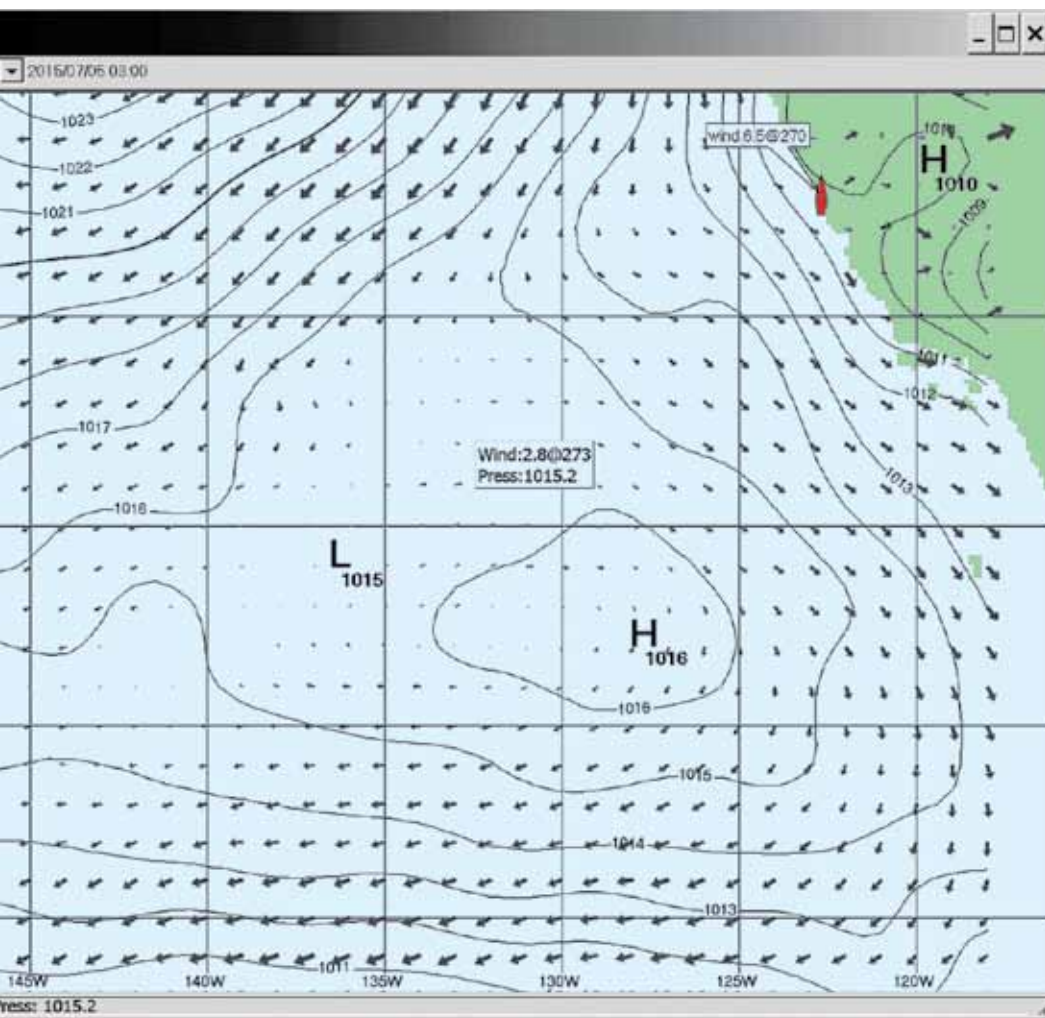


asked. "Same wind and water, same trade winds, same tropical island destination, same boat. I just don't see the problem with the Cruising Division."

"It seems to me," said the crew near the bow as he put down his brush and the cup of fresh-mixed epoxy, "that having a Cruising Division cheapens the whole event. As it is, Pacific Cup is number two in status after Transpac, even though we have the better racecourse. Adding the Cruising Division just lowers the whole deal down to the level of a cruisers' rally, attractive to newbies who think they need that level of hand-holding to make an ocean crossing. Serious racers will have even more reason to ignore Pac Cup and head south for Transpac."

"Aside from all that," said the guy with the long board, "I'm worried that allowing unlimited use of power for propulsion could turn into a real disaster. It works OK for the race to Santa Cruz, where the Cruising Division is allowed a

ON A HOT COUNTRY ROAD



If the weather map looks like this at the start of a race to Hawaii, Cruising Division boats that are allowed to use power will be out of fuel before the halfway mark.

certain number of hours of powering to get through the holes. No problem there, if you like motorboat races. But for a 2,000-mile trip, which can have several hundred miles of calm, there's a major incentive to use up all the fuel before you even get to the trade winds. We were lucky last year, but I predict we'll have some cruisers coming in with empty tanks, dead batteries, and no lights or radio comms."

"But look at our local fleet," I pointed out. "There are so many more cruising boats like this one than there are purpose-built race boats. Don't you think we should be following the market?"

"For sure," said Lee. "These are great boats for racing in Pac Cup. And, like, for sure, we should have a rating scheme that lets them be competitive in their cruising configurations. Transpac

handles it better. They have their 'Aloha' division, with separate scoring for older boats and cruisers, but they're still in the race."

If you're not racing seriously, you're still just kissing your sister," repeated the crew by the bow.

"Yeah, I looked at entering Transpac," said the owner, "but that-there Aloha division still means you need a deckload of racing sails, and a fancy-pants ORR rating certificate. Heck, you don't fatten a hog by weighin' it."

I asked Lee what she would do to make the race attractive for boats like this one to enter as racers instead of cruisers.

"Easy, Max. Let them specify their own sail limitations and cruising gear. So, like, if a boat wanted to race with an in-mast furler and only one undersized cruising spinnaker tacked at the bow, that would be fine. The PHRF committee

would get out its dartboard and estimate a fair downwind rating. Even a non-spinnaker boat racing with twin poled-out jibs could be rated appropriately. Then, like, make adjustments for cruising gear: Add another second per mile for carrying a dinghy, and another second for racing with the main anchor in the bow roller. No weighing, no hull measurement, but at that level I think the PHRF dartboard would not be too far off."

"You'd have to have a fairly large minimum size for that division," noted the big guy with the saw, "so those non-spinnaker or one-spinnaker boats could still get there in time for the party."

"So probably nothing smaller than 40 feet," confirmed Lee. "But, like, that's where the market is these days."

"And not eligible for the overall win, if there's a hokey rating system in play," added the crew with the long board.

"At least that way," said the crew under the bow, "all the cruisers would still be racing for a finish position in their division. None of this 'kiss your sister' stuff."

"I still don't see what the big fuss is about," insisted the owner. "Look, we're probably not going to be a competitive operation anyway, even if we did have the fancy racing sails. Three days into the race we'd most likely be down in the bottom half, and we'd go into cruising mode."

"That's another problem with ocean racing these days," said Lee. "There's almost too much information, with, like, real-time tracking and instant corrected-time standings."

"Back in the day," I added, "before we had daily roll calls and corrected-time standings, we had no idea if we were win-

"Heck, you don't fatten a hog by weighin' it."

ning or losing until the end of the race. It kept the competitive juices flowing. Even if the boat was a total dog, we could still imagine that we might have lucked out with the weather and might still win. And sometimes that actually happened: There was that wonderful moment of truth when you came around the last breakwater after the finish and got your first look at the yacht club guest dock. If the dock was empty, you had won. If all your competitors were sitting there tied up at the dock, you were DFL. It was nice not knowing till the race was over."

MAX EBB — LIKE FLIES TO A DEAD SNAKE

"We could still do that," Lee suggested, "with the 'celestial division.' Turn the clock back to about 1950, and don't allow any technology that wasn't in use back then. Celestial nav only, no GPS, no weatherfax, no GRIB files, no computer routing optimization. Just high seas weather by voice over shortwave radio, and your sextant and RDF."

"That doesn't really interest me," said the owner. "But my dock neighbor who has a big old wooden boat is really into the tarred hemp and canvas stuff. He would take to it like a gopher in soft dirt."

"Of course you'd have to allow GPS at the start and finish, and for emergencies," noted the crew up by the bow. "But it would still be a cool way to race."

"That still leaves us with a problem on this campaign," said Lee. "If we're not racing, then, like, I'm out."

"Me too, I'm sorry to say," added the guy with the long board as he started to take off his protective suit.

"The Notice of Race is already published," noted the crew under the bow.

"I think it's way too late to change the Cruising Division into a racing division for cruisers, no matter how hard we

"I still say that the Cruising Division is like kissing your sister."

lobby the race committee."

"Tell you what I'll do," said the owner. "I'll talk to some of the other Cruising Division entrants. I'll agree not to use power if they do likewise. And we can ask the PHRF committee to do like you suggest, and give us ratings that are in line with our cruising rigs. Maybe all unofficial, but I'll put up some dough for a Cruising Division trophy so they all take it seriously."

"And you'll order a racing mainsail with battens? And a couple of new spin-

nakers?"

"Well, OK," he sighed after a long pause. "And if I can't convince the other cruisers to make a race of it, we'll switch to a racing division and go for one of those 'adult' trophies, as you call them. I don't like kissing my sister either."


The crew cheered, and within seconds Lee was on the phone with a sailmaker asking for quotes for racing mains and spinnakers.

"**N**ow I want all y'all to get back into your boatyard burkas and make those power grinders sing!" commanded the owner.

"OK, but I still say that the Cruising Division is like kissing your sister," insisted the crew with the epoxy resin, now hardened in the pot and useless for the repair he was working on.

"I've seen your sister," added the big guy with the saw, "and I'll kiss her any time!"


— max ebb



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THE RACING

This frenzied midsummer month we report on strange days in the SSS LongPac, the Moseley Regatta in Paradise, the strategic Westpoint Regatta, the first-ever J/70 PCCs, the Tuna running at CYC, the big boat-friendly Trans Tahoe, and the old-school Midnight Moonlight Maritime Marathon. Plus scads and scads of Box Scores.

Long, Strange SSS LongPac

"When the still sea conspires an armor, and her sullen and aborted currents breed tiny monsters, true sailing is dead," wrote that famous poet, Jim Morrison. The racers in this year's Great Pacific Longitude Race endured such conditions for most of the race, only to be rushed to the finish by high winds.

Put on by the Singlehanded Sailing Society, the LongPac is run in odd years as a qualifier for the Singlehanded TransPac. The course is simple: out the Gate to a turning mark at longitude 126.40°W and back again within six days. Seventeen boats started the 400-mile race on July 9 and only five finished.

David Nabors' Olson 34 *Temerity* was the first boat to finish. On the way out, Nabors tried to stay as far north as practicable. "I wound up at the touch line at very nearly the rhumbline latitude, which was really just a coincidence."

On Monday afternoon, the wind picked up and the quartering seas grew steeper. Nabors dropped the spinnaker and went to a #1 genoa. "The seas got rougher and rougher, and then the bracket I had made for the autopilot failed. I knew my

other AP was not up to that sea state, so I had to hand-steer. I had about 60 miles to go, and I thought I could just tough it out for a 3 a.m. arrival.

"As darkness fell, the wind built and the seas got really nasty. Also, the wind was so far behind me, I decided to go bare-headed. I luffed up and used the working AP to hold me to the wind (it was fine for that). This is when I also should have reefed the main. But nooooo. I regretted this deeply as the seas got super steep and the wind was sometimes blowing up to the low 30s and even showing 37 knots on a couple of occasions around midnight.

"It was a huge relief to see the City lights providing a visual reference to help my steering. Coming into the Golden Gate, I started noticing the ebb, which was killing my groundspeed. With a boatspeed of 5-6 knots, I was barely moving — a fiasco of one. A crewed boat would have reset the spinnaker to power through, but I was too beat."

Finally, *Temerity* crossed the finish line at the Golden Gate YC and got the gun. "I was very grateful to hear the voices of my friends on the race committee welcome me home."

The last boat to finish was Mike Cunningham's Freedom 30 *Jacqueline*. Concentration was key for most of his race. "Day two was an exercise in extreme frustration trying to put the Farallones behind me," he said. "I began to hate the sight of South Farallon and did not get it below the horizon until dark. I'm having the readings 1.5 and 2 knots ripped out of my speed instruments. I never want to see those numbers again."

By the time Cunningham returned to the Gate, the lack of sleep and autopilot failure had hit hard, while the seas got more rowdy. "Near the end the hallucinations started. I entered the Twilight Zone. Things got really weird, and I am not exactly sure what happened. I knew I was in serious sleep deficit and that my judgment was impaired, so I wanted to be really careful about the Farallones, making sure I cleared them safely.

"The next thing I remember — I am not making this up — I was in a significant seaway staring at a coastal roadway with car traffic on it. I was thinking to myself, 'Where in the hell is car traffic anywhere near the Farallones?' and I was actually coming up with some answers. 'Oh, that must be people going to work at the research station.' Then some guy in a truck must have seen my running lights and positioned himself right ahead of my boat and started flashing his lights. I got a grip and turned south. The trucker then raced down the road to my new heading and started blinking his lights. I turned north, and the trucker headed back up the road and started blinking his lights again. I tacked away into the blackness behind me and left the

roadway in the darkness astern. At no time did I bother to look at the compass."

Cunningham made it back safely, finishing the race on July 15 with only six hours left on the deadline.

Remember that when seeking racing enlightenment strange days might lie ahead.

— ncs & latitude/chris

SSS LONGPAC, 7/9-7/15

DOUBLEHANDED — No finishers. (2 boats)

SINGLEHANDED < 115 — 1) *Temerity*, Olson 34, David Nabors; 2) *Lightspeed*, Wylie 39, Rick Elkins; 3) *Ventus*, J/88, Chris Cartwright. (8 boats)

SINGLEHANDED > 115 — 1) *Domino*, Wilderness 30, David Herrigel; 2) *Jacqueline*, Freedom 30, Mike Cunningham. (7 boats)

Full results at www.sfbaysss.org

Moseley Regatta

They call it Paradise Cay for a few reasons: translucent green waters, views showcasing some of the finest homes, and a perfect pocket for setting up a windward/leeward course. On July 18 Tiburon YC hosted the Moseley Regatta for Etchells and Knarrs at Paradise Cay.

A fleet of 16 Knarrs and 7 Etchells vied for positions in three races. Race 1 saw a mild 8-10 knots of southwest wind. Races 2 and 3 noted a south-southwest shift. Race 3 required a lot of tacking on the north side of the course near the Richmond Bridge to reach the windward mark in 15-knot breeze with gusts to 18 and higher.

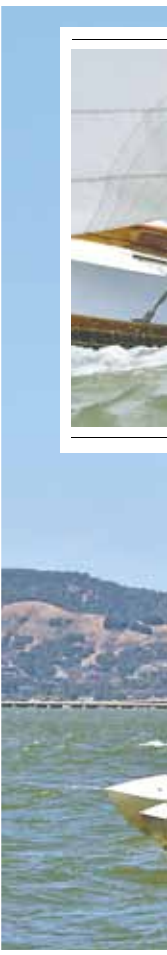
In the Etchells fleet, close competition pitted Don Jesberg against Blaine Pedlow. Jesberg's *Viva* earned the trophy by one point.

Among the 17 Knarrs, ample hollering was heard at the start and mark roundings. Jon Perkins' USA 125 and his brothers Chris and Phil Perkins' *Three Boys and a Girl* finished the day on the water with a tie, with the tie-breaker awarded to USA 125. The 2015 Moseley Regatta is one of the qualifiers for the 2016 International Knarr Championship (IKC), which will be held in San Francisco.

Jeff Moseley handed out the awards. Hosted by TYC since 2002, this regatta commemorates Jeff's grandfather, T.I. (Tim) Moseley, who owned the Sparkman & Stephens 63 *Orient*. In the '60s, *Orient* dominated on the Bay and in races to



'Temerity's salty — and spent — skipper, David Nabors.





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Mexico and Hawaii. T.I. Moseley invented the two-speed (Barient) winch and was instrumental in the founding of TYC.

— martha blanchfield

TYC MOSELEY REGATTA, 7/18 (3r. 0t)

ETCHELLS — 1) **Viva**, Don Jesberg, 4 points; 2) **Power Animals**, Blaine Pedlow, 5; 3) **JR**, Bill Melbostad, 11. (7 boats)

KNARR — 1) **USA 125**, Jon Perkins, 9 points; 2) **Three Boys and a Girl**, Chris & Phil Perkins, 9; 3) **Gjendin**, Graham Green, 12; 4) **Penelope**, Charles Griffith, 13. (16 boats)

Full results at www.jibeset.net

YRA Westpoint Regatta

The seventh annual Westpoint Regatta, co-sponsored by Sequoia and Treasure Island YCs and Westpoint Harbor Marina, was held on July 18.

This event showcased the use of Race Qs, as many boats recorded their tracks, allowing their progress to be displayed during the race. The regatta also promoted The Ocean Cleanup, a project aiming to remove half of the plastic from the Pacific Ocean in 10 years.

The race weekend kicked off with a Friday night reception sponsored by TIYC at the Waterbar restaurant at the foot of the Bay Bridge in San Francisco.

John Draeger, skipper of the Jean-

Moseley Regatta in Paradise. Spread: an Etchells start. Inset: Mark Malcoun's Knarr 'Gossip'.

neau 40 *Yellow Brick Road*, describes the race as a strategist's heaven. "It started with a 2-mile drag race in 18 knots of wind north to YRA 24 at the southeast end of Angel Island. The next move was to tack under Angel Island for current relief without getting too close, as the wind goes light closer to the island. Then the big decision arrives: when to tack across for Alcatraz. Tacking too soon could result in two extra tacks."

Draeger noted that beyond the Bay Bridge, "Most of the fleet sought to ride the tide to take advantage of the maximum flood in the deep water channel west of the rhumbline. The real magic, however, may have been to the east, where there was plenty of wind and a hotter angle to the San Mateo Bridge. Past the bridge was a downwind paradise in 20-23 knots — fast, fun, warm, beautiful. It doesn't get any better."

After crossing the finish line, the racers arrived at Sequoia YC to the sound of steel drums and the Island Time Party. For some, this was their first time south of the San Mateo Bridge (no passports required). The evening included Island dinners, Mount Gay Rum boat

drinks, race results, sponsor recognition, and great California music played by the RiP-TiDEs.

— tim peterson

YRA WESTPOINT REGATTA, 7/18

PHRF 1 — 1) **Encore**, Sydney 36, Wayne Koide; 2) **Jeannette**, Frers 40, Henry King; 3) **Warp Speed**, C&C 115, Scott Scherer. (9 boats)

PHRF 2 — 1) **Red Cloud**, Farr 36, Don Ahrens; 2) **Melilani**, J/105, Richard Butts; 3) **Yellowfin**, J/105, Dick Maclay. (6 boats)

PHRF 3 — 1) **Rhapsody**, J/32, Chris Boome; 2) **Ahi**, Santana 35, Andy Newell; 3) **Sea Star**, Cal 39, Bob Walden. (7 boats)

PHRF 4 — 1) **Luna Sea**, Islander 36, Dan Knox; 2) **Circlesea**, Folkboat, Tom Haverstock; 3) **Catch 22**, Zenrich 20, Roger Anderson. (3 boats)

EXPRESS 27 — 1) **El Raton**, Ray Lotto; 2) **Wile E. Coyote**, Dan Pruzan; 3) **Libra**, Sergey Lubarsky. (7 boats)

SF 30 — 1) **Wind Speed**, J/30, Tony Castruccio; 2) **L20**, J/29, Alex Huang; 3) **Friction Loss**, J/30, Jenny Thompson. (7 boats)

SPORTBOATS — 1) **Red Boat**, Open 6.50, Charlie Watt; 2) **Insolent Minx**, Melges 24, Zhenya Kirueshkin-Stepanoff; 3) **CentoMiglia**, Flying Tiger 10, Mark Kennedy. (4 boats)

ULTRALIGHTS — 1) **Special Edition**, Wilderness 30, Mike Devries; 2) **Vitesse Too**, Hobie 33, Grant Hayes; 3) **Espresso**, Hobie 33, David Ballintine. (4 boats)

NON-SPINNAKER — 1) **Double Eagle**, Dehler 34, Jon Mohn; 2) **Imagine**, Ericson 32, Sarah Lloyd. (2 boats)

SHORTHANDED — 1) **Iseult**, Wyliecat 30, Larry Mayne; 2) **Kynntana**, Freedom 38, Carliane Johnson; 3) **La Dolce Vita**, J/32, John Riley. (4 boats)

MULTIHULL — 1) **Peregrine Falcon**, F-27, Bill Gardner; 2) **Trident**, Corsair 31R, Damien Campbell; 3) **Sea Bird**, F-27, Richard Holden. (5

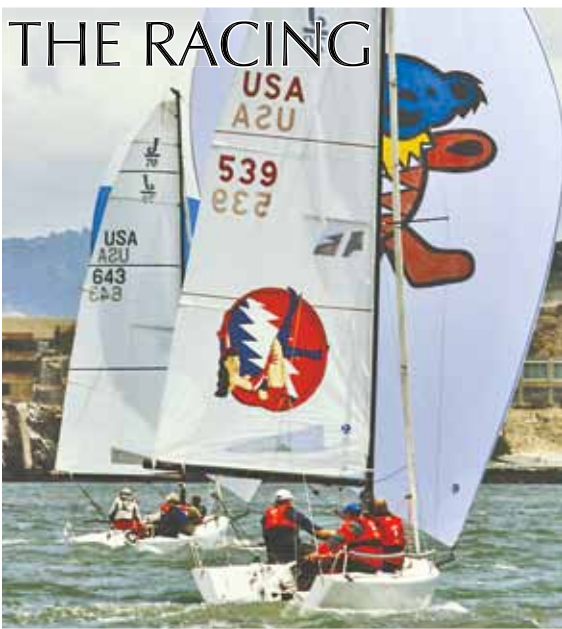
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In addition to the stories printed here, July's racing coverage included:

Transpac • Transatlantic Race
Ullman Sails Long Beach Race Week
OYRA Half Moon Bay Race
Volvo Ocean Race • El Toro NAS
YRA Summer #1 • ISAF Nations Cup
VYC Brothers Race • Pan Am Games
America's Cup World Series

Plus previews of the Plastic Classic, Franks Tract Regatta, Governor's Cup, GCYC High Sierra 'Alternate' Regatta, and more!

THE RACING



ALL PHOTOS CHRIS RAY / WWW.CRIVYP.COM

boats)
 F18s — 1) **USA 90**, Nacra Infusion, Ben Lamond; 2) **Kaos vs. Control**, Wildcat F18, Charles Froeb; 3) **Aurora**, F18, Phillip Meredith. (5 boats)
 Full results at www.jibeset.net

First-Ever J/70 PCCs

When hull #1 of the J/70 splashed in March 2012, it was forecast to fill a unique position in sailing: a trailerable, affordable, family-friendly, one-design speedster. Three years in, the concept is proving successful, as the fleet has enjoyed rapid international expansion and a burgeoning West Coast presence.

On July 10-12, the fleet raced in the first-ever J/70 Pacific Coast Championships, hosted by St. Francis YC. The Js raced three days and were joined over the weekend by eight Melges 20s and six Melges 24s in the concurrent Summer Sportboat Regatta.

Friday presented challenging conditions: gray skies, lumpy seas, and relatively light breezes of 6-10 knots. Saturday's forecast was for more of the same, but a 20+ knot breeze lined up well with currents to provide excellent racing off Alcatraz as well as the Cityfront.

"The racing was incredibly close,"

This page: Cityfront and Alcatraz action in the first-ever J/70 PCCs and the Summer Sportboat Regatta for Melges 20s and 24s.

says Peter Cameron, who sailed the J/70 class aboard *Prime Number*. "The difference between two places easily came down to a single spinnaker collapse."

StFYC's commodore, Sean Svendsen on *Onceler*, agrees: "We had major wipe-outs in two races, and that was enough to cost us a place. These boats are totally rad. They rip downwind. It's like riding a roller coaster!"

"A sportboat event in S.F. Bay summer conditions pushed these teams to show their boat-handling skills," says Norman Davant, the regatta chairman. "Plus, it was a good warm-up for the upcoming West Coast J/70 action." San Diego YC will host the J/70 North Americans this September, and StFYC will host the J/70 Worlds next year.

Says Cameron, "The West Coast J/70 fleet is coming up fast, and that will continue, especially if we have a few more regattas like this. There's nothing like good competition to improve you."

— *meredith laitos*

J/70 PCCs, StFYC, 7/10-12 (10r, 0t)

J/70 — 1) **Jennifer**, Chris Kostanecki, 38

points; 2) **Bottle Rocket**, David Schumann, 41; 3) **3 Big Dogs**, Pat Toole, 44. (12 boats)

SUMMER SPORTBOAT, StFYC, 7/11-12

MELGES 24 (7r, 0t) — 1) **Wilco**, Doug Wilhelm, 11 points; 2) **Smokin**, Kevin Clark, 17; 3) **Looper**, Duane Yoslov, 21. (5 boats)

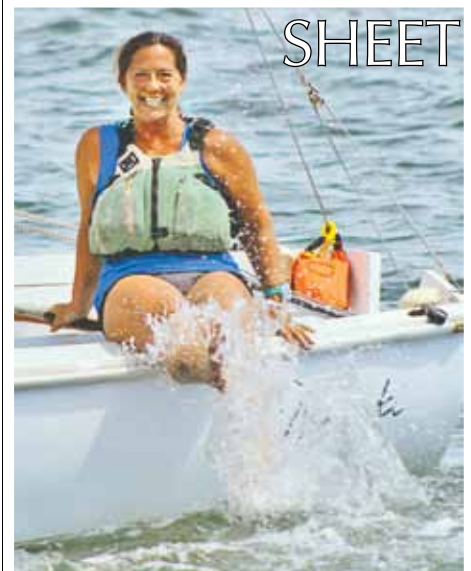
AUDI MELGES 20 (6r, 0t) — 1) **Samba Pa Ti**, John Kilroy, 12 points; 2) **Wildman**, Liam Kilroy, 13; 3) **Pacific Yankee**, Drew Freides, 18. (8 boats)

Full results at www.stfyc.com

Santana 22 Nationals

The Santana 22 Nationals were held on July 17-19 at Corinthian YC in Tiburon. Of 18 skippers in this year's regatta on the Knox course, four were first-timers at Nationals, including Igor Polevoy, who'd bought *High and Dry* just three weeks earlier in Moss Landing, sailed her to Monterey, then trailered her to S.F. Bay, sailing just one YRA race before the Nationals. Other first-timers were Chris Nicholas (*Fun*), Pete Rowland (*Albacore*), and Jeremy Tingle.

After windy practice racing on Friday, Saturday's conditions saw a westerly of 13-18 knots. The course was approximately 3.6 miles long with a reaching



ALL PHOTOS KRISTEN SOETEBIER

mark intended to account for the current on the downwind leg, plus a leeward gate. The 3-knot flood did not get enough appreciation in Race 1. Boats were pulled so far north that several dropped poles from the run to reach back south toward the gate. One gate mark took its own trip north after the start and had to be collected, forcing a port rounding of the other, per the Sailing Instructions. Boats visiting from Santa Cruz did very well without local knowledge, whereas Bay Area regular Cathy Stierhoff of *Tackful*, pondered how "atypical" the conditions were. Leah Pepe, crew on *Zingaro*, explained the course simply as "challenging" with lots of shifts and holes.

Race 2 saw better current compensation, but three boats still slid into the port gate mark, forcing a penalty turn for each. Starts were very competitive, but only Race 3 saw a protest, which was resolved with a retirement. The flood slacked off a bit and most boats covered the course better, tightening up the fleet.

The day ended with some excitement when *Fun*'s foredeck crew lassoed a jib sheet with his foot and went overboard. Megan Dwyer's *Mad Max* stood by until he was safely back on *Fun*, which,

This page: Santana 22 Nationals. Clockwise from top left: The most senior skipper award, named for the late Ernie Rideout, went to Stefan Berlinski of 'Hamachi'; Bob Comstock (left) and crew Eric Fieberling of 'Rick's Place' accept the trophy — again; Deb Fehr of 'Meliki' kept her cool in Race 4; 'Azor' was one of three boats that hit a leeward mark in Race 2 due to current; the start of Race 1 on Saturday the 18th.

remarked Nicholas, "was no easy feat," taking "a lot of muscle power."

Owing to weather more like the Caribbean than the Bay, Sunday racing was postponed approximately two hours while PRO Mike Gross waited for the thundercloud to disappear and the wind to fill to 8-11 knots from the west, just enough to move 14 remaining boats against the current. Jan Grygier's *Carlos*, which placed 8th to 11th on Saturday, rallied to come in first by yards for Race 4. Race 5 was timed out.

Bob Comstock, with crew Pip Ziman and Eric Fieberling, held onto the championship trophy he won last year with *Rick's Place*. *Rick's Place* has been in his family since they purchased her new in the '70s. His mom was even on hand to celebrate the repeat win.

— kristen soetebier

SANTANA 22 NATIONALS, CYC, 7/17-19 (4r 0t)

1) **Rick's Place**, Bob Comstock, SCYC, 8 points; 2) **Hot Tuna**, Mark Langer, SCYC, 12; 3) **Bonito**, Michael Andrews, EYC, 13; 4) **Albacore**,

Pete Rowland, RYC, 19. (18 boats)

Full results at www.regattanetwork.com

Trans Tahoe Regatta

Magnificent sailing conditions prevailed Saturday for the 52nd running of the Trans Tahoe Regatta, the annual feature race of Tahoe YC's summer sailboat racing season. The 15-18 knots of breeze and bright sky were ideal for Tahoe's large keelboats, which finished the 31-mile course in less than five hours.

First to finish and second overall was a five-time winner of the Trans Tahoe, the 40-ft J/125 *August Ice*, owned and helmed by Richard Ferris of Tahoe City. *August Ice* completed the course in 4 hours 45 minutes, amazingly beating Matt Bansak's ultrafast Hobie Tiger catamaran *Slingshot* by 10 minutes.

Correcting out to first place overall was the Farr 36 *Wicked*, owned by Richard Courcier and John Corda. Third place overall was Gary Redelberger's Farr 36 *Racer X*.

The two Farris — having identical

THE RACING



MARTHA BLANCHFIELD / RENEGADE SAILING

designs — fought tack-to-tack throughout the first half of the race, with *Racer X* leading around the windward mark off Eagle Rock and across the Lake to a deep-water mark off Dead Man's Point, just north of Glenbrook Bay on the eastern shore. On the return to Sugar Pine Point, a snapped backstay slowed *Racer X*, and *Wicked* won the duel by 5.5 minutes at the finish. *Wicked's* skipper, Richard Courcier, noted that his crack crew "sailed a smooth race all the way and had no mishaps." Meanwhile, Redelberger declared that the snapped backstay "was not why *Racer X* dropped to third. *Wicked* simply sailed a faster race that day."

Winning in the Keelboat Division 2 was the Venture 24 *Groovy* owned by Les Bartlett of Homewood, another five-time winner of the Trans Tahoe. Bartlett noted that his veteran but light crew — Bartlett, Jim Fleming and Jennifer Calmus — had a tough time holding down

Left to right: Billy Warring, skipper Eric Ochs, Lori Tewksbury and Bob Walden of the Moore 24 'Hasta Nunca' won for best display of pink color at Vallejo YC's Pink Sail beer can race on July 15, a fundraiser for cancer research.

the boat, especially during the upwind, westward leg from Dead Man's Point to Sugar Pine Point. Bartlett explained that he had to feather his mainsail and point the boat upwind, using mostly his large genoa to drive the boat forward.

"With our mainsail flopping, we still maintained 6 knots across the Lake," Bartlett noted. *Groovy* finished in fourth place overall.

—jim & lynn mullen

TAHOE YC TRANS TAHOE, 7/11

KEELBOAT 1 — 1) **Wicked**, Farr 36, John Corda/Richard Courcier; 2) **August Ice**, J/125, Dick Ferris; 3) **Racer X**, Farr 36, Gary Redelberger. (7 boats)

KEELBOAT 2 — 1) **Groovy**, Venture 24, Les Bartlett; 2) **Legs**, Moore 24, Lester Robertson; 3) **Mistress Quickly**, SC27, Jotham Smith. (8 boats)

MULTIHULLS — 1) **Wings**, Corsair 24, William Cook; 2) **Slingshot**, Hobie Tiger, Matt Banskak; 3) **Ventus**, Reynolds 33, Al Macdonald. (3 boats)

CRUISING — 1) **Brainwave**, Wylie 30, Charles Quagliari; 2) **Osprey**, Alerion 28, Jamie Casey; 3) **Knot Bitchin**, Clark 24, Walt Frese. (3 boats)

Full results at www.tahoeyc.com

SBYC/CYC X-BAY REGATTA, 6/20

SPINNAKER — 1) **Topzy Turvy**, J/111, Drew Harper, SBYC; 2) **Aeolus**, J/111, Rob Theis, SBYC; 3) **pHat Jack**, Express 37, Robert Lugliani, SBYC. (13 boats)

NON-SPINNAKER — 1) **Kira**, Cal 33-2, Jim Erskine, CYC; 2) **Surprise**, Catalina 34, Peter Birnbaum, CYC; 3) **Grinnin' Bear**, Catalina 30, John Tennyson, SBYC. (8 boats)

Full results at www.southbeachyachtclub.org

LONG BEACH RACE WEEK, 6/20-28 (7r, 0t)

FAST 50 — 1) **Rebel Yell**, TP52, David Team, 12 points; 2) **Bud**, TP52, Victor Wild, 24; 3) **Pendragon IV**, Davidson 52, John MacLaurin, 27. (8 boats)

FARR 40 — 1) **Blade 2**, Mick Shlens, 13 points; 2) **Coquille**, Gary Ezor, 16; 3) **Tempress**, Ray Godwin, 22. (6 boats)

CATALINA 37 — 1) Dave Hood, 13 points; 2) **Team ABYC**, Chuck Clay, 24; 3) Bruce Ayres, 26. (11 boats)

SCHOCK 35 — 1) **Code Blue**, Robert Marcus, 12 points; 2) **Whiplash**, Thompson/Rossbach, 18; 3) **Uncle Bob**, Larry Leveille, 24. (7 boats)

J/109 — 1) **Electra**, Thomas Brott, 13 points; 2) **Sugar**, Steve Crooke, 19; 3) **Spray**, Peter Nelson, 30. (8 boats)

J/120 — 1) **Caper**, John Laun, 9 points; 2) **CC Rider**, Chuck Nichols, 13; 3) **J Almighty**, Mike Hatch, 22. (8 boats)

J/80 — 1) **Avet**, Curt Johnson, 7 points; 2) **In-Appropriate**, Mark Hunter, 14; 3) **Miss Demeanor**, Dave Angers, 22. (4 boats)

J/70 — 1) **Midlife Crisis**, Bruce Golison, 15 points; 2) **Minor Threat**, Jay Janov 28; 3) **Catapult**, Joel Ronning, 35; 4) **Sugoi**, Chris Raab, 41. (19 boats)

VIPER 640 — 1) **Hot Mess**, Kevin Taugher, 9

THE BOX SCORES

points; 2) **Venom**, Jeff Grange, 16; 3) **Last Call**, Alex Steele, 26. (14 boats)

PHRF 1 — 1) **Tai Kuai**, R/P 44, Daniel Thielman, 14 points; 2) **CaZan**, DK46, Scott Bradley, 19; 3) **Rock & Roll**, Farr 400, Bernard Girod, 22. (6 boats)

PHRF 2 — 1) **Mexican Divorce**, 1D35, Neil Fraser, 16 points; 2) **E Ticket**, SC37, Tom Hudson, 21; 3) **Meridian**, 1D35, Rick Schuldt, 24. (6 boats)

PHRF 3 — 1) **Lugano**, Beneteau First 40.7, Mark Stratton, 11 points; 2) **Rival**, J/35, Dave Boatner, 12; 3) **Victoire**, Beneteau First 40.7, Robert Atkins, 22. (4 boats)

PHRF 4 — 1) **Off the Porch**, J/105, Scott McDaniel, 11 points; 2) **Ceann Saile**, Tartan 101, Geoff Roth, 15; 3) **Hurrah**, Choate 40, Dave Well, 29. (8 boats)

PHRF RL-1 — 1) **Medicine Man**, Andrews 63, Robert Lane, 5 points; 2) **Velos**, Tanton 73, Kjeld Hestehave, 5; 3) **Javelin**, Farr 49, Eric Fracker, 9. (4 boats)

PHRF RL-2 — 1) **Gator**, Frers 38, Thomas Wheatley, 6 points; 2) **Green Dragon**, Beneteau 44.7, Gary Green, 8; 3) **Tigris**, Flying Tiger 10, George Kovacs, 8. (7 boats)

PHRF RL-MH — 1) **Mama Tried**, 8.5-meter tri, Pete Melvin, 4 points; 2) **Gladstone's LB/Pieology**, FCS 20 cat, John Sangmeister, 8; 3) **Mental Floss**, F-31 tri, Jeff Cohen, 8. (7 boats)

Full results at www.lbrw.org

SSC SOUTH TOWER RACE, 6/26-27

PHRF MONOHULL — 1) **Topper II**, Moore 24, Conrad Holbrook; 2) **4 Dog Nite**, Olson 30, Mike Little; 3) **Purfection**, Nonsuch 30 Ultra, Dana

Badley; 4) **Epiphany**, Hunter 30, Sam Dameron. (5 boats)

Full results at www.stocktonsc.org

IYC SILVER EAGLE, 6/27

MONOHULL PHRF — 1) **Insolent Minx**, Melges 24, Zhenya Kiruashkin-Stepanoff; 2) **007**, J/105, Justin Hersh. (2 boats)

MONOHULL PHRF — 1) **Wind Speed**, J/30, Tony Castruccio; 2) **Outsider**, Azzura 310, Greg Nelsen; 3) **Fugu**, Wilderness 30, Chris Case. (7 boats)

MULTIHULL < -30 — 1) **Orion**, MOD70, Tom Siebel; 2) **Tomcat**, ProSail 40, Kyle Gundersen. (2 boats)

MULTIHULL > -30 — 1) **Triple Play**, F-31, Richard Keller; 2) **Ma's Rover**, F-31, Mark Eastham; 3) **Mojo**, F-25c, Christopher Harvey. (6 boats)

Full results at www.iyc.org

PICYA LIPTON SERIES, SYC, 6/28 (3r, 0t)

J/105 — 1) **Lulu**, Don Wieneke, CYC, 4 points; 2) **Hazardous Waste**, Chuck Cihak, SYC, 5; 3) **Lightwave**, Simon James, SBYC, 9. (3 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, RYC, 3 points; 2) **Wile E. Coyote**, Dan Purzan, EYC, 7; 3) **Tequila Mockingbird**, Matt Krogstad, CYC, 8. (5 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard vonEhrenkrook, SFYC, 4 points; 2) **Raccoon**, Jim Snow, CYC, 5; 3) **Green Dragon**, Marcus Choy, HMBYC, 10. (6 boats)

Full results at www.sausalito yachtclub.org

OYRA HALF MOON BAY, 6/27

PHRO 1 — 1) **Zamazaan**, Farr 52, Greg Mullins; 2) **Hana Ho**, SC50, Mark Dowdy; 3) **Decep-**

TREACY MALLOY



Midnight Moonlight Maritime Marathon

The Cal 20 *Can O'Whoopass* was first to start the Midnight Moonlight Maritime Marathon at 2 p.m. on July 18. The *J/125 Double Trouble* started last, at 5:06 p.m. Created by SFYC in 1986, the race is a 38-mile, old-school pursuit race from Raccoon Strait to the Carquinez Bridge and back.

Sailing with Paul Sutcheck as crew, the *Can's* skipper, Richard vonEhrenkrook reflects: "I won it in 1992, crewed to third on an ugly 35-knot mission in 2005, finished last at the event's rechristening in 2013, and was second to David James' Lapworth 36 *Leda* last year."

This year, riding the back end of the flood pulse, the good pressure got the Cal 20 to the Carquinez Bridge in exactly 2.5 hours, just in time for max flood.

"Short-tacking the Contra Costa shore turned into an unworldly south-

Wylie Wabbit Wiver Wun winners Sarah Deeds, Guillaume Canivet and Aaron Sturm from 'Wild Bunch 2'. The Wiver Wun wan from Richmond YC to Rio Vista along the Sacramento Wiver on July 18.

east lift on port tack that allowed us to grind, at 2.7 knots but always in the right direction, all the way to the end of the Shell dock, where we dove to the east for cover," reports vonEhrenkrook. "Sailing by instruments to ensure we were maximizing VMG, we took another hitch south to the wall, before the long port tack to the Marin shore.

"We had rounded Carquinez some 90 minutes before *Leda*, which rounded second in slack water. We knew the L-36

was a screamer to weather in the 15-18 knot breeze, and that it could handle the increasing ebb chop better than the smaller Lapworth design we were riding."

But the damage had been done with the Cal 20's lucky southeast lift early on in the return leg. "By the Richmond Bridge, we had a 2-mile lead, and we negotiated the holes and strangeness that led to the finish. Our only concern was to get up-current of the line ends, so if the wind died we wouldn't be set beyond the pin. Job done!" And with a toot from SFYC race director Forrest Gay's balcony overlooking the water north of Tiburon's Point Bluff, the race was won.

latitude/chris

SFYC MIDNIGHT MOONLIGHT MARITIME MARATHON, 7/18

1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Leda**, L-36, David James; 3) **Shenanigans**, Express 27, Nick Gibbens. (15 boats)
Full results at www.sfyf.org

tion, SC50, Bill Helvestine. (8 boats)

PHRO 2 — 1) **Bullet**, Express 37, Laurence Baskin; 2) **Elan**, Express 37, Jack Peurach; 3) **Mirthmaker**, Archambault A35, Kirk Denebeim. (7 boats)

PHRO 3 — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Whirlwind**, Wyliecat 30, Dan Benjamin; 3) **Sea Star**, Cal 39, Bob Walden. (8 boats)

SHS SHORTHANDED — 1) **J-Tripper**, J/105, Mario Wijtman; 2) **Nancy**, Wyliecat 30, Pat Broderick; 3) **Plus Sixteen**, Olson 911, Paul Disario. (6 boats)

Full results at www.jibeset.net

TYC BROTHERS & SISTERS RACE, 7/4

SPINNAKER — 1) **Joyride**, J/105, Bill Hoehler; 2) **Lepus**, Wylie Wabbit, Grace Cheney; 3) **Siento el Viento**, C&C 29-1, Ian Matthew. (3 boats)

NON-SPINNAKER — 1) **Lion**, Olson 25, Lon & Steve Woodrum; 2) **Neverland**, Tartan 3700, Aidan Collins; 3) **Stewball**, Santana 28, Don Kunstler. (5 boats)

Full results at www.tyc.org

VYC BROTHERS RACE, 7/11

SPINNAKER MONOHULL — 1) **Dry Land**, Etchells, Jim Wallis; 2) **Shanti**, Ericson 911s, Jeremy Harvey; 3) **Summer and Smoke**, Beneteau First 36.7, Pat Patterson. (6 boats)

NON-SPINNAKER PHRF < 149 — 1) **Lita-K III**, Catalina 42, Jon Karuzas; 2) **Albannach**, J/37, Kenneth Leslie. (2 boats)

NON-SPINNAKER PHRF > 150 — 1) **Wind-some Wench**, Newport 30, Dave Nadolne; 2) **Flying Minion**, Cal 2-27, Bob Lockhart; 3) **Cold Drinks II**, Newport 33, Steve Strunk. (3 boats)

Full results at www.vyc.org

THE BOX SCORES

BVBC PLASTIC CLASSIC, 7/18

TRITON — 1) **Bolero**, Ely Gilliam; 2) **Ananke**, Mark Harrington; 3) **Pegasus**, Debra Ann Weeks. (4 boats)

OLSON 25 — 1) **Synchronicity**, Steve Smith; 2) **Balein**, Dan Coleman; 3) **Alchemy**, Nick Ansel. (3 boats)

J/24 — 1) **Phantom**, John Gulliford; 2) **Rail to Rail**, Richard Jepsen; 3) **Evil Octopus**, Jasper van Vliet. (4 boats)

PHRF 130-179 — 1) **Nepenthe**, Hawkfarm, Greg Paxton; 2) **Wings**, Columbia 5.5, Michael Jackson; 3) **Double Play**, Yankee 30, Robert Fairbank. (13 boats)

PHRF 180-225 — 1) **Bottoms Up**, J/22, Chris Childers; 2) **Summer Wind**, O'Day 27, Craig Louttit; 3) **Ross's Dream**, Catalina 30, Dan Courter. (16 boats)

PHRF < 130 — 1) **Savoir Faire**, Beneteau First 42, Paul Osborn; 2) **Sirocco**, Soverel 30 MH-IV, Bill Davidson; 3) **Breakout**, Santana 35, Lloyd Richey. (6 boats)

PHRF > 225 — 1) **Green Dragon**, Cal 20, Marcus Choy; 2) **Nemesis**, Pearson Commander, Jeff Sullivan; 3) **Constellation**, Islander Bahama, John Lincoln. (10 boats)

Full results at www.bayviewboatclub.org

SBYC FRIDAY NIGHT SERIES FIRST HALF (8r, 1t)

SPINNAKER < 100 — 1) **Mr. Magoo**, J/120, Steve Madeira, 11 points; 2) **Kookaburra**, J/120, Tom Grennan, 22; 3) **Aeolus**, J/111, Rob Theis, 22. (9 boats)

J/105 — 1) **Yunona**, Artem Savinov, 8 points; 2) **Aquavit**, Donald Olgado, 16; 3) **Lightwave**, Simon James, 19. (4 boats)

SPINNAKER 101-135 — 1) **Rhapsody**, J/32, Chris Boome, 8 points; 2) **Heart of Gold**, Olson 911s, Joan Byrne, 15; 3) **Jane Doe**, Olson 911s, Bob Izmirian, 24. (8 boats)

SPINNAKER > 136 — 1) **Highlighter**, Islander 36, William Hackel, 15; 2) **Moondoggie**, Islander 36, Doug Gooding, 19; 3) **Friday's Eagle**, Catalina 30, Mark Hecht, 21. (6 boats)

NON-SPINNAKER < 140 — 1) **Flight Risk**, Catalina 38, Dan Gaudy, 14 points; 2) **pHAT Jack**, Express 37, Robert Lugliani, 20; 3) **Carmelita**, Catalina 42, Christian Lewis, 22. (9 boats)

NON-SPINNAKER > 140 — 1) **Alpha**, Sonar 23, John Wallace, 10; 2) **Synergizer**, Ericson 28, Larry Weinhoff, 19; 3) **Summer Wind**, O'Day 27, Craig Louttit, 25. (8 boats)

NON-SPINNAKER CATALINA 30 — 1) **Grinnin' Bear**, John & Roger Tennyson, 9; 2) **Outrageous**, Paul Caturegli, 25; 3) **Tashi**, Chris Rubke, 27. (6 boats)

Full results at www.southbeachyachtclub.org

SYC SPRING SUNSET SERIES (5r, 1t)

J/105 — 1) **Hazardous Waste**, Chuck Cihac, 4 points; 2) **Mamaluc**, Scott Lamson, 10; 3) **Nimbus**, Neil Gibbs, 10. (4 boats)

SPINNAKER — 1) **Gammon**, Tartan Ten, Jeff Hutter, 6 points; 2) **Nancy**, Wyliecat 30, Pat Broderick, 8; 3) **Ohana**, Beneteau 45f5, Steve Hocking, 12. (7 boats)

NON-SPINNAKER — 1) **Jarlen**, J/35, Bob Bloom, 4 points; 2) **Tackful**, Santana 22, Frank Lawler, 10; 3) **Cattitude**, Tartan Ten, Deana Maggard, 16. (8 boats)

Full results at www.sausalitoyachtclub.org

With reports this month on *Questions of Liability While Chartering*, a frequent contributor's *One-Way Cruise from the Leewards to the Virgins*, and *Charter Notes*.

Should You Require a Chartering Pre-Nup?

In addition to the charter report that follows, frequent contributor Art Hartinger sent in the crew waiver below, which he claims to have given to his charter guests before a recent cruise.

As you can see, it's meant to be funny, although Art, being an attorney, knows all about ticklish legal issues. Joke or not, though, it brings to mind the fact that when you rent a late-model charter boat worth hundreds of thousands of dollars, there are a lot of very expensive things that happen if charter guests get too reckless or too drunk — like losing gear overboard, flipping the dinghy or grounding the boat on a reef.

Although you'll undoubtedly be covered for major damage by a mandatory charter insurance policy, it's important to note that such coverage normally has a hefty deductible, and certain key pieces of gear, like the dinghy and outboard, may not be covered in the basic policy. That's why most companies run the charterer's credit card before the boat leaves the dock, thus securing a substantial security deposit that's refundable when you bring the boat back in one piece.

So it's a good idea to make sure everyone on your crew list is clear that they

After chartering with friends, Art finally decided to protect himself from all liability— from shark bites to hangovers.

CROSS WAIVERS OF LIABILITY

Each member of the crew (including the skipper, family, heirs, related trusts and estates, assignees, etc.) for the Puerto Rico / US Virgins sail trip hereby releases and covenants not to sue one another (including all families, heirs, etc.) for any and all problems arising during or related to the cruise, including without limitation deaths, sea sicknesses, drownings, injuries, depression, gonnoreah, inconveniences, grouchiness, damages, lost stolen or damaged personal property, rashes, vomiting, montezuma's revenge, shark bites, stubbed toes, sun burns, bruises, cuts, and unjustified insults, of any kind whatsoever known to mankind. Everyone assumes the risk of death, injury and hangovers, and no one will ever sue any other member of the crew for any problems whatsoever occurring during said trip.

are not to treat this luxury yacht like a cheapo motel room during a spring-break vacation. And if they lose a dinghy oar, break a boathook, or drop a winch handle overboard, it is they, not you, who will have to pay for it. No big deal. You're just asking for a little respect for yourself — the person who made their dream vacation possible — and the boat.

Don't get us wrong, we don't mean to scare you away from chartering. On the contrary, we're as bullish about sailing vacations as anyone, but we have heard some nightmare stories about crew causing expensive damage and not owning up to it.

While we're at it, we'd recommend that long before you get on the plane or step aboard your charter boat, you make sure everybody understands, and agrees to, your rules for the trip, whether you formalize them in a signed document or not. Let them know your proposed itinerary, what sort of extra expenses might be incurred, and who's expected to pay for them, plus what responsibilities they'll have during the trip.

Okay, that's it. End of sermon. Now get out there and have some fun on the water.

— andy

A One-Direction Caribbean Bucket-List Cruise

My business partner, Steve Meyers, had "doing a bareboat charter" on his bucket list so I invited him along on our one-directional Caribbean cruise from St. Martin to Anguilla to the British Virgin Islands in late March. Aboard were Steve and me, my 20-year-old daughter Elise, and three of her friends: her UCSB roommate Jess and friends Zee and Miles.

I carry several handheld VHF radios so the crew can communicate when they are off the boat. Given the UCSB contingent (and Steve is a UCSB alum too), of course our call sign on this trip had to be Gau-chos!



The boat we originally chartered from BVI Yacht Charters had been damaged in a hurricane that hit St. Martin (Hurricane Gonzalo, I believe). So, we were assigned a 10-year-old Jeanneau 44 named *Copacabana*. Although showing some signs of wear, she performed well.

Because we wanted to do a one-directional cruise, we needed special permission to make the overnight crossing from Anguilla to BVI. Everyone at BVI Yacht Charters was really nice. We later connected with some of them when they came to the boat show at Jack London Square.

Before boarding *Copacabana*, Steve and I stayed the night at the Grand Case Beach Club, a really lovely and very French hotel north of Marigot. I have had negative memories about both sides of that island — French St. Martin and Dutch St. Maarten — but this time we really liked it. Steve and I rented a car and drove all around. He is obsessed with the book *1,000 Places to See Before You Die*, so we were sure to stop at La Samanna, a swanky resort on the French side.

The kids arrived the next day, Saturday, and we shoved off at about 3 p.m.,

OF CHARTERING



Spread: On approach to the BVI's Sandy Cay. **Insets, L to R:** Art with Foxy, kids in the cockpit, a typical BVI dinghy dock.

after provisioning for the much less developed neighboring island of Anguilla. We had the anchor down in Anguilla's Road Harbour by 6 p.m. We had dinner ashore at a good restaurant, the Sandbar.

The customs and immigration folks apparently lost the key to the office, so Steve and I waited for over an hour the next morning to clear in. But, hey, it's the Caribbean. You've got to learn to relax.

Later, we took the kids out to Sandy Island, a small islet about 20 minutes away with wonderful beaches, which they all loved. We later took a taxi to Scilly Cay to see it on recommendation, but we missed the much-anticipated lobster — or any other food — because we were late. We did see lots of stoners, though. The kids danced to the band, and we had rum punches.

On Monday, we shoved off for remote Prickly Pear Cays, then Dog Island, where we had dinner before making our overnight crossing to the BVI. For the crossing, we assigned everyone two-hour

watches, which worked out fine. The wind was light, and the crossing was uneventful.

Upon arrival at BVI early in the morning, we picked up a mooring ball at the Baths for a swim — although technically, we should have checked in with customs and immigration first — then went to nearby Spanish Town to clear in. There we encountered a ridiculous labyrinthine system: window one, fill out forms; window two, talk to customs; window three, pay fees; window four, more fees. Unfortunately, this all came with surly attitudes from the government employees, and it took nearly two hours.

We met our friend Jon Holtzman at the Bitter End Yacht Club, and he came on board for the duration.

The BEYC seemed about the same as when I was there last, with maybe an uptick in cost: mooring balls are \$30 per night and ice is \$10 per bag. The nearby Saba Rock has turned into a big, 'trying-to-be-gourmet' restaurant.

The next day we went into Biras Creek, and had espressos. Wow, what a beautiful spot! Then we set sail for Jost Van Dyke, and anchored in Great

Harbour. We dinghied in to Foxy's to pay homage to the notorious Foxy himself.

Breakfast the next day in Great Harbour at Ali Baba was really, really good. We took on water, and departed for Green Cay, which lies off the eastern end of Jost, and has great snorkeling.

Unfortunately, the handheld windlass cord got caught in the windlass, and although we made repairs, we did not trust it.

Perched on the back porch of the Jeanneau 44 'Copacabana', Jess learns how to do dishes like a sailor.



WORLD OF CHARTERING

Next we took a mooring ball at Jost's Little Harbour, and taxied over to the famous Soggy Dollar Bar at Jost's westernmost anchorage, White Bay. We are not teetotalers, but people were outright wasted at the Soggy Dollar — a big party scene, with folks staggering around.

The next day we sailed in strong winds to Soper's Hole for lunch, then took a ball in the Bight at Norman Island. Naturally, the kids wanted to go to the notorious floating bar and restaurant called *Willy T*. This was quite the music and bar scene.

Afterwards, the kids agreed to barbecue, but somehow managed to drop four racks of ribs into the water! Jon and I left them and went ashore to a really good restaurant — Pirates Bight, which seems relatively new — for lobster.

Early the next morning, we motored across the Sir Francis Drake Channel to Port Purcell, in Road Harbour, to return the boat. The checkout was painless. The kids all had a great time, and Steve got to check another item off his bucket list!

— art hartinger



Sailing the Greek Isles is on the must-do lists of many sailors. This year, that fascinating country could really use your business.

Charter Notes

As the end of summer draws near, we're reminded of all the great summer sailing venues there are within the 'world of chartering'.

Many of them, of course, are in Eu-

rope. And from what we've been hearing, it's now more affordable for Americans to travel in Europe than it has been in many years due to the almighty dollar's strength against the euro — practically at one-to-one parity.

With all the financial issues that the European Union has to sort out, there's a good chance the dollar will still be trading favorably next summer too. So we suggest you strongly consider locking in a reservation now with a substantial deposit, or paying the whole charter fee now, in order to ensure that you'll get a killer rate.

Another advantage of booking so far in advance is that you might actually be able to book a flight using frequent flyer miles, whereas trying to do so at the last minute is always impossible.

A final note about Greece: That unfortunate country is, of course, suffering terrible financial troubles, and the last thing they need is for vacationers to stay away. So choosing Greece as your destination could be a win-win.

— andy



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CHANGES

With reports this month from **Rainbow** on realizing a dream of 35 years; from **Escapade** on cruising in Portugal and Spain; from the *Wanderer* on the historic **Arsenal Marina** in Paris; from **Halcyon** on hauling on the Rio Dulce for hurricane season; from **Mambo** on a most interesting crossing from Cabo to San Carlos; and a generous helping of **Cruise Notes**.

Rainbow — Crowther 33 Cat Cliff Shaw Tahiti-Moorea Sailing Rendez-vous (Emery Cove)

I just wanted to say 'thank you' to *Latitude 38*, Andy Turpin and his Puddle Jump crew, Tehani and the Tahiti crew,

the Club Bali Hai, and the many others who worked so hard to put on a really well-organized, interesting, and fun Tahiti-Moorea Sailing Rendez-vous last month.

The photo of my cat *Rainbow* at rest in Cook's Bay says it all for me. After 35 years of dreaming about it, I'm finally here, and it's as beautiful as advertised. The Pacific Puddle Jump and Tahiti-Moorea Sailing Rendez-vous have been great ways to ease into the cruising life. I'm glad I signed up, and I sincerely thank everyone involved for conceiving it and running it.

Unlike most participants, I single-handed *Rainbow* directly from San Francisco to the Marquesas. My boat and I did it in 24 days 10 hours, averaging just under six knots for the 3,500-mile course. I lucked out both with squalls and with the Inter Tropical Convergence Zone. The squalls never exceeded 24

'Rainbow' may not be the biggest cat cruising the South Pacific, but the Crowther 33 has been getting the job done for owner Cliff Shaw.

knots, and the ITCZ was narrow where I crossed it.

I had some of the usual types of passage issues — a couple of tears in the main, the high output alternator quitting, and some minor delamination of some tabbing. Fortunately, I had plenty of sticky-back tape and thread to repair the main, and I replaced the high output alternator with the original alternator. As for the minor delamination, I had the pleasure of grinding fiberglass in paradise. Oddly enough, it was no more fun than doing it on San Francisco Bay.

I spent a month in the Marquesas, visiting Hiva Oa, Tahuata, Fatu Hiva and Ua Pou. In late May, I moved on to Papeete, skipping the Tuamotus for safety's sake because I'm singlehanded. I spent three weeks in the Taina anchorage, then joined the rally to Moorea.

The Rendez-vous events were well-orchestrated and lots of fun — the team I was on even won our first canoe race. And I'm amazed at how well the Bali Hai handled dinner on Saturday, and then lunch on Sunday, for what must have been over 200 people. And the food was delicious.

I'll sail back to Papeete this Saturday for a few days, then on to Huahine, Maupiti, and finally Bora Bora before my 90-day visa for French Polynesia expires in late July. After that, I'll be off to the Cook Islands, then probably Australia some time in the future.

— cliff 06/25/2015

Escapade — Catana 52 Greg Dorland and Debbie Macrorie Portugal and Spain (Lake Tahoe)

My cruising dream started almost half a century ago. I was skiing competitively in Europe, and from time to time I would visit marinas along the Mediterranean coast. Seeing the sailboats, I thought it would be so cool to someday have my own boat in the Med. That day has come.

After a rather uneventful crossing of the Atlantic from St. Barth to Portugal, with a stop in the Azores, we found ourselves departing Marbella, Spain at the end of June for Valencia and the Balearic



Islands. This being the Med, the wind had either been non-existent, like this morning, or it was blowing the dogs off their chains on our nose.

While approaching the Straits of Gibraltar at Tarifa, and halfway through the Strait, we saw a steady 30-35 knots. No wonder Tarifa, which has a reported 300+ days a year of wind in excess of 30 knots, is the windsurfing capital of Europe. But partway through the Strait the wind went very light, so we ended up motoring. We are motoring northeast now, racking up the miles before the new wind arrives.

It's been an unbelievable trip in terms of wind, or lack of it, so far. We didn't have that much wind from St. Barth to 300 miles east of the Azores, and since then we've had — except in the Strait — almost nothing.

Our two stops in Portugal were nice, featuring just what we Americans like about Europe — historic towns filled with great architecture, romantic restaurants, outdoor bars, and friendly people.

RAINBOW



Cliff and 'Rainbow'.

RAINBOW



IN LATITUDES



PHOTOS COURTESY ESCAPADE AND THE TOURISM DEPARTMENTS OF SPAIN AND PORTUGAL

Photos from an 'Escapade' in Europe. Clockwise from above. Marbella turned out to be better than expected. Vineyards like this produce surprisingly good Portuguese wines. The beautiful youth of Spain keep the cities lively at night. The seafood is delicious. Who left the rock on the beach?

We overnighted in Faragudo, opposite Portimao, and again at Faro, where we traveled five miles up the river to the old town and anchored in five feet of water. We enjoyed some wonderful seafood, some very nice Portuguese wines, and warm but not balmy evenings. It was a welcome change from the humidity of the Caribbean.

From Portimao it was a 100-mile day to the windswept Cabo Trafalgar, where we anchored off the beach in an open roadstead. During the passage we were hailed on the VHF by a young woman whose engine had quit on her British-registered Dehler 36. We turned back to see if we could be of assistance, but after discussing the probable damage to her boat that would ensue during a long tow through the swell, she saw the wisdom in carrying on slowly under sail. She and her equally young companion told us that they had sailed the boat down from

England, and that they had enough food and water for many days. I was reluctant to leave them, as they were quite young and very possibly inexperienced. But when we last saw them, they were flying a spinnaker toward 25-mile-distant Cadiz, so we were confident they'd be fine.

Cabo Trafalgar to Tarifa and beyond into the Strait was nasty, as I mentioned earlier, with an appropriately nasty sea. We had to throttle back to five knots to keep from beating up the boat. Then, right in the windy part of the Strait, and in a controlled shipping lane, we 'saw' a boat on our AIS that was repeatedly rounding up into the wind, coming about, jibing, and rounding up again. Debbie, thinking that maybe the man of the couple on the boat had suffered a heart

attack, decided they might need help.

We changed course to intercept them, and soon saw that there were two people in the cockpit. The man was driving, and despite 30 knots of wind had his shirt off. They looked at us, gave us no sign of needing help, so we figured they were fine — if not drunk. Later we heard Tarifa Traffic hailing them on the VHF and telling them to get out of the area, as they were a danger to other traffic. Some of the boat handling we've seen out here has been inexplicable.

We didn't have high expectations for our evening ashore at Marbella, as it was developed as a resort town in the 1970s for packaged tours from northern Europe. Yet we ended up having a good time people watching, catching up on the Internet, and dining outdoors at a wonderful *pinxhos* bar/restaurant.

Pinxhos are a variation on *tapas*. At the place we ate, you didn't place an order, but rather waited for the waitress to pass by with plates full of delicious small items. You took what you wanted and waited for the next round.

We had to motor all the next day toward Valencia, but the current was up to two knots in our favor.

The third largest city in Spain, Valencia was home to the 32nd and 33rd America's Cups. We found post-America's Cup Valencia to be lively, with lots of people in the streets. The warm weather and the Spanish spirit are the driving forces of the city.

It can be stifflingly hot in Valencia during the day, but the late nights are balmy. As you might expect, people stay up late, particularly at the *Centro Historico*. There are free concerts in the plazas, street musicians, and more cafes, bars, and *tapas* and *pinxhos* bars and restaurants than you could eat at in a lifetime. Dinner hour in Spain gets started about 10 o'clock, about five hours later than in Florida, and young folks don't bother

The Hemisferico at Valencia is impressive, but is not an example of traditional European architecture that Americans find so romantic.



LATITUDE / RICHARD

CHANGES

showing up at the discos until past midnight.

Tapas are ubiquitous, not only in small bars but also in fine restaurants as appetizers. The seafood includes the standard fare of fish and a wide variety of shellfish, most of it local. They have melt-in-your-mouth mussels, every size of shrimp and prawn, and huge local oysters that require being cut in thirds with a knife and fork. I prefer the flavorful smaller ones, which easily slide down your throat before you've had too much time to look at them.

In Spain you see ham hanging in all the stores and restaurants, and it's similar in preparation and taste to Italian prosciutto, but it has a unique flavor derived from the all-acorn diet the pigs are fed the last year of their life. Often there will be one server in the dining area dedicated exclusively to cutting the delicious meat, from a leg with the hoof still attached, with a razor-sharp knife.

We happened into Bodegas Baviera, a great little wine store in the old town. Translating for the owners, another customer explained that we had stumbled into the oldest wine store in Valencia. A young woman in her early 30s, who is part of the company's youngest generation, helped us. She was both incredibly knowledgeable and passionate about the wines. We gave her a budget, asked for a discount on multiple cases, and placed ourselves in her hands. We're confident we'll have some delicious accompaniments to Debbie's wonderful cooking.

As gastronomically inviting as Valencia was, the now core crew of *Escapade* really hit their stride arriving in the impossibly cute — meaning an American's romanticized vision of a European port town — Puerto Soller, Mallorca. On the north shore of Mallorca, it has a perfect natural harbor lined with restaurants,

One of the most entertaining things to do on Mallorca is take the train, which has wood-frame cars, from Soller to Palma and back.

bars and other waterfront shops. It also has an ancient tram that takes you a mile or so up the valley to the main town of Soller, where you can catch a train made mostly of wood across the island to Palma. Many ancient Spanish towns were built a bit inland rather than right on the coast, providing a better defense against invaders. Soller has been around since the Arabs ran things here on Mallorca due to first its being the only really good port on the northwest part of the island.

Actualizing one's dreams from one's 20s, as I'm trying to do, doesn't happen every day. Especially when that vision is as grandiose as sailing around the Mediterranean in love with your wife and your boat. But that is what happened for me in Puerto Soller. I, for one, had no need to go ashore, as inviting as it looked. I was content to watch the ever-changing landscape from our boat as *Escapade* swung slowly back and forth on her anchor.

Practicality intruded by early evening, however, and we dinghied ashore to off-load the garbage and pick up supplies. Unable to resist the call of a romantic waterfront restaurant, we enjoyed a pretty good meal at a very good price in what would be considered a typical open-air waterfront tourist restaurant in the Med. By the way, it's become clear to us that wine is seriously overpriced at restaurants in the United States.

The next morning we motored six miles down the coast and spent a leisurely day swimming and otherwise enjoying the spectacular Cala de la Calobra. We did this with several hundred other vacationers enjoying their summer holidays on a narrow beach set between two impossibly steep cliffs. We were not put off by the crowds, as our summer of 2015 mentality is to be generous, and that allows others to enjoy the same wonderful places that we are.

This generosity paid off handsomely, for as the sun got low on the horizon our shoreside neighbors returned to their hotel rooms and villas, leaving the impossibly dramatic setting to us and a few others anchored on boats.

Here comes the good part. After we motored out of the *cala* the next morning, continuing east along the north



coast of Mallorca, a southerly wind came up — a real sailing breeze — that propelled us toward Menorca, the next Balearic island. Yes, we were finally sailing in the Med, moving along for free — well, almost for free. We sailed close-hauled to Puerto Ciutadella, Menorca.

Puerto de la Ciutadella is located at the head of an impossibly long, narrow — and 'cute' — *cala* on Menorca's western tip. Once anchored in the adjoining *cala*, we dinghied into town to off-load the garbage, pick up supplies, and — of course — have dinner. We picked an out-of-the-way restaurant that was listed in a Spanish online restaurant guide. The only tourists in the restaurant, we suffered through another amazingly delicious meal, with yet another undervalued bottle of fantastic Mallorquian wine recommended by the owner.

Overcoming the urge to stay in Ciutadella for another day and night, we took advantage of the second day of wind in a



IN LATITUDES



PHOTOS COURTESY ESCAPE & LATITUDE / RICHARD



Adventures in the Balearic Islands, clockwise from above. Beautiful Puerto Soller, a busy port since Arab times. The tram between Soller and Puerto Soller is older than The City's cable cars. Cala Mitjana, Menorca. Impossibly 'cute' Puerto Ciutadalla, Menorca. Tapas, anyone?

row for a wonderful flat-water sail south, then east, around the tip of the island, searching for the perfect anchorage for the evening. We found it in Cala Mitjana, a picture-perfect small *cala* with two white-sand beaches set beneath tree-lined limestone cliffs.

Once the sun deserted the beach, the last of the sun worshippers departed. The heat broke with the evening offshore breeze, and the temperature became perfect. I think we'll stay here before pushing east and preparing ourselves for the 200-mile passage to the South of France.

— greg 07/15/2015

Arsenal Marina Paris, France

Is there a marina site historically more significant to Western civilization

than that of the Arsenal Marina in the heart of the City of Light? No, there is not.

How and why would you find yourself in this marina at latitude 48° on the other side of the world? It could be because you bought a Hallberg-Rassy or other sailboat in Sweden and wanted to take the river/canal route down to the Med. It might be because you'd been doing the Med and wanted to go north to Paris and/or across the English Channel to London. Or because you wanted to take the storm-free and flat-water route from the Med to the Baltic Sea.

Those who have done it tell *Latitude* that it takes about a month to get from the Med to Paris, although it all depends on how many hours a day you want to travel. Because of speed

limits, locks, limited lock hours, broken locks and the priority accorded commercial traffic, progress can be surprisingly slow in the canals and rivers. So if you don't rush, it can take six weeks or more.

In any event, you'd have to lower your mast and store it on deck with a total height of no more than 3.4 meters. Or you'd have to have the mast dropped and shipped to your ultimate destination. This is commonly done.

You also need to be aware that the depths of the canals can get down to 1.5 meters — and sometimes less — which can be a limiting factor for larger sailboats. But owners of sailboats drawing as much as 1.8 meters have told us they use the larger canals of Europe, either as shortcuts to get to different places, or as cruising grounds in themselves. Sometimes, though, they've had to plow through soft bottoms.

Cruising the 5,000 miles of canals and rivers in Western Europe can be surprisingly inexpensive. One reason is that the exchange rate between the dollar and euro is much more favorable than it's been in more than a decade. Another reason is that marinas — even those that include electricity, water, heads and showers — are usually no more than \$15 a night. At some places the berthing is even free.

But let's talk in particular about the Arsenal Marina, which has 180 slips. Thanks to rafting up and the juggling skills of the friendly harbor staff, they often cram well over 200 boats into the facility. Because it's in Paris and the demand for slips is so great, it cost us \$47/night on a weekly basis for a 42-footer.

That price isn't out of line with what's charged at places in California, and you're in Paris for God's sake. Furthermore, if you're walking, the Arsenal Marina is five minutes from Place de Bastille, 10 minutes from Gare de Lyon, **The Arsenal Marina in Paris, with the illuminated 171-ft Colonne de Juillet in the distance. Marina security is good, as it has to be in Paris.**



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15 minutes from Île Saint-Louis, 20 minutes from Notre Dame or Saint-Germain-des-Prés, and 75 minutes from the Eiffel Tower. And when you compare the berth fee to the room rate at even a slovenly hotel in central Paris, it's an excellent

LATITUDE / RICHARD



The top of the July Column at the Place de la Bastille.

bargain. Furthermore, the Arsenal Marina is steeped in hundreds of years of history. At the southern end of the marina is the tunnel and lock to the Seine River. At the northern end of the marina is the Place de la Bastille — and below it the 1.5-mile-long subterranean part of the Saint-Denis barge canal to the Place de la République and the Canal Saint-Martin beyond. Very large tour boats, with clearances of just inches on the top, sides and bottom, run this route every day. You'd swear they'd never fit in the tunnel, but most times they do.

It's because of the old Bastille Fortress that the Arsenal Marina exists. Work on the fortress began in 1357 in order to protect the vulnerable eastern side of Paris from the Brits during the Hundred Years' War. When completed, the Bastille had eight towers nearly 80 feet tall, and dominated the skyline of Paris. It also had a moat, which was fed by a ditch from the Seine, a ditch that eventually became the site of the Arsenal Marina.

The Bastille was also used as a state prison, the first prisoner being Hugues Aubriot, the guy who had created it. Louis XVI used the Bastille as a prison for members of the upper classes who opposed him, and for families who

One écluse — or lock — and about 15 vertical feet of water are all that separate the Arsenal Marina from the Seine River.

LATITUDE / RICHARD



wanted disreputable relatives taken off the streets to protect family reputations. Even Voltaire was imprisoned at the Bastille for a time, charged with obscenity.

As a fortress, the Bastille played an important role in countless skirmishes and battles for over 400 years. But one surpassed all the others. There was revolution in the air in the summer of 1789, as the royal government's financial bungling and the forming of the National Assembly gave rise to republican sentiments. As we were taught in school, the Bastille was "stormed" on July 14, supposedly to free all the prisoners from the horrible conditions in which they'd been held.

This is baloney. First of all, there were only seven prisoners when it was 'stormed'. Second, the Bastille wasn't a wicked prison. For instance, prisoners were often allowed to bring their family members with them, as well as servants and furniture. They could smoke and drink. But this didn't stop some from complaining bitterly from their windows just before the start of the Revolution.

The most vocal whiner was the Marquis de Sade, guru of sadomasochism, who incessantly whined that he was being mistreated. Odd, isn't it, as you'd think the Marquis would have reveled in mistreatment. Besides, de Sade had been allowed to bring an extensive wardrobe, lots of tapestries, and 133 books to prison with him. The Bastille was no Pelican Bay. When he still wouldn't shut up, he was transferred to another prison just before the start of the Revolution.

The real reason the Bastille was "stormed" was for the 250 barrels of gunpowder it had just received, and because of all the guns in its arsenal. When negotiations between the Governor of the Bastille and the relatively small mob of protestors didn't go well, they chopped off his head ISIS-style, then paraded it around Paris atop a pike.

In order to further the revolutionary narrative and justify what they'd done, the mob dragged parts of printing presses out of the Bastille and claimed they were instruments of torture. The mob was hugely successful with their phoney PR campaign, and the Bastille became a very important symbol of the Revolution. The English-speaking world knows July 14 as Bastille Day. The French, oddly enough, call it 'French National Day'.

We all know what happened after the fall of the Bastille: the



Declaration of the Rights of Man, the execution of Louis XVI, the Reign of Terror, Denton, Robespierre, the Thermidorian Reaction, Napoleon, etc. And 100 years later, the Basilica Sacré-Coeur was built, in part as penitence for the "excesses of the Revolution". More history than you can shake a baguette at.

The Bastille fortress/prison was dismantled days after it was stormed, and bits sold as souvenirs. Many years later, the 171-ft *Colonne de Juillet*, topped by the golden Winged Victory, was built in the center of Place de la Bastille. In addition to being a major Parisian landmark, it served as a night-light for our boat berthed in the marina.

The Arsenal Marina: There's no other marina with so much history.

— latitude/rs 07/15/2015

**Halcyon — F/P 43 Cat
Brit and Sandy Horn
Antigua to Antigua
(Cazadero, California)**

IN LATITUDES

PHOTOS COURTESY HALCYON



Spread; 'Halcyon' gets hauled out for the season at Nana Juana Marina up the Rio Dulce in Guatemala. Inset left; After crossing the shallow bar at Livingston, it's about 25 miles up the jungle-lined Rio Dulce to the various marinas. Inset above; Nana Juana attracts a lot of catamarans.

While we were at Trellis Bay, Tortola, in the British Virgins, we ran into a woman named Moon who recommended that we stay — if we ever found ourselves to Antigua, Guatemala — at El Hostal, a hostel owned by a relative of hers. As it turned out, in early May we sailed 1,400 miles west from the island country of Antigua to Guatemala's Rio Dulce, making stops along the way at St. Kitts, St. John, St. Thomas, Saba and St. Croix. After hauling our boat at the Nana Juana Marina in Guatemala's Rio Dulce, we continued on to the city of Antigua before returning home for the off-season.

The Nana Juana Marina is a large marina, with 60 in-the-water slips, many of them occupied by catamarans, and room for another couple of hundred on land. An Australian cruising couple, Scott Gladman and Tracey Hall, with kids Will, 8, and Molly, 6, are managing

the marina. They own and live aboard their Lagoon 440 catamaran.

Nana Juana can haul cats to 65 feet, so our 43-footer was no problem. They charge about \$7/ft to be on the hard, but haul and launch is free if you pay for the six-month hurricane season in advance. Cruisers are allowed to work on their boats and/or bring in outside contractors. And you can live aboard.

There are several other marinas in the Rio Dulce, and they all prosper from the cruiser belief that by being 25 miles up the Rio Dulce from the Caribbean Sea, their boats are pretty well protected from the destructive reach of hurricanes.

Brit and I found the Rio Dulce area to be

gorgeous. In many ways it seems lost in time — until you see a net fisherman pull out his cellphone. We spent two weeks up the Rio Dulce, enjoying ourselves and making friends with many other cruisers. While I'm happy to be home in Cazadero for awhile, I'm also excited about returning to cruise with these new friends. As you can imagine, we shared lots of stories, experiences and advice over sundowners and meals.

A bunch of us even got together for a boat trip up to the El Perico restaurant. It was quite an experience, as the normal launch wasn't working. So the restaurateurs commissioned or commandeered an unusual liveboard boat, then crammed all 30 of us aboard for the round-trip cruise to the restaurant. We made it to El Perico alive, and we enjoyed a lovely buffet dinner there.

A quick trip by *cooperativo* (local van transport) from Fronteras (the main town on the Rio Dulce) to the waterfall and hot springs of Finca Paraiso was another great adventure in itself. It was well worth the unexpected delays to experience the magic of hot-spring falls.

After we got *Halcyon* put away and hauled out, we made the eight-hour bus trip to Antigua, a city of 40,000 that is not only home to the El Hostal hostel, but is a UNESCO site, too.

Antigua is more popular with tourists than Guatemala City for many reasons; It's safer, there is more to see and do within walking distance, and in my humble opinion, it's much more beautiful. One of the biggest attractions is the famed immersion Spanish language courses, which attract interesting people of all ages from around the globe. It makes for a very enjoyable time.

Typical of many of the colonial-style buildings in Antigua, El Hostal has a comfortable center courtyard where travelers gather in the evenings to share the

After so much time in the salty ocean and salt air, the fresh water of the hot springs at Finca El Paraiso was a treat for all the cruisers.



HALCYON

CHANGES

things travelers share — advice on places to go and places to eat, and interesting experiences.

As promised by Moon, El Hostal turned out to be a sweet, clean place. With breakfast included, the price was right. In fact, it was even 'righter' when we moved out of the private room we had for a night into one of the less expensive dorm rooms, which was just fine for us.

The dramatic scenery around Antigua is dominated by three volcanoes — 12,356-ft Volcán de Agua; 13,045-ft Acatenango, which last erupted in 1972; and 12,346-ft Volcán de Fuego, which is famous for being almost constantly active at a low level. While steam and gas pour out of the latter daily, the last large eruption occurred in September 2012. As you might expect, numerous major earthquakes have shaken Guatemala over the years.

Guatemala is truly an amazing country, with great ruins, markets, scenery, and colors. I particularly liked the brilliantly colored textiles and clothing of the Mayan women. With so much to see, we are already making plans for what we want to do upon our return.

That said, I did have a very unusual experience while staying in the hostel. Because I hadn't been drinking alcohol, I assume it had something to do with the food not agreeing with me. After getting myself down the hallway to the ladies' room to take care of business in the middle of the night, I somehow lost my balance and brains, and ended up on the floor of the hostel's shower. It wasn't funny at the time, but I gotta say I did go through the drill to check for stroke: stuck my tongue out straight, smiled, and checked that I was coherent. True, I couldn't lift my arms, but that was probably because I was lying on them.

Actually, I was content to keep lying on the floor of the shower, at least until

When she was younger, Sandy never dreamed that she'd spend the night of her 59th birthday driving a catamaran across the Caribbean.

it got too cold. I eventually made it back to my bed, and later to California. Feeling fine now, I can't wait to return to our cat in Guatemala.

— sandy 05/15/2015

Mambo — Endeavour 37

John Sullivan

**Parrot Fish and Elephant Boy
(San Carlos, Mexico)**

I'm 70 years old and recently made a 400-mile passage from Cabo San Lucas across the Sea of Cortez to San Carlos on the Mexican mainland. My crew was a 56-year-old Mexican sailor/fisherman I'll call Alonzo to protect his identity.

Alonzo did a great job helping get *Mambo* across the Sea, but sometimes was very irksome. But with a task at hand, I had to overlook his objectionable attitudes.

Being a fisherman, Alonzo admittedly has a tough time making a living, but he drinks, too. Alonzo is a super-skinny guy, and sometimes those guys can get a bleary-eyed buzz on just one beer. Fortunately, he didn't drink on our passage, but alcoholics can be a pain even when they are sober.

I have to confess that I was also a source of onboard tension, as I was paranoid about being ripped off. As I was about to leave, the marina where I'd been staying before Cabo suddenly 'discovered' that I owed them \$530 from 18 months before. I hadn't saved the receipts to prove otherwise, and without the release from the marina, couldn't check out. Then Mexican customs charged me \$100 for taking my SSB radio out of the country so I could get it repaired.

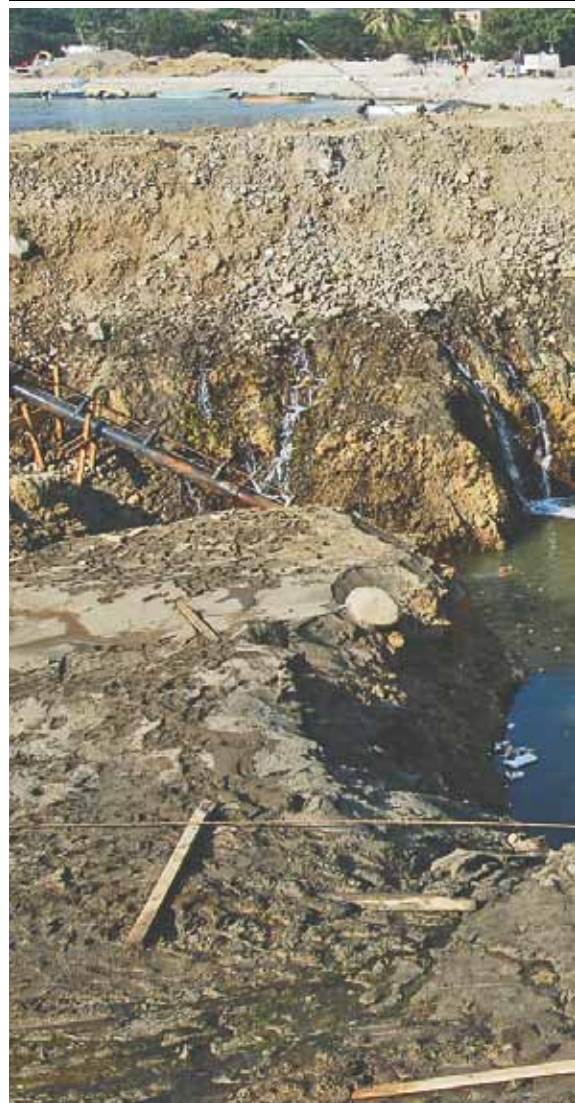
Anyway, after being underway from Cabo for about 12 hours, I went below to rest. While below, I decided to check on my \$1,000 bankroll, but couldn't find it. I'd stuffed it into some magazines, but now it was gone! So with the boat on autopilot, I called for Alonzo to come down below.

"Give me my thousand dollars!" I demanded.

Looking shocked, he protested his innocence.

The situation was tense. Then he picked up the magazines that I said I'd put my money into. As he flipped through the pages, the money fell out! I was humiliated by my false accusation, and apologized profusely.

He was hurt, of course,



but didn't seem too upset.

Later, while we were both in the cockpit, I apologized once again. This set him off. He told me that if the money had been misplaced elsewhere and not found, we might have gotten into a scuffle, and he would have had to kill me!

"Wow, that's pretty severe," I thought to myself. But I said nothing.

My overreaction to not being able to immediately find my money was partly due to my age. We geezers are sometimes quick to get rattled. But that could have had deadly consequences for me, as Alonzo had an 11-inch fishing knife. Even though the tip had been broken off, he could have easily slipped the blade between my ribs and killed me.

One of Alonzo's favorite expressions, which I constantly heard, was 'gringo motherfucker', or 'mother fucking gringo'. He didn't necessarily say them in reference to me, but I still heard him use the expressions. He said they weren't really





LATITUDE / RICHARD

The August Throwback Photo Quiz. What is this? Where is this? And why is it so important to some sailors?

an insult to Americans, but they surely are.

I gave Alonzo the nickname parrot fish because he had a peculiar upper plate that looked like an enamel ridge. Parrot fish have a similar ridge because they eat coral. As a result of the bridge, Alonzo pronounced certain words in a funny way. 'Focker', as in the movie *Meet the Fockers*, was one of them. And he really did sound like a parrot.

On the other hand, he might have called me Elephant Boy, as I am fat and only wear a Speedo. And when I sleep, I wear a mask and tubing because I suffer from sleep apnea.

Parrot Fish and Elephant Boy, oh man, what a combo!

During the trip we saw whales, dolphins, sea rays and turtles, as well as various birds. To show me up a bit, ev-

ery time I went below Parrot Fish would claim to have seen some great sea life.

"You really missed it you gringo mother focker mother fucking gringo."

At about 10 p.m. on the second night out, we noticed the alternator wasn't charging the batteries. *Shit!* We were still 120 miles from San Carlos. With no battery power, we lost the use of the autopilot and GPS. And naturally we didn't have any running lights, which meant other boats couldn't see us. That's dangerous, even when there aren't too many boats around.

Fortunately my boat's engine is a diesel, so it didn't need electricity to keep running. But when the oil pressure gauge slowly started to drop, we began to panic. After all, we were both stoned. Cleaning the Mexican pot of stems and seeds took me back to the

1970s.

Even though I knew that the gauges would slowly begin to fail because of the alternator problem, a sliver of doubt crept into my mind. I thought we might really be losing oil pressure, which would lead to engine failure. When the oil pressure gauge finally got to zero, I had to repress the urge to cover my ears with my hands. I was afraid that I would hear the sound of the engine catastrophically seizing up. When it didn't fail, I felt a great sense of relief.

We were elated the morning of the day we were going to arrive at San Carlos. I pushed the engine back up to the cruising rpm of 1,600, and we were able to navigate with GPS after I put batteries into my backup unit. But we still didn't have the use of the autopilot, so we had to hand steer all day.

Perhaps to spite the dead batteries and me, the oil pressure gauge went back up to 20 and stayed there for the rest of the trip! The seas were a bit rough for the last 20 miles, but we made it in before dark. That was good, because I don't like to enter strange ports at night, especially when I don't have any running lights.

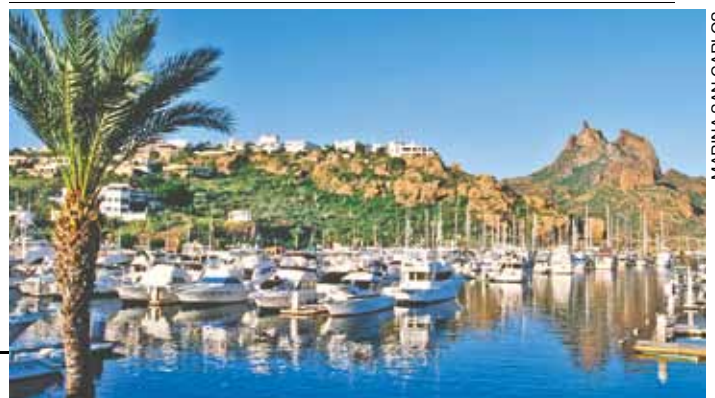
Parrot Fish and Elephant Boy both enjoyed deep sighs of relief when we docked at San Carlos. And the next morning I enjoyed the pinkish glow on the desert hills.

I was sure glad the engine kept working, because I would not have liked to be drifting around with Parrot Fish. Yes, my boat has sails, but the wind had been very light. After all, Parrot Fish is a big fan of Kim Jong-un, the North Korean dictator. Parrot Fish likes him because he stands up to the United States, and because he supports the hunting of whales. Parrot Fish thinks there are too many whales already.

I was happy to pay Parrot Fish off, and with mixed feelings watched him and his 11-inch knife disappear down the dock. Naturally I paid his travel expenses.

I had *Mambo* taken out of the water for

It seems almost miraculous given their tribulations, but Parrot Fish and Elephant Boy made it safely from Cabo San Lucas to San Carlos.



MARINA SAN CARLOS

CHANGES

the summer. She's resting ashore, waiting until I return for my next Mexican vacation.

— john 03/28/2014

Readers — We're not sure why we got this Changes more than a year after it happened, but we thought it was timeless enough to run.

Cruise Notes:

One of the differences between countries where people have a lot of money, such as the **United States**, and countries where people don't have a lot of money, such as **Mexico**, is that people in the latter tend to have broken things repaired instead of throwing them away and replacing them with new. Glenn Twitchell of the Ensenada-based, formerly Newport Beach-based, Lagoon 38 **Beach Access**, provides an excellent example:

"After we did the Bash and decided that we would spend the summer in Ensenada as opposed to more expensive California, Debbie and I looked into the possibility of converting my work van into a camper van. One priority was getting the air conditioning working, something that hadn't worked since I bought the van used. When I lived in California and rarely ventured east of the Pacific Coast Highway, air conditioning wasn't necessary.

"Nonetheless," continues Twitchell, "I once took the van to an AC repair place to get an idea of what it would cost to fix the air-con. After doing nothing more than listening to the compressor and confirming that no cold air was coming out of the vents, the so-called 'mechanic' declared the compressor needed to be replaced. He estimated the cost of getting a new one installed to be \$1,200. That was slightly less than the van was worth,

In addition to some great sunsets, a couple of nice marinas, delicious seafood, and fine surf, Ensenada has competent AC technicians.

so I passed on the repair.

"Just for kicks, the other day I took the van to an AC shop in Ensenada. Twenty minutes and \$47 later, we had icy cold AC in the van. It's things like this that make us love Mexico."

Another thing to like in Mexico is the **exchange rate of the dollar to the peso**. In April 2013, it was 12.1 pesos to the dollar. In mid-June this year, it was 15.80 to the dollar and trending up. This means you could buy close to 25% more in peso-denominated stuff than just two years before.

Things are even better, relatively speaking, for those who have taken their boats to Europe. In May 2014, not much more than one year ago, the **dollar-to-euro exchange rate** was 1.39 dollars to the euro. As of mid June, it was under 1.10 dollars to the euro, a huge improvement for the dollar.

The Chris and Heather Tzortzis clan — which includes **Mykaela, Tristan, Alexia, Amaia and Alina** — on the Lafayette-based Lagoon 470 **Family Circus** claim that *Latitude* is responsible for their doing the Ha-Ha and the Puddle Jump, and cruising in French Polynesia. Which is why we're glad they report that they are having a fabulous time.

One of the things they're enjoying the most is free diving in the warm, clear waters of French Polynesia. Check out the free diving photos of them in the accompanying spread. In fact, Heather reports that she's been taking more family photos under the water than above.

Naturally, not everything has gone perfectly. While coming through the channel at Avea Bay, Huahine, *Family Circus* hit a reef, putting a hole in one of the keels. Fortunately she's a cat, or they might have had a big problem, not the least of which was they weren't able to schedule a haulout at Raiatea for another two weeks. Slapping layers of epoxy on the damaged area in the interim stabilized the situation. Looking on the bright side of things, at least they were temporarily stranded in one of the most beautiful cruising areas of the world.

Having *Family Circus* hauled was almost as heart-stopping as hitting the reef. "The boatyard guys were really great and funny," reports Heather, "although I wasn't quite



ready for so much laughter and tee-heeing. They all had big smiles and said things like, "I think this is the way we're supposed to do it." I know they were joking, but when they are lifting your 45,000-pound 'house', it's heart attack city!" The haulout and repair went well.

If you've already read *Changes*, you know that Greg Dorland and Debbie Macrorie of Lake Tahoe have been having a great time with their Catana 52 **Escapade** in the Med. But when they first arrived in Portugal from the Caribbean by way of the Azores, they got some very unpleasant news, news that has been tempering their otherwise great time.

"We were very excited to have finished our transatlantic passage, but then a Portuguese Immigration official at Portimao pointed out that our long-stay visa for France was only valid in France and not throughout the Schengen Area! It had never crossed our minds that this could be the case. Had we known, we never would have brought the boat



IN LATITUDES



PHOTOS COURTESY FAMILY CIRCUS



The 'Family Circus' blues from Polynesia. Clockwise from above; Mykaela Lewis blends in almost perfectly with her surroundings. Chris, in the inset, is known as 'Frogman'. Mom Heather looking terrific. Mykaela, rising to the top. Chris took this rare above-water shot. Amai gets in the act.

across the Atlantic. But now, because of hurricane season, we can't go back across until November.

"Under the Schengen Agreement, Americans such as Debbie and I have to leave for 90 days after staying in the Schengen Area for 90 days. We can go to France with our visa after 90 days, but then we can't visit any other countries until we have been out of the Schengen Area for 90 days. Great. *Escapade*, however, can stay for 18 months, six times longer than we can. And she only has to leave the Schengen Area for one day before being allowed back for another 18 months. Obviously we're going to have to rethink our plans. We wonder if the skiing is any good in Albania in the winter."

Greg and Debbie's best hope might be to make their way to Greece before their 90 days is up, put a couple of hundred euros in a little white envelope and . . .

well, you've surely heard how things are done in Greece. Of course, by the time their 90 days are up, Greece might be out of the European Union and the Schengen Area, which might solve everything.

For those who don't understand the reason Schengen Area countries want to limit the amount of time free-spending Americans are allowed to dump much-needed cash in the Schengen Area economic region, it's because . . .

uh, well, there isn't any reason. Which is why they are trying to change the law. They think they can get that done in a couple of years. Numb-skulls. Meanwhile, Greg and Debbie are thinking about going to Turkey, which is not in the Schengen Area.

Comings and goings.
Jim Fair and Linda Pow-

ers of the Berkeley-based Outbound 46 **Chesapeake** report that as of mid-June they were "all fueled up and checked out of Phuket, Thailand, about to head for the Indian Ocean and South Africa via Malaysia." The couple spent several months land-traveling around Southeast Asia to the point Jim said he was temporarily "traveled out". But refreshed after a trip home to the States, the two are ready to go again. We wish them smooth sailing, as the Indian Ocean can be rough. On the other hand, after years of sailing his little Merit 25 on the Bay and in the ocean, we're sure Jim will do fine.

Also reported doing fine are Mike and Deanna Ruel of the Delaware-based Manta 42 **R Sea Cat**. After taking some spectacular photographs while cruising in French Polynesia, the couple made a nine-day, 1,300-mile passage to Tonga. The first thing they did upon arrival was enjoy a couple of locally brewed Maka Beers at the Aquarium Club.

What's the **mid-July weather** like in selected cruising areas?

Papeete: 84°, ENE at 12.

Honolulu: 87°, ENE at 15.

Avalon: 77°, SW at 10.

Martha's Vineyard: 80°, SW at 14.

Victoria, B.C.: 65°, S at 5.

British Virgins: 86°, E at 15.

Palma de Mallorca: 94°, W at 7.

Auckland: 58°, SW at 15.

Loreto: 98°, NE at 5.

Puerto Vallarta: 88°, W at 12. Rain.

Cape Horn: 39°, SW at 82!

Jerry Blakeslee, formerly a member of the Encinal and Alameda YCs, and a managing director of Alameda's Bay Island Yachts, moved to St. Maarten in the Netherlands Antilles in 1994. He subsequently served as the commodore of the St. Maarten YC for four years. Since 2004 he's been cruising all around the Caribbean aboard his NAB 38 **Islomania**. He's now settled down again, this time as dockmaster/manager of **Fantasy Island Resort, Dive Center**

The beautiful Fantasy Island Resort in Honduras, where former Alameda resident Jerry Blakeslee is now the dockmaster/manager.



JERRY BLAKESLEE

CHANGES

and Marina in Roatan, Honduras. It's a beautiful place.

If you're one of those who wants to see **Cuba** 'before it [supposedly] gets ruined', it would be better to visit sooner rather than later. We base this on an advertisement Blakeslee sent us touting all-inclusive seven-night vacations in Cuba for just \$709. We suppose it's fitting that a Communist country would shun high-end tourism and go for working-class visitors. The truth of the matter is that Cuba is not going to get "ruined" soon, as it's a very large island with 2,300 miles of coastline. That's three times as much coastline as California has, and much of California's coast is unsuitable for cruising. The real impediment to cruising pleasure in Cuba is the Cuban government and all its rules and restrictions.

In the last issue we reported that Patsy 'La Reina del Mar' Verhoeven of the La Paz-based Gulfstar 50 **Talion** said she was going to do a 'non-bash Baja Bash' in late June. She predicted a 'non-Bash' based on previous easy Bashes she'd had at that time of year. We hoped she wasn't jinxing herself.

"A non-Bash it was," reports Verho-



MARIA-TERESA SOLOMON

Maria-Teresa's terrific close-up photo of a whale shark gives you some idea of the great sea life to be found just a few miles from La Paz.

even. "The highlights were a stop in Los Frailes for a dive at Cabo Pulmo Reef, and lots of fun during a stop at Cedros Island, including a stroll through the village, seeing huge elephant seals, hiking

up the canyon near the north anchorage, and a kelp forest dive. As for the Bashing, we were never in more than 20 knots of wind during the 750 miles, and 85% of the time it was 10 knots or less. We saw hundreds of dolphins, sea turtles, a whale, and caught a dorado. It helped that I had a great crew — free dive instructor Maria-Teresa Solomon, delivery skipper John Cookingham, and diesel mechanic Colin Agar, all from La Paz."

While Verhoeven didn't have any trouble with the Baja weather, she and Maria-Teresa did have trouble with **Immigration** at the San Diego Police Dock.

"When we got to the Immigration/Customs dock in San Diego, Maria-Teresa, who is from England but has lived in Mexico for 13 years, had her US visa all ready. But the Immigration official informed us that while her US visa was a good one, it was only valid if she was on a commercial vessel or an airplane, or walked across the border. So Immigration made us go all the way back to Ensenada!



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"We got to Marina Coral at 2 a.m. After catching a couple of hours' sleep, we tried to buy fuel — but the Mexican authorities wouldn't let Maria-Teresa past the security gate. So we had put her in my dinghy and drive her the couple of miles to Ensenada Harbor. From there she caught a bus to the US border, where she, with her visa, was allowed into the United States without a problem."

It's government efficiency, as exemplified by this case, that makes us so proud to pay our taxes.

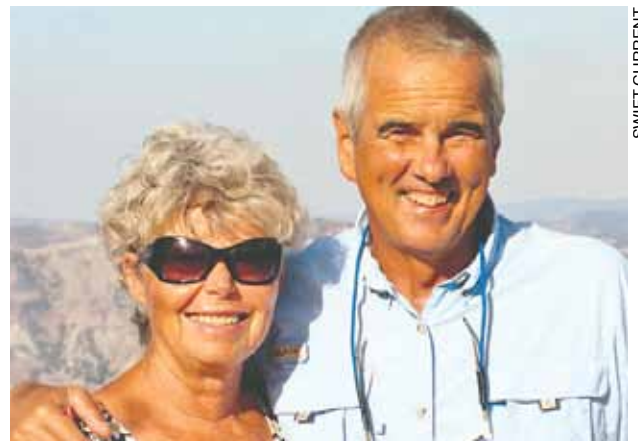
Having circumnavigated North America, done a side trip to South America, and sailed up the East Coast of the United States, Howard and Lynn Bradbrooke of the Vancouver-based Sabre 452 **Swift Current** decided the easiest way to get their boat home would be via the Hudson River, the Erie Canal to Buffalo, and then as far west as they could go on the Great Lakes before putting *Swift Current* on a truck. It's turned out to be a little harder than they expected. It started when the mast, having been in place for 12 years, decided it was pretty happy where it

was, the efforts of a big crane notwithstanding. Then there was the Erie Canal.

"It took us 25 days to get through the Erie Canal's 35 locks," the couple report. "There was lots of current and flooding. And delays. And we had our 68-ft mast on deck, meaning long overhangs at both ends. It was much more of a challenge than we expected. But later today we should arrive at Cleveland."

Cleveland?

Based on the number of paid entries for this winter's **Atlantic Rally for Cruisers** (ARC) and the **Atlantic Odyssey** rallies, there has been no drop-off in the number of people interested in sailing across the Atlantic. Because of dock limitations at the start at Las Palmas in the Canary Islands, a couple of years ago the ARC, the granddaddy of all cruising rallies, added a second start. This group will



Lynn and Howard learned that the Erie Canal and its many locks, particularly when there is flooding, is no piece of cake.

take off on November 8, but stop at the Cape Verdes before continuing on to the 2,700-mile-distant finish at St. Lucia. The second group, which will sail directly for St. Lucia, won't start until November 22. Because of the Cape Verdes stop for the first group, the whole bunch should arrive in St. Lucia at approximately the same time for a massive celebration.

The ARC doesn't number their entries, but we can tell that after 200 we got tired

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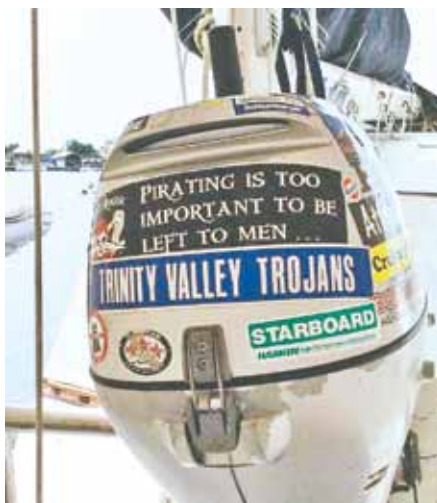
Navigation, Communication & Weather

CHANGES

of counting them. Ten of the entries are from the United States: Michael Long's MacGregor 65 **Defy the Odds**; Annie Gardner and Eric Witte's Catana 472 **El Gato**; Safar Ghazal's Beneteau Oceanis 60 **Gazelle II**; Kenneth Frantz's F/P Salina 48 **My Cherie Amour**; Alexander Stefan's oddly named Delphia 46 **My Elephant**; Nikola Pavic's Leopard 44 **Nadja**; Noah Darnell's Hunter Passage 42 **Proteus**; Scott Sullan's Hood Expedition 55 **Robin**; David Walsh's Outremer 51 **Wanderer**; and Guyon Moseley's Leopard 48 **Widago**. Half of the US entries are multihulls.

One of the fun things about trans-oceanic rallies, even if you're not doing them, is seeing what kinds of boats people are cruising across the ocean.

The Atlantic Rally for Cruisers was started by the irrepresible **Jimmy Cornell**, who has been kicking himself ever since he sold it to World Cruising Ltd. a number of years ago. So Jimmy recently started the **Atlantic Odyssey I**, which leaves the Canaries in mid-November, and the **Atlantic Odyssey 2**, which departs the Canaries in early January. Both rallies finish at the French



Mike and Robin Stout of the Redondo-based Aleutian 51 'Mermaid', in Panama, try to discourage outboard thieves with distinctive stickers. It's an idea worth trying.

Island of Martinique. AR1 currently has 41 entries, with Jeffery and Gayle Allen's Irwin 54 **Lazy Bones** the only US entry. AR2 has 14 entries, with Bill and Judy Rouse's Amel Super Maramu 2000 **BeBe** the only US entry.

When you combine three events, their participants will sail something like 750,000 ocean miles. Mind you, this doesn't include any of the French or German rallies across 'The Pond'.

What's the attraction of the rallies across the Atlantic? Warm weather, mostly downwind sailing, and lots of like-minded folks. We did the ARC in 1995 with our Ocean 71 **Big O**, and it was one of the sweetest sails we've ever had. If you ever get the chance, we suggest you take it.

Speaking of rallies, we're told that Aussies John and Leanne Hembrow, who were noted for boundless energy and enthusiasm during the 2010 Baja Ha-Ha they did aboard their Moody 54 **Red Sky**, are hosting rallies to and from Australia. After cruising their Moody in the South Pacific for four years, they sold her and bought the Larouge-designed, South Carolina-built 48-ft catamaran **Songlines**, which they use as the mothership for the annual, we think, **Port-2Port Rally** between New Caledonia and Newcastle each year. And now we're told



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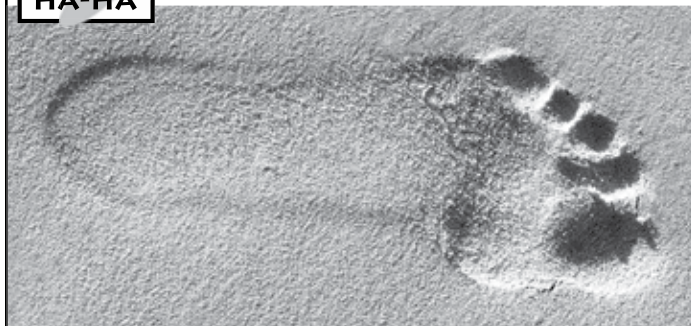
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they're starting a rally from somewhere on the East Coast of Australia to Sydney. Even with the Internet we find it hard to get the details on exactly what they're doing, but we wish them the best of luck. Better luck than **Red Sky** had, at least, as she sank off New South Wales under new ownership.

In the June *Latitude* we featured an interview with the Horangic family of Menlo Park — parents Basil and Caroline, Theodora, 14, Helen, 12, and Little Basil, 9 — who a little more than a year ago rented an **Outremer 49** catamaran from a Frenchman for 15 months starting in the Black Sea. When we interviewed them, they had done the Eastern Med and sailed across to the Caribbean. They were headed back across the Atlantic to do the Western Med for another six months. So how was their crossing?

"Just about everybody making the crossing was freaked out because of the terrible storm in May that had flipped a Lagoon 400 catamaran, resulting in a little girl dying from exposure," reports Basil. "So nobody complained too much

about there not being very much wind. One of the big advantages of the frequent calm conditions was seeing lots of dolphins, whales, and turtles. A crewmember and I are currently on our way from Palma de Mallorca, Spain to Venice while Caroline and the kids are at the Optimist North Americans in Antigua."

The **heart-breaking death** of a young girl after the family's Lagoon 400 catamaran flipped during that terrible May storm in the Atlantic got us wondering how dangerous open ocean sailing is compared to other moderately extreme sports. We then came across an article about the Swiss canton of Valais cracking down on the number of people who will be allowed to climb the 14,700-ft **Matterhorn**, the pyramid-shaped



When Nathan, Cindy and little Grace Walter of the Horstman 38 trimaran 'Reprieve' of Oxnard decided they needed to do a little work on the bottom of their boat in El Salvador, they used the tide, not a boatyard. The three are vets of both last year's Ta-Ta and Ha-Ha.

mountain near Zermatt. According to the website *Swissinfo.ch*, an astonishing — at least to us — 450 people have died attempting to climb the mountain. In the past decade, an average of six climbers a year have died. As recently as 2011, there were 30 rescue missions necessary to save 55 climbers. While every death on



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CHANGES

the ocean is a terrible one, and we don't know how many lives are lost sailing on the ocean each year, we have to believe ocean sailing is less dangerous than climbing the Matterhorn.

Europe is different. Doña de Mallorca and the Wanderer spent two months aboard **Majestic Dalat** in the Netherlands, Belgium and France this summer, and were shocked at how low the prices were. For instance, in the heart of Paris Doña was getting her morning coffee and *pain au chocolat* for \$2 US. And we were able to get very decent dinners everywhere, even on the 'Rue du Ravioli' right around the corner from the Ritz, for \$12 to \$18, wine not included. The wine was usually \$4 to \$6 US. Outside Paris, things were even less expensive.

Another thing different is **the way businesses are run**. During a dinner party in Paris that included a lawyer from Burgundy, a stylist from Cherry Hills, another stylist from Corsica, and an Armani model from Germany, we learned that just because you have money doesn't mean you can buy whatever you want. Take the popular Hermes bags, which sell for \$5,000 to \$45,000.

"The Hermes sales people, most of whom have been with the company for decades and have lots of power, will tell you they don't have any, even though they do," the stylist from Corsica told us. "But if they think you're really stylish, they might say they'll do you a favor and sell you a purple one, the least favorite color. One reason Hermes won't sell to everybody is to not dilute the market."

While at another Paris dinner party, this one with a couple of architects, a fabric designer, an international artist, and other successful people, we met a guy who used to live in the Bernal Heights area of San Francisco. He then moved to Paris to be head of communications for Apple in Europe, and later wrote a very successful book called *The Piano Shop on the Left Bank*. The book is about how the owners of a piano shop on the Left Bank refused to sell him a piano until he'd been recommended to them by a previous customer. It's a French thing.

All this leads up to the weird business dealing we had — or didn't have — with

Flexofold props of Denmark, which no longer has an office or a rep in the United States. We needed a replacement three-bladed prop for the one that had fallen off **Profligate** in Mexico. But when we called the company the first week in July, we got a recorded message saying the business was on holiday until August 1. Closed for nearly a month at the height of the boating season!? It very likely means we're going to have no choice but to buy a competitor's prop, even though it means we'll have two different props. Ridiculous!

Then there is the flagship **Berthillon** ice cream store on Ile Saint Louis, reputed to have the best ice cream in Paris if not the world. Home to gigantic lines on warm nights, they close for the month of August, the height of the tourist ice cream slurping season in Paris.

Yeah, Europe is different. And so are Europeans. The Corsican stylist has to travel to Columbus, Ohio frequently because several important US clothing companies are based there. "I really like Columbus," she told us, "it's so exotic."

If you're **out cruising**, in a place that's exotic or not, we'd love to hear from you.

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12-FT TINKER, 2001. Berkeley. \$2,300. Tinker Traveller. 12-footer with sail rig, main, 2 jibs, centerboard, oars. New epoxied floors. Great for lakes or tender. Excellent condition, lightly used. (510) 969-9848 or sssailorr@yahoo.com.



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24-FT J/24, 1978. Alameda Marina. \$8,000/obo. Fast. Trailer included. Verm job done. Brand new: Micron66 bottom paint, KiwiGrip, spinnaker, motor, tiller, sail cover. Carbon fiber genoa, Tacktick electronics. Inspected. Needs new traveler (~\$350). Info: j24.cassiopeia@gmail.com.



23-FT NORTH AMERICAN, 1977. Redding. \$1,950. Good standing rigging, nice clean cabin. Includes a mid-1990s Mariner 5hp. Loadmaster tandem axle trailer with rollers and launch extension. See Redding Craigslist for more info. Contact (530) 519-9939 or keithwrct@gmail.com.



20-FT SPIRIT-OF-TRADITION, 2012. Newport Beach. \$12,000. Noel 20-ft LOA, 850lbs ready to go, epoxy/cedar 2012, new trailer. Carbon/glass mast, keel & rudder. 2 mains, 2 jibs. Classic looks, quality workmanship. Info and pictures at www.flickr.com/photos/exactair/sets/72157654611697551. Contact (714) 745-6789 or ExactAirUSA@gmail.com.



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25 TO 28 FEET

25-FT OLSON, 1984. Berkeley Marina. \$6,950. Pacific Boat Works hull #32. Great Bay boat. 1-80%, 2-95%, 3-100%. Windward-shielded pulpit; lazy jacks. Nissan 5hp 2-stroke. And more.



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27-FT NOR'SEA AFT CABIN CUTTER. 1977. Santa Cruz Harbor. \$19,500. Lyle Hess-designed world cruiser. Trailerable. \$20K restoration and partial refit. You add cushions, electronics. See website for photos, history, details: <http://sites.google.com/site/norsea27forsale/home?> Contact: lewiskeizer@gmail.com or (831) 345-9384.



25-FT MANCEBO DESIGN, 1988. Pt. Richmond. \$25,000/trade. New carbon Wylie design cat rig. Located in Richmond Yacht Club, E72. Info at (415) 577-1148 or fred@fredandersen.com.



26-FT INTERNATIONAL FOLKBOAT. (Modified), 1972. Alameda. \$29,900. Blue-water cruiser, fiberglass, fully rigged for world sailing. Double-spreader aluminum mast. Lines to cockpit. Windvane. Auto-pilot. Radar. Liferaft. Parachute anchor. Sail inventory for all conditions. Asking price reduced. Beautiful, serious boat. Family events require sale. Email for info to jdarrh@lycos.com.



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26-FT MACGREGOR, 2003. \$18,500. Motorsailer, 50hp Mercury, rotating mast, rear custom seats, mast raising system. Information at (512) 750-5735 or cabosportsfrank@yahoo.com.

27-FT CS. San Rafael. CS 27, (Canadian Sailcraft), fiberglass boat in Bristol condition. New Awlgrip paint. Everything works. May be the nicest production racer-cruiser of its time. Trained cockroaches will install. Contact (415) 879-0649 or 1944baby@gmail.com.

29 TO 31 FEET



31-FT PEARSON SLOOP, 1978. San Rafael, CA. \$18,500. Excellent Bay boat. Volvo diesel, new Hogin sails, new standing/running rigging. All manuals, most receipts, two surveys, more pics available. San Rafael berth. Contact Tom at (408) 316-3744 or tarlowt@gmail.com.



30-FT COLUMBIA SPORT, 2006. San Diego. \$57,500. *Habanero*, excellent condition. Carbon mast, 2-cyl Yanmar, 10 bags of sails (Ullman) all excellent (3 mains, 4 headsails, 2 spinnakers & 1 code zero). Betts carbon rudder (2014), EPIRB, GPS, stereo, safety gear. Excellent, versatile sailboat. It can be a competitive race boat or a comfortable weekender. Trailer included. PHRF rating 75. Contact for more info: (760) 931-0855 or (909) 240-1462 or larry.andrews@unitvestinc.com.

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31-FT CATALINA 310, 2000. Pier 39. \$60,000. Well maintained turnkey coastal cruiser. Ready for weekends on the Bay or racing. New mainsail 2011, new lifelines, new heat exchanger, aft motor mounts replaced and more. More information at <http://harmonyboat.weebly.com/>. Contact dreyes999@gmail.com or (408) 431-4333.

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30-FT CATALINA, 1986. Alameda, CA. \$31,000. Great turnkey Bay and coastal cruising boat. Excellent condition, professionally maintained. Raytheon dual display radar/GPS chartplotter, autopilot, wind, speed, and depth at helm with repeater at nav station. Standard Horizon VHF with AIS and DSC with RAM mic at helm. Refrigeration. Full batten mainsail with lazy jacks, 135% roller furling genoa, like-new gennaker. All lines led to cockpit. Dodger. Upgraded stainless steel mainsheet traveler and Garhauer boom vang. 4 deep cycle gel 73 batteries with Heart Interface monitor. Dinghy and Mercury 4hp outboard. Many other upgrades. Pictures, equipment list, repair and maintenance log available by contacting (925) 984-6556 or craigkh@yahoo.com.

29-FT FARALLON, 1976. Berkeley. \$8,900/obo. One of the most affordable bluewater pocket cruisers you will find. Her sistership is described in Ray Jason's *Tale of a Sea Gypsy*. Info at: <http://sfbay.craigslist.org/eby/boa/5114680506.html>. Contact joservero3@gmail.com or (510) 545-3399.

WYLIECAT 30, 2004. Alameda. \$115,000. Excellent condition. Great boat for sailing shorthanded or singlehanded. Sail more, make fewer sandwiches. Pineapple carbon main, Santa Cruz dacron main, Yanmar 1GM10, cockpit cushions, shorepower. Contact (510) 366-1476 or j_tuma@comcast.net.

CATALINA 30, 1978. Berkeley Marina. \$15,000. Turnkey, thoroughly refitted over the last 3 years, actively cruised and raced inside/outside the Bay. Yanmar diesel, wheel. More info at <http://sfbay.craigslist.org/eby/boa/5065309583.html>. Contact (510) 708-5581 or greg@gregotoole.com.



30-FT TALL RIG CATALINA, 1982. Treasure Island. \$19,900. Very clean with great, running Atomic 4 and upgrades. Five-year-old standing rigging: including Harken roller furling jib, Garhauer traveler, lazy jacks. Hot/cold pressure water, macerator, re-done exhaust, head, plumbing, sinks. Garmin GPS with depth and Raymarine autohelm interface. Alpine/Klipsch sound system and VHF. Treasure Island slip goes with the boat. Contact (415) 827-0952 or johnscoms@aol.com.

30-FT ETHELLS 22, 1976. Stockton. \$3,500. Boat's all there ready to sail. Always dry sailed. Tandem axle trailer. Have too many boats including newer Etchells. Also Columbia 5.5 with trailer. Great condition. Lightest one made. \$4,500. Call for more info: (209) 610-7643.



30-FT SANTANA 30/30, 1986. Marina Del Rey. \$8,700. Racer/cruiser with custom tall mast and keel. Great starting racer. Handles as easily as a dinghy. Trophy winner. Re-powered diesel. Re-rigged. Head, knotmeter. 4 30/30s race almost one design in MDR. Fun competition. Text or email only to (310) 920-1478 or tonymartineau@yahoo.com.



29-FT J/29, 1984. Coyote Point, San Mateo. \$9,995. *Smokin' J* is for sale. Fast and fun. Well equipped and ready to race today! Contact mbettis5@sbcglobal.net.

30-FT CAL 3-30, 1974. San Rafael. \$9,950. A4 rebuilt, 8 sails, new everything, tiller, depth/GPS, sleeps 8. Holding tank-legal head. Possible financing with 50% down easy and safe. Contact (415) 386-4509 or Romanrivas@sbcglobal.net.



30-FT WYLIECAT, 1997. Santa Barbara. \$84,500. *Dazzler*. Major refit 2007-08, Yanmar diesel, Pineapple carbon sail, Icom VHF, Garmin GPS plotter, Raymarine speed/depth, XP5 and ST2000 autopilots. Fusion stereo. AGM batteries, shorepower, charger. Seller highly motivated. Email: rwwales@gmail.com.



30-FT GARY MULL CUSTOM SLOOP. 1974. SFYC, Belvedere. \$17,000. *The Shadow*. 30' custom racing sloop. One of the last San Francisco-built wooden racing sailboats. Gary Mull design, built at Easom Boat Works, Sausalito 1974. Cold molded Sitka spruce construction. In 1999/2000 *The Shadow* underwent a complete historical reconstruction for one and a half years at the KKM yard. Great for cruising or racing. For more info contact (415) 398-2655 or (415) 250-5412 or dlundbaek@alliedadministrators.com.

32 TO 35 FEET

34-FT ERICSON, 1988. Vallejo, CA. \$29,000. Autohelm 4000 with windvane, adjustable whisker pole, factory optional bow water tank and newer aluminum fuel tank. 12v refrigeration. 6'3" headroom in cabin. More info at (530) 621-1629 or captron34@hotmail.com.

33-FT NONSUCH, 1989. Grand Marina, Alameda. \$98,880. Queen of her fleet. True classic coastal cruiser, easy handling, fast and great livability. Low hrs, well maintained. Attention-getter wherever she goes. More info at <http://gypsyspirits.me>. Contact (530) 412-0144 or cbellasail@sbcglobal.net.

33-FT CAL, 1972. Emery Cove Yacht Harbor. \$13,800. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.



32-FT WESTSAIL, 1972. Portland, OR. \$27,000. Factory finished with many upgrades. She is well maintained and is ready to sail south in the Baja Ha Ha, or? Double reef main, staysail, roller furling headsail, reacher/drifter, two-speed self-tailing primary winches and self-tailing main halyard winch are just a few things. Perkins 4-108, custom fuel filter and oil filter. High output alternator. Contact Gerald for photos and more information at gastrella@aol.com or (541) 556-1113.



32-FT MARINER, 1971. Sausalito \$37,500 Recent professionally refit classic Japanese-made (Hull #1) fiberglass ketch. New standing, running rigging, headsail, furler, cockpit teak overlay, dodger, canvas, panel, wiring, head, hoses, chartplotter, VHF, paint, varnish. Has Perkins 4-108, SSB, radar, wind, solar, 300-ft chain, 2 anchors, windlass, Force 10 stove, A-B fridge, davits, main, mizzen, staysail, trysail, shade canvas, 6'3" headroom, solid mahogany below. Great lines in *Good Old Boat* - Jan. 2014. Outstanding Mexico boat. See Craigslist for pictures: <http://sfbay.craigslist.org/nby/boa/5106636707.html>. Email: tom_kucera@hotmail.com.



35-FT J/105, 2000. Brisbane Marina. \$82,000. Well maintained J/105. A race boat that really performs and equally fun just cruising the Bay! See photos at website: <http://youtu.be/REJe584qU8s>. Contact Vivian for further details at (650) 619-4262 or herrera.viv@gmail.com.



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33-FT TARTAN TEN, 1979. Alameda. \$8,000/obo. Classic day sailer/racer. Good condition. Many sails in good condition. 9'-6" cockpit. Interior very good. Sleeps 6. Farymann diesel. Self-contained marine toilet. Email for more info or more photos: bellows@pbellows.com.



33-FT RANGER SM, 1976. Paradise Cay Marina. \$20,000. Gary Mull-designed race/cruise boat. A well cared-for Bay Area favorite. Easily singlehanded or raced and a comfortable weekender. 18hp FWC Yanmar, 110, 135 and sym kite, depth/speed/wind gauges, Autohelm. Very comfortable below with TV, microwave, H/C water, 12V fridge, 12V head and 110V power outlets. Too many upgrades to list. Email for complete spec sheet: mike.sail@hotmail.com or call (415) 525-7053.



35-FT ERICSON, 1972. Berkeley, CA. \$19,885. Cherry condition. Good sails. Universal diesel. 2013 survey. Wood all refinished. Interior very clean: wood grain cabin sole, flat screen TV, surround sound/CD/DVD/X box. Great liveboard. Contact quickjantony@gmail.com or (510) 213-0202.

35-FT C&C LANDFALL, 1982. Tiburon. \$15,000. Recent engine work, new transmission, newer rod rigging, upholstery. Harken furler, B&G instruments, 2-speed self-tailing winches. Great Bay boat! Needs TLC, mostly cosmetic. Must sell. (707) 291-7867 or markvoss@sonic.net.



32-FT JIM TAYLOR RACE SAILBOAT. 1998. Santa Barbara, CA. \$47,500/obo. *Danger Zone* is a Jim Taylor (Marblehead, MA)-designed 32-ft carbon fiber race boat. Carbon hull, deck, cockpit, Hall carbon mast and boom 1860+/- lbs. Custom carbon tiller/rudder/keel. 5 new North sails designed in 2014 by JB Braun-North Sails. *Danger Zone* won 1999, 2000, 2001 and 2002 New England PHRF championships. Current PHRF rating 36. Totally restored and refurbished in 2013-2014. \$12,000+ Nexus instrumentation package w/GPS speed/VMG, etc. New VHF radio/GPS. Fast and fun-capable of beating maxis in the right hands. We have, you can too! Custom trailer and delivery anywhere negotiable. Located SBYC. See online at www.danger-zone.net. Contact Steve at (617) 838-4648 or info@americanglobal.org.



RANGER 32, 1977. Santa Cruz Harbor. \$12,000. Good condition. In beautiful condition (A-15). Dove Sa bottom. Will need a 4 diesel engine. Usual sails including spinnaker.

BENETEAU FIRST 32, 1984. Richmond Yacht Club. \$14,500 Yanmar 2gm rebuilt 2011, only 30 hours. Great cruiser/racer for Bay or offshore. New storm jib, 3 kites, speed/depth/wind gauges. One owner - back shot can't sail her anymore. Needs some TLC and bottom job. Please call Rick at (510) 541-5027



36 TO 39 FEET



ISLANDER 36, 1979. Alameda \$24,9Alana Gurney design. Solid Bay boat and coastal cruiser. Easy to handle, all lines led to cockpit. Bottom recently done in October 2014. Clean and ready to sail. Contact fore.gary@yahoo.com or (510) 792-2010.

39-FT ERICSON, 1971. Petaluma. \$35,000/obo. Great boat with good running rigging, new main, new wiring, re-powered 60hp diesel 140 hrs, custom dodger, Furuno radar/GPS, ComNav instruments, new 75gal fuel tank, good ground tackle, many more upgrades. Documented. Great cruising boat. Contact deepwell@yahoo.com or (530) 227-3416.



MYRON SPAULDING 38, 1938. Point Richmond. \$20,000. Classic sloop, *Nautigal* fir over oak varnished teak trim. Rebuilt, maintained by long term owner. Great sailer with good sails and spinnaker. Designed and built on S.F. Bay. More info at cjefstokes@msn.com or (925) 787-6741.



CAL CRUISING 36, 1968. Cabrillo Way Marina, San Pedro, CA. \$12,000/obo. A legendary cruising boat by Cal, built by Jensen Marine. Perkins 4-107 diesel runs good. Rigging and great '68 f/g hull in good shape, interior beautiful. Propane stove, cruising spinnaker and sails in good shape. Lots of ground tackle too. Very comfortable and fast boat downwind and all points of sail! Handles light and heavy weather beautifully. Will deliver. Info: www.calcruising36forsale.wordpress.com or contact (310) 346-9185 or hankwhittier@yahoo.com.



37-FT HUNTER CHERUBINI CUTTER. 1984. Sausalito. \$32,000. Ideal Bay boat; popular cruiser. Navico below deck autopilot; cruising spinnaker, Garhauer solid vang, Avon inflatable, teak interior, sleeps 5, shower stall, microwave, low-hour Yanmar diesel. More info at www.lauralei.com/Hunter-37/. Contact (415) 332-2555 or boat@gregorys.org.



36-FT NONSUCH, 1989. Sausalito. \$87,500. Beautiful condition, recently refit, continuously upgraded and well maintained. Easy to singlehand with two electric winches and all sail handling done from the cockpit. New Pineapple sail. Trade +\$ for Amel Maramu. More info: www.sailboatlistings.com/view/50642. Contact: markl@archplastics.com.

TAYANA 37 MK II CUTTER, 1986. French Polynesia. \$76,000. Well equipped, well maintained. Voyaged extensively, and is ready for more. Currently moored in Tahiti. Custom aluminum hard dodger and plenty of offshore gear. For photos and details go to website: http://go2anna.blogspot.com/p/boat_18.html or contact t37anna@gmail.com.



38-FT BLUEWATER INGRID, 1973. Port Townsend, WA. \$60,000/obo. Price reduced! Fiberglass hull, sail-ready, go-anywhere cruising ketch. Beautiful traditional sea-kindly design, comfortable liveboard. Many recent upgrades with offshore cruising planned. Details/contact info/photos on website: <http://ingridketchseptember.webs.com>. Contact ingridketchseptember@gmail.com or (360) 507-0541.



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39-FT C&C 37/40XL, 1989. Port Huron, MI. \$100,000. Always a freshwater boat! 20 years old, surveys like 5 years. Pristine condition. Bought in 2005, sailed only 5 weeks a year, cruising Canada's North Channel. We have replaced almost everything. New in 2010: Doyle main and genoa, electronics, Furuno navigation, radar, autopilot, nav station with everything in the cockpit. More pictures available on Flickr link: www.flickr.com/photos/cclver/. Call to discuss. (919) 656-8899 or sailingnc@gmail.com.



39-FT CAL, 1971. Oceanside, CA. \$15,000/obo. *Knot A Clew* just repowered, Perkins 4-108 diesel, new batteries, gauges, alternator, paint, tiller, fast. Signet instruments, Big Richie compasses. Oceanside slip. Ready for Newport to Ensenada, trophied last time. Contact: granahan@cox.net or (949) 280-6220.



36-FT CATALINA, 1983. Monterey. \$29,500. 25hp Universal diesel, Garmin GPS, depth, VHF, Raymarine ST60, Edson pedestal wheel, cockpit table and cushions, Adler fridge, pressure and hot water, Hood furler, #48 self-tailing winches, 110% genoa. More info: <http://flic.kr/s/aHskedvgMr>. Contact (831) 402-9799 or cwurzner@yahoo.com.



45-FT HUNTER CC, 2007. San Francisco. \$240,000. Perfect Bay Area cruiser/liveaboard. Professionally maintained in excellent condition with very low hour engine. Sleek lines and wrap-around windshield look great, and provide ample natural light below. Center cockpit, full bimini and dodger in great shape, electric winches/windlass, and full battened furling main makes for comfortable sailing. Last model year with beautiful real teak below. Roomy saloon, two heads with showers makes very comfortable for 4+ people. See website for more information: www.gomaddex.com. For more info billmaddex@gmail.com or (415) 416-0380 or (801) 673-4071.

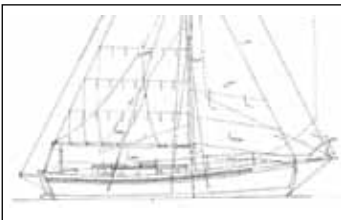


36-FT CATALINA, 1983. Coyote Point. \$29,000. Equipped for ocean racing or cruising. Two DSC VHF, two sets of running lights. Two asymmetrical spinnakers, spinnaker and whisker poles, three jibs, AIS, autopilot, wind, speed, depth, and dodger. Contact (650) 868-8882 or mark@gg401k.com.



36-FT CATALINA CRUISER, 1983. Oxnard, CA. \$49,500/obo. Fully loaded and ready for coastal, long distance and/or regional travel. Very comfortable as a liveaboard. We have owned the boat for 15 years and moved to Hawaii, never thought we would sell her. Professionally maintained and upgraded. Will consider real estate trades or other tangibles. Big Island of Hawaii A+. Aloha, Captain Dave. For details contact (805) 218-4711 or captaindave_ventura@yahoo.com.

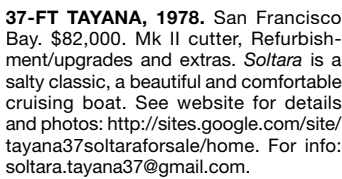
40 TO 50 FEET



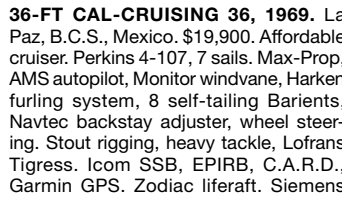
40-FT LYLE HESS CUTTER TOOLING. \$10,000. Lyle Hess English Channel Cutter 40 tooling for sale. This is the big sister to the BBC 28. Bristol Channel Cutter. This is Lyle's biggest fiberglass boat and is big for its length. This is hull tooling only. All data to build. Call Stan. (714) 501-9602.



MORGAN 43, 1985. San Carlos, Mexico. \$119,000. Center cockpit, bluewater cruise ready in the Sea of Cortez, Mexico. 2 cabins/2 heads/tub! A very comfy classic, teak interior. Stainless rails with outboard fuel holders x8. Perkins 4108, 3500 hours. Honda 3000 genset. 2 solar panels. Water tanks: 75/135, water maker/22 gal/hour. Fuel capacity 40 gal. New rigging. Dinghy davits. New inverter/charger; GPS, radar and SSB. 2 VHS, Garmin fishfinder sonar, Lowrance chart plotter. 120% genoa, 100% spare jib, rebuilt main, spinnaker, full shade cover. New standing rigging in 2013. 2 TV's/DVD's and Bose cockpit speakers, new am/fm radio. New bottom paint, canvas, fender covers. Contact (520) 456-7439 or tanker6@cox.net.



37-FT TAYANA, 1978. San Francisco Bay. \$82,000. Mk II cutter, Refurbishment/upgrades and extras. *Soltara* is a salty classic, a beautiful and comfortable cruising boat. See website for details and photos: <http://sites.google.com/site/tayana37soltaraforale/home>. For info: soltara.tayana37@gmail.com.



36-FT CAL-CRUISING 36, 1969. La Paz, B.C.S., Mexico. \$19,900. Affordable cruiser. Perkins 4-107, 7 sails. Max-Prop, AMS autopilot, Monitor windvane, Harken furling system, 8 self-tailing Barents, Navtec backstay adjuster, wheel steering. Stout rigging, heavy tackle, Lofrans Tigress. Icom SSB, EPIRB, C.A.R.D., Garmin GPS. Zodiac liferaft. Siemens solar panels, Air Marine wind gen, energy monitor. Large capacity fuel and water tanks. Refrigerator-freezer, Force 10 stove. Manual head. Fresh/salt-water power wash. 11-ft Zodiac inflatable, 2 outboards. Extra parts, service manuals, etc. Call (707) 839-0120.



47-FT BENETEAU FIRST 47.7, 2003. Sausalito. \$229,000. Outstanding example of this Bruce Farr cruiser/racer. Bow thruster, Furuno radar, B&G instruments incl. autopilot w/remote. Xantrex 2500 watt inverter w/Prosine digital control panel and galvanic isolator. Icom SSB and VHF w/remote at helm. Electric mainsail winch. Furler genoa furling. Feathering prop. 3 staterooms, 2 electric heads. Espar heat. Yanmar 75hp. Please call for additional equipment. Excellent condition. Original owner. Call (916) 969-8077 or curtis@surewest.net.



45-FT COLUMBIA, 1973. Oakland. \$35,000. The perfect liveaboard! Two staterooms, two heads, roomy galley and plenty of room for a couch and recliner! Perkins 4-108. For more information, contact Michael at michael@rossiexpo.com.



36-FT ISLANDER FREEPORT, 1982. Morro Bay \$62,500 In excellent condition and ready to go. Preferred "B" Plan interior, fresh exterior brightwork. Pathfinder power, Raymarine color radar/chartplotter/sounder. VHF & SSB. New batteries and charger. Upgraded tempered glass cabin windows, full dodger and cockpit wind cloths. Boat is very well maintained and has no issues, health forces sale. Buy before boat is listed and we'll both save the commission fees. For more info contact jjpetroni@earthlink.net



39-FT AMAZON, 2000. Port Townsend, WA. \$195,000. Steel pilot house sloop rig. Complete refit in 2000. Fully equipped and ready to cruise. 5 sails, chain rode, three anchors, Yanmar diesel, watermaker, SSB/Ham, radar. Contact (360) 808-1615 or waswain@gmail.com.

40-FT CAL, 1965. Alameda. \$29,995. Hull #45. Project boat 80% complete, but plans have changed. Epoxy bottom, hull to deck joint sealed, Lewmar hatches and much more. Please email or call for information and pictures. (510) 507-0200 or sailorkh@yahoo.com.

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44-FT F&C, 1979. Morro Bay, CA. \$110,000 possible partial trade. One of the most gorgeous sailing yachts ever built. Designed and built by German Frers, sistership to the late Roy Disney's famous *Shamrock*, possibly the only example of this fast and beautiful, go-anywhere, blue-water cruiser on the West Coast. Strong fiberglass hull and deck with teak deck overlay. Centerboard shoal draft 5'1"; go to weather board down 7'6". Interior finished in South American hardwoods, 2 staterooms, 2 heads, sleeps 6. Only a few hours on rebuilt Perkins 4-108, large sail inventory, upgraded electrical system, newer upholstery, stainless dorades, full dodger, much more. May consider partial trade for fiberglass mid-30's sailboat. (805) 235-4046 or tackorjibe@gmail.com.



42-FT JEANNEAU 42DS, 2007. Marina del Rey. \$239,000. Turnkey, mint condition, beautiful deck salon. Light and airy. 220 engine hours. Radar/GPS/chartplotter/smart pilot, Raymarine electronics. In-mast furling mainsail, (3) electric winches. Roller furling genoa. Diesel heater, 600 amp hours, inverter, upgraded Balmar alternator. Yacht completely bonded with diver plate. New paint 2015. Aft owner's cabin has king-sized island berth with custom hinged innerspring mattress. Aft head with shower, electric toilet. Forward cabin with separate private head. TVs: 40-in, 30-in, 12-in w/DVD. Ice maker. Huge teak cockpit, twin helms, full enclosure, cockpit cushions. Hard-bottom dinghy and motor included. Inventory too extensive to list. You need to see to believe the detail in this yacht! More info at (858) 405-7107 or ellenjoy1118@aol.com.



43-FT BENETEAU OCEANIS 430. 1992. Redwood City. \$129,000. *Rhea* is an immaculate specimen with over \$80k invested in the last two years. New standing/running rigging, new Raymarine electronics, new jib, genoa, spinnaker, safety gear etc. 43L, 13B, 6D, 20klb, 3 berth, 2 heads. Look no further if you are looking for that rare gem. She shines like new. Bluewater cruising ready! Info at www.beneteau430-rhea.com. Contact (206) 786-0752 or elaakmann@gmail.com.



40-FT COLUMBIA, 1965. Paradise Cay Yacht Harbor, Tiburon. \$21,000. *Libra*. Beautiful boat. 2nd owner. 1994 25hp Universal 4-cylinder M4-30 414hrs. Runs great. 4'6" draft perfect for the Bay. 7 sleeping berths. More information at www.dropbox.com/sh/gxjff56ktnxvsa/4REqpVCvoj. Call (415) 948-9801 or maliarmoseley@gmail.com.



45-FT REICHEL PUGH, 2007. KKM1 Richmond. \$350,000. *Criminal Mischief* R/P-45 ocean racer. Great condition. Four time Hawaii race division winner. Loaded with all necessary gear for ISAF cat 1 ocean racing, including support trailer. Email: andresownemail01@gmail.com.



47-FT WOODEN OCEAN CRUISER. 1971. Opuia, New Zealand. \$100,000/obo. This is a one-of-a-kind San Diego custom-built wooden cutter with a beautiful story and a proven bluewater track record. March 2015 edition of *Latitude 38* magazine for her story. Come sail the waters of New Zealand, the Pacific Islands, and beyond! More info at <http://sandiego.craigslist.org/csd/boa/4984172082.html>. Contact brianamoseley@gmail.com.



45-FT FASTNET, 1974. Portland, OR. \$49,000. Price reduced! Beautiful boat, many compliments on her lines. Recently sailed to Australia and back. Very seaworthy, comes with a lot of equipment. Considerable locker space and storage for extended cruising. (503) 327-6750 or lighthearth45@yahoo.com.



43-FT RON HOLLAND, 1986. Marina Riviera Nayarit, MX. Aft cockpit, 2 staterooms, 2 heads, spacious, well equipped and well maintained for cruising. Singlehanded all over Pacific Mexico in comfort and now lying in a fantastic location. See website at www.sanctuarycharters.com/sabbatical.php. Info: office@sanctuarycharters.com.



42-FT TATOOSH, 1981. Alameda. \$110,000. By Robert Perry and Ta Shing. *Windrose* is safe, fast, comfortable, and cruise ready. Beautiful teak interior, 2 cabins, 2 heads, Cruisair heater/air conditioner, new dual Seafron refrigerator and freezer, Force 10 stove. Yanmar 55hp, Neil Pryde sails, spinnaker, Viking raft, Dyer sailing dinghy, 4hp Mercury, autopilot, Monitor vane. Full electronics: 2 new Garmin's, radar, Icom SSB, new Iridium sat phone, AIS/DSL VHF, new EPIRB, wind spd/dir, depth, 2 solar panels, wind generator, new 160 amp alternator. Extensive ground tackle and custom dual anchor rollers. Complete cruising canvas. Just returned from 4 years in Caribbean. (415) 497-9079 or jonessail@aol.com.



40-FT HUNTER, 1986. South Beach, SF. \$59,000. Comfortable, fast and fun! 2 staterooms with heads. Yanmar diesel. 5 sails. New: instruments, charger-inverter, batteries, haulout/bottom paint, canvas covers, running rigging. Teak refinished, more. More info on web at <http://h40.techuity.com>. Contact (650) 733-6090 or tcsmith00@gmail.com.



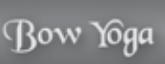
44-FT KELLY PETERSON, 1977. San Diego. \$110,000. Major refit 2012, new Yanmar 75hp, new fuel tanks, new rigging and chain plates, dodger, bimini, pedestal, super cold machine refrigeration, Force 10 three-burner stove with oven, deck and cabin Awlgripped new nonskid, new electronics including Raymarine E127 chartplotter, digital color radar, Standard Horizon Matrix VHF, all new batteries and Kyocera solar panels. Too much to list. May consider small trade. More at <http://endless Summersailing.tumblr.com/>. Please contact (949) 291-6115 or jerrygahan@yahoo.com.



41-FT CT, 1976. Vallejo, \$52,000/obo. Veteran cruiser. Owned by the same owner since 1976. It has many cruising extras. Sails, anchors, and ground tackle. Set of world charts. 75hp Volvo diesel. Contact maspragg@aol.com or (415) 726-3322.

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43-FT BENETEAU 423, 1987. South Beach, SF. \$119,950/obo. Professionally maintained and constantly upgraded. Loaded for comfortable passage including large double reefer/freezer, air conditioning and new electronics. All new hatch and port windows, bottom paint and more in 2014! Great 3 stateroom/3 head layout, gorgeous galley, with Bose speakers in and out! Website w/photos: <http://tinyurl.com/k8s8b56>. Please contact (510) 253-5883 or beneteauforsale@gmail.com.



44-FT HUNTER 44DS, 2007. In California. \$185,000. Price reduced! Health conditions force us to sell our like-new 2007 Hunter 44DS, cruise-ready. Only 620 engine hours! Standard features, plus in-mast furling, gennaker, boom brake, electric winch; radar, Raymarine E-120, additional displays at nav station, autopilot with remote, AIS, EPIRB, PLB, VHF radio, 2 handhelds; watermaker, 120 gal water, 50 gal fuel, 50 gal holding tank; 56hp Yanmar, upgraded 165 amp alternator, 600ah AGM starting and house batteries, 2.4kw inverter. Hard bottom dinghy, 9.9 four-stroke outboard, heavy-duty davits. Fabulous accommodations, 2 heads with separate showers, centerline queen bed, Bose surround sound system, large flat screen TV, dodger, bimini, near-totally enclosed cockpit! Please call (602) 421-9964.



45-FT CUSTOM KETCH, 2013. Long Beach. \$69,000. New (almost) 45' full keel fiberglass ketch. Built on a bare CT41 hull. Custom deck with wheelhouse and inside steering. Large circular cockpit with custom varnished mahogany interior. Settee w/panoramic view, separate head and shower, full galley, 1 queen and 2 single berths. All systems are new including engine (200hrs), tanks 150+ gallons fuel and water. All electrical, plumbing, and electronics are new. Rigging, mainsail new, spinnaker, jib, genoa, storm jib all excellent. Every item including shaft and rudder is new or reconditioned. 73-yr-old owner singlehanded California to Acapulco for shakedown. Contact (760) 482-8172 or bobobrien09@yahoo.com.



40-FT C&C, 1981. Marina Bay Yacht Harbor. \$65,000. New Beta diesel professionally installed, bottom paint 10/2014, new hull paint, stanchions, lifelines, batteries. Autopilot, windlass, 10 sail inventory, spinnakers. Racer/cruiser, PHRF 93, dry boat. For info contact garyfox@att.net.



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. More info at (916) 847-9064 or steve@paradigmpilgrim.com.



46-FT HYLAS, 2000. Coronado, CA. \$349,000. Ready to bluewater cruise. Superb condition, boat interior reconditioned in 2013. Newer hull and bottom paint. 2 cabins, 2 heads, A/C, heating, washer/dryer, full canvas, in-mast furling, dinghy with 6hp outboard, 6-man liferaft. Info on website: www.seasilk.us. Contact (619) 995-9085 or craig@seasilk.us.



48-FT BENETEAU FIRST 47.7, 2003. San Francisco, CA. \$215,000. One of the nicest examples of this fast cruiser/racer available. Well maintained; "Euro" galley model; owner's stateroom forward, two guest cabins aft, many options. For info and photos go to website: www.sloopveronese.com. Contact (415) 637-6678 or (707) 781-7145 or email for more info: sloopveronese@hotmail.com.

51 FEET & OVER



60-FT CREALOCK SCHOONER. \$275,000. W.I.B. Crealock-designed schooner. Custom built by Peacock Boatworks, Long Beach California in 1997. Steel is Real! Every feature you can name. Comes with slip in Hawaii. Delivered to any port on the West Coast. Captain maintained. Leave tomorrow! waxbrooke@yahoo.com.

MULTIHULLS



LEOPARD 46, 2007. Belize. \$349,000. *Hope*, our beautiful Leopard 46 cat as seen in *Latitude 38*, is now for sale. We've enjoyed sailing the beautiful waters of Belize, now it's your turn. Fully equipped and professionally maintained. New standing rigging 2013, New main and jib 2013/2014. Charter options available. Contact pettyd@comcast.net.



24-FT CORSAIR F-24-2, 1997. Benicia. \$33,000. Fun, fast, folding well maintained dry-sailed trimaran for overnighting or racing, on newly refurbished galvanized trailer. Mainsail, 2 jibs, roller-furling screecher and 2 spinnakers. Harken windward sheeting traveler and 4 Harken winches. Nexus 3000 speed/depth instruments with aluminum display pod, LED lights, 2 anchors. Tohatsu 5hp. Contact (707) 590-0842 or bsn160@gmail.com.



33-FT SEAWIND 1000, 2002. Santa Cruz, CA. \$165,000. New Yamaha motors, new main and screecher on Facnor furler, new Garmin chartplotter/radar. Solar, new windows, AB aluminum dinghy with 8hp Yamaha. Great shape, and ready to go anywhere. More info on site: <http://seawind4sale.weebly.com> or contact seawind@muybien.net.



35-FT BENETEAU CATAMARAN, 1986. Ensenada, Mexico. \$65,000/obo. Boat has two 17hp Yanmar diesel engines, two 20-gallon water tanks, two 20-gallon diesel tanks, two double berths and furling genoa sails. (928) 301-2189 or (928) 899-0401 or edbooty10@yahoo.com.



33-FT SEAWIND 1000, 1998. Los Angeles. \$135,000/obo. The boat has just returned from 4 years in Mexico, and has been surveyed and is strictly sound. It has new motors, sails, canvas, hull paint and thru hulls. (Photo is sistership.) Please contact Frank at (512) 750-5735 or Cabosportsfrank@yahoo.com.



36-FT MACGREGOR CATAMARAN. 1978. Newport Beach. \$28,000/obo. Full refit 2014, complete LP, 35hp outboard, tall rig, sprit Harkens, roller furling, new tramp, VHF, stereo, head, sounder, very fast and fun. More info at (714) 390-2331 or oatesea@msn.com.



20-FT NACRA, 2002. Fremont. \$7,500/obo. With trailer. Carbon mast, spinnaker, cat box, beach wheels, storage bags for all parts. Super nice condition, always covered. Please call (510) 219-4673.

CLASSIC BOATS

40-FT ALDEN DESIGN KETCH. Cutter-rig, 1979. Tropics - Pohnpei. \$14,000. Built in Japan, Sailed 1.5 around world with recent sails from Japan to Palau to Pohnpei May 2015. Needs mainsail, filters. 3 cyl. strip planked. More info at (916) 716-6746 or (916) 966-8909 or sailsurfoot@yahoo.com.





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Swan 59 (1984) *Rattler* has just completed a major refit with new teak decks, new engine, generator, winches and rigging. She is a classic rare design with a sea kindly hull shape. The shallow draft / centerboard make her perfect for cruising. She is 100% ready to go! Located in Oahu, HI asking \$494,000.



NEW Swan 54 Nautor Swan has just announced the plan for this new boat. She will be easy and fun to sail. It will have an optional keel with a draft of 4.6ft. Please contact Ken Keefe for details.



Swan 66 (2008) *Toucan* was built as a world cruiser. She is a modern design, high volume boat that is set up for shorthanded sailing. She is lying in Newport RI and ready for her next adventure.



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46' KELSALL CATAMARAN, 2008 Easy to handle long-distance cruiser, bristol in and out. Twin Volvo diesels, Northern Lights genset, full electronics, lying in Sausalito YH. **\$324,000**

See at: www.marottayachts.com



REDUCED

44' SEA RAY SEDAN BRIDGE, 2006 Original owner, well equipped (cost over \$700k new!) and professionally maintained with VERY low hours on machinery. **\$319,000**

See at: www.marottayachts.com



60' STEPHENS HOUSEBOAT, 1966 Immaculate and spacious custom yacht. Lying in a potentially live-aboard slip. **\$299,000**

See at: www.marottayachts.com



47' VALIANT CUTTER, 1982/2012 Never cruised, but over \$250,000 spent over the last three years getting her READY! Repowered, rewired, re rigged, new electronics, etc. **\$239,000**

See at: www.marottayachts.com



50' BREWER-DESIGNED KETCH, 1989 Bullet proof, steel-hulled, cutter-rigged, full keel with cut away forefoot and skeg hung rudder, 5kWh Northern Lights genset. **\$179,000**

See at: www.marottayachts.com



NEW LISTING

25' RANGER TUG R-25, 2012 Late model Ranger Tug that shows practically as new. All amenities of a 40-foot trawler in a 29-foot boat – that's TRAILERABLE! **\$140,000**

See at: www.marottayachts.com



NEW LISTING

42' X-YACHTS X-412 SLOOP 1998 Very clean example of this beautiful Danish performance cruiser. LeisureFurl mainsail, electric winches, teak decks. **\$140,000**

See at: www.marottayachts.com



41' KIRIE FEELING SLOOP, 1996 Spacious accommodations with a cabin skylight and great sailing in typical SF conditions. Starfinder is a great example of a great design. **\$124,000**

See at: www.marottayachts.com



36' CARVER MARINER 360, 2004 One owner boat shows very nicely inside/out and competitively priced to boot. Low time (barely 400 hrs) on twin Crusaders, nice elect., more. **\$117,000**

See at: www.marottayachts.com



36' CATALINA, 2001

Very clean example of this MkII and one of only a couple for sale in California at present. **\$89,000**

See at: www.marottayachts.com



41' ISLANDER FREEPORT, 1978 One of the best all-around cruising designs at anywhere near \$100k. One of the cleanest we've seen in quite some time. Potentially transferable slip. **\$89,000**

See at: www.marottayachts.com



REDUCED

38' CATALINA 380, 1997 Mexico veteran. Set up for short-handed sailing. Deep draft version. Very competitively priced, now **\$69,000** – owner motivated.

See at: www.marottayachts.com



42' BRUCE ROBERTS, 1995 Bruce Roberts-designed Spray pilothouse ketch. Very low hours on this bulletproof fiberglass cruising ketch that has never left the Bay! **\$59,000**

See at: www.marottayachts.com



35' MAXI 105, 1983 High quality Swedish-built yacht with a 3/4 aft cockpit configuration. In excellent condition, she shows much newer than her actual age. **\$49,000**

See at: www.marottayachts.com



NEW LISTING

36' ISLANDER SLOOP, 1979 Only three owners since new. Very clean inside and out with all new electronics. **\$44,900**

See at: www.marottayachts.com



31' PEARSON, 1989

Very clean example of a Pearson classic, with potentially transferable Sausalito Yacht Harbor slip. **\$36,000**

See at: www.marottayachts.com



NEW LISTING

30' FREEDOM YACHTS, 1986 Carbon fiber-masted sloop. Fine example of this innovative Gary Mull Design. **\$24,900**

See at: www.marottayachts.com



18' ROTH-BILT CENTER CONSOLE RUNABOUT, 1999 Charming downeast-style runabout, hand-built in Mattapoisett, MA and a rare find in CA! Flag Blue awlgripped hull. **\$18,900**

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GREAT BUY!
37' TAYANA Cutter in exc. cond. Salty high quality and unusually stoutly-built traditional-looking fiberglass double-ender. Dsl, wheel, warm varnished teak paneled interior, stays 'I and main are new. This sea-kindly passage-maker is a beauty and great cruiser. Asking **\$39,900**



36' ISLANDER Sloop. Pretty much the most popular sailboat ever designed & this is a very nice one. Diesel, roller furler, dodger, self-tailers, 2-course lifelines w/pulpits. Beautiful tropical hardwood interior appointments, cruise equipped and MORE! A great value! Asking **\$42,500**



31' DUFOR 3800 Sloop. Seaworthy & comfortable Hawaii & Mexico vet. Repowered w/new diesel, wheel steering, lazy jacks w/zipper top sail bag. Just hauled & bottom done, new instruments, RF, lines led aft, new motor mounts & drive train just true'd & aligned. MORE! Asking **\$19,950**



42' WESTSAIL Cutter by Crealock. Highly respected design in very good condition. Low hours & lightly used. Heavy F/G construction, 85 hp dsl, central air & heat, enclosed aft & fwd staterooms, center cockpit, RF, hard dodger, full galley, + MORE! Asking **\$74,950**



A TREASURE
44' CLASSIC 1936 Raised Deck Express Cruiser. Capable coastal cruiser. Twin 4-71 diesels, diesel auxiliary generator. Flybridge and pilothouse helms, aft canopy. Gatsby-era elegance, owned by same family since 1951. Very good condition and ready to cruise now. Must be seen! Asking **\$74,950**



PRISTINE!
36' HUNTER VISION. Maintained immaculately. Comfortable, roomy & sunny down below & uncluttered on deck. ST winches, all lines led aft. Dodger, thru-transom boarding gate, low hours on dsl engine, wheel steering on pedestal, radar, GPS/plotter, A/P, full galley & MORE! Asking **\$69,950**



REDUCED!
42' SEA RAY 420 SUNDANCER Twin Cat 3208 TA diesels, full canvas, roomy, comfortable, fast and fun. Stereo, 2 dbl strms, sleeps 6, 8 KW genset, transom door, swim plat., trim tabs, full galley, encl. head & shower, Furuno radar, GPS/plot, depth, VHF, AP, windlass, MORE! Asking **\$59,950**



GREAT BOAT!
37' PEARSON Sloop. Outstanding performance cruiser. Diesel, furling, wheel, dodger, full galley, shower, spinnaker and good sail inventory. Near new inflatable and outboard, autopilot, vang, adjustable backstay, dual course lifelines with bow and stern pulpits. Comfort, seaworthiness and MORE! Asking **\$45,500**



31' HUNTER Sloop. Super clean & well maintained. Yanmar diesel, wheel steering, roller furling, lazy jacks, dodger, bimini, dbl course lifelines w/pulpits, GPS, TV/DVD, CD-radio sound system, depth, VHF, range w/oven, H&C pressure water, +MORE! Asking **\$23,500**



TRAWLER
35' CHEOY LEE Trawler Sedan w/flybridge, bow thruster, Lehman-Ford diesel, H&C pressure water, 8kw Onan, inverter, 1,200 mile range, radar, full galley, dinghy davits, ship's table, stereo, GPS/plotter, autopilot, fiberglass, dual helms & MORE! Asking **\$37,950**



REDUCED!
36' ISLANDER FREEPORT. Perry's brilliant mid-sized cruiser. Dsl, full galley. Very light & airy below w/great visibility, priv. Pullman strm, wheel, encl. head w/shower, self-tailers. Comfortable & seaworthy. Transom door, dbl lifelines w/bow & stern pulpits, ++. Asking **\$31,950**



30' S-2 9.2C Center Cockpit Pocket Cruiser Sloop. Aft stateroom, dodger, diesel, roller furling, autopilot, radar, GPS/plot. Good inventory incl. spinnaker, lazy jacks w/bag, full galley, stereo/CD, enclosed head with shower/tub & MORE! Asking **\$22,450**



CRUISE READY!
37' RAFIKI Blue Water Cruising Cutter. Yanmar 50 hp dsl, radar, A/P & vane, SSB, dodger. Lines led aft. Forced air dsl heat, large enclosed head & stall shower. Cruiser keel, fridge & MORE! A comfortable cruiser w/lots of storage & amenities. Asking **\$49,500**



REDUCED!
31' RUSTLER. A high-quality cruising sloop by Ansey yachts of England. Vessel shows as top condition. Well maintained & continually upgraded. Good sail inventory. ST winches, 50 hrs on new diesel, rewired, solar, vane steering, A/P, dodger, windlass. Asking **\$31,950**



REDUCED!
47 SCHOONER w/PILOTHOUSE, by Wm. Garden. Gaff-rigged, 57' LOA. Inside & outside helms, dsl, port-side prt strm, full galley, encl. head & shower, radar & full electronics, ship's table, salon, MORE! Estate boat. Some def. maint. Very salty & beautiful. Great opportunity. Asking **\$49,950**



38' ERICSON Bruce King-designed beauty has been yacht club kept and properly equipped with 120% self-furling jib, full battened main, 75% storm jib, asymmetrical spinnaker with pole, two-speed self tailers, lines led aft, MORE! Asking **\$44,500**



REDUCED!
57' CHINESE JUNK Twin Gardner dsls. Roomy, comfortable, unique & ideal for liveaboard. Just hauled & much upgrading/repair completed. 3 strms, large salon & galley, genset, wood carvings, great wheelhouse observation salon, high quality construction, ++. Asking **\$100,000**



31' TRIMARAN. Very successful J. Brown design. Glass over ply, current commercial fishing permit & gear (w/tax advantages), Mexico vet., good Pineapple sails, solar panels, inverters, radar, A/P, plotting GPS & MORE! Asking **\$24,950**



REDUCED!
27' NOR'SEA Blue-water cruiser by Lyle Hess. Rugged, compact heavy F/G layout, tropical hardwood appointments, aft stateroom, dsl, A/P, radar, roller furler, spinn., battened main, lazy jacks, heat, refri, dodger, + MORE! Cruise ready. Asking **\$32,500**



BARGAIN!
35' ISLAND PACKET Lightly used on San Francisco Bay so she's super clean/ready to cruise. Huge, comfortable cockpit w/room for everyone. Massive, well equipped galley & fantastic layout below w/roomy aft & forward cabins. Built to high standards to sail safely. Asking **\$98,500**



48' GOLDEN WAVE Sloop. Beautiful Britton Chance design offshore performance cruiser built by Cheoy Lee to compete w/Swan-Nautor yachts. Nice cond. Fast, seaworthy, roomy & comfortable w/full elect, +. Asking **\$129,500**

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- ▶ Foil Optimization
- ▶ Rig Inspections
- ▶ Life Line Replacement
- ▶ Engine Service * (Pt. Richmond)

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- 1) Our sails are a year older.
- 2) Our new KKMI bottom job.

The boat is simply faster.

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On top of the finished product, dealing with you and your staff was a great experience. You were sensitive to our budget and it was great to be able to trust that you had our goals in mind as we made decisions about what to do and what to put off to get the most important results while staying within our budget.

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Chris Boome
J/32 Rhapsody"

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