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Great Old Boats...

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

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

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

Photo by Gene Prizer
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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please: we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. Submissions not accompanied by an SASE will not be returned. We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don’t contact us before then by phone or mail. Send all submissions to editorial@latitude38.com, or mail to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers’ guidelines from the above address or see www.latitude38.com/writers.html.
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- '07 Catalina 34 MKII $118,000
- '06 Hunter 38 $129,000
- '83 Catalina 36 $48,000
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**July 1-Sept. 29** — Built for Speed exhibit at the California Academy of Sciences. Find out what it takes to be swift in the sea, from AC72s to sailfish. Info, [www.calacademy.org](http://www.calacademy.org).


**July 3-31** — Wednesday Yachting Luncheon Series at St. Francis YC. 12:2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about $25. All YCs’ members welcome. More info under the ‘Events’ tab at [www.stffyc.com](http://www.stffyc.com).

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

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

**July 5** — Sunset Sail aboard the schooner Seaward in Sausalito. 6-8 p.m. $50. Info, [www.callofthesea.org](http://www.callofthesea.org).

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

**July 7** — Cal Sailing Club’s free introductory sail at Berkeley Marina, 1-4 p.m. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

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

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

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

**July 11** — Learn about the new nonstop around the world race starting (and ending) in San Francisco, the sf2sf Ocean Race, from Jim Antrim and Cree Partridge at Encinal YC, 7 p.m. Free, everyone welcome. Info, (510) 522-3272.


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

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

**July 13** — Spaulding Wooden Boat Center Open House in Sausalito. 11 a.m.-3 p.m. BBQ and free boat rides! Info, [www.spoaldingcenter.org](http://www.spoaldingcenter.org).

**July 13** — Open House at Oakland’s Lake Merritt Boating Center. Free rentals, 1-3 p.m. Info, [www.sailoakland.com](http://www.sailoakland.com).

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


**July 14** — International Rescue Group presentation on volunteering on an aid vessel from San Francisco to Zihuatanejo. 6 p.m. in Alameda. Info, [bit.ly/SFtoZihuat](http://bit.ly/SFtoZihuat).

**July 15-Aug. 9** — Four-week junior sailing course at Spinaker YC in San Leandro. $225. Info, [www.spinakeryc.org](http://www.spinakeryc.org), jsailing@spinakeryc.org or (510) 351-7905.

**July 20** — Race for the Cup Art Show reception, including paintings by Jim DeWitt and photos by Daniel Forster, at [www.sfacademy.org](http://www.sfacademy.org).
We're the proud dealer of Ranger Trailerable Tugs, Catalina and Tartan Sailing Yachts – all Made in America brands. Please visit us at www.faralloneyachts.com for details.

OPEN BOAT WEEKEND JULY 13-14

Preowned Catalina Yachts at Our Docks

- Catalina 470, 2011 $365,000
- Catalina 42 MkII, 2005 $199,900
- Catalina 42 MkII, 2000 SOLD!
- Catalina 42, 1990 COMING SOON!
- Catalina 42, 1989 NEW LISTING! $84,500
- Catalina 400 MkII, 2003 ........................................... $192,000
- Catalina 400, 2001 REDUCED! $164,900
- Catalina 380, 1998 REDUCED! $129,900
- Catalina 375, 2009 ........................................... $223,000
- Catalina 36 MkII, 2001 REDUCED! $95,000
- Catalina 36, 1994 ........................................... $74,500
- Catalina 36, 1983 REDUCED! $51,000
- Catalina 34, 1989 ........................................... $47,500
- Catalina 34, 1988 NEW LISTING! $49,950

- Catalina 310, 2001 ........................................... $62,900
- Catalina 310, 2000 REDUCED! $69,500
- Catalina 309, 2009 NEW LISTING! $93,500
- Catalina 30, 1984 SOLD!
- Catalina 28 MkII, 1997 ........................................... $35,000
- Preowned Sailing Yachts
- Norseman 447, 1984 REDUCED! $179,000
- Island Packet 380, 1999 ........................................... $209,000
- C&C 38, 1979 REDUCED! $37,500
- Hunter Legend 37, 1987 ........................................... $49,000
- Hunter 356, 1993 REDUCED! $84,995
- O'Day 34, 1982 ........................................... $32,000
- Ericson 32, 1970 REDUCED! $26,900
- Hunter 306, 2002 ........................................... $48,000

New Ranger Tugs (base price)

- Ranger 31 Tug, 2013 NEW MODEL YEAR! $279,937
- Ranger 29 Tug, 2013 NEW MODEL YEAR! $229,937
- Ranger 27 Tug, 2012 ........................................... $159,937
- Ranger 25SC Tug, 2012 ........................................... $129,937
- Preowned Ranger Tugs
- Ranger 29 Tug, 2011 ........................................... $224,000
- Ranger 29 Tug, 2011 ........................................... SOLD!
- Ranger 29 Tug, 2010, WA State ....................... SOLD!
- Ranger 25 Tug, 2009 ........................................... SOLD!
- Ranger 21 Tug, 2006 ........................................... SOLD!
- Preowned Power Yachts
- Stephens 70 Classic Motor Yacht, 1966 ................................ $1,100,000
- Ocean Alexander 44 ........................................... $165,000
CALENDAR

July 22 — Sail under the full moon on a Monday night.
July 24 — Sail Trimming class at Oakland YC, 6:30-8:30 p.m. $20. Email nancy@windwave.com to register.
July 27 — Maritime Crafts for Kids at SF Maritime National Historical Park’s Hyde St. Pier, 3-4 p.m. Free. Info, john_curran@nps.gov or (415) 447-5000.

July 22 — Sail under the full moon on a Monday night.
July 24 — Sail Trimming class at Oakland YC, 6:30-8:30 p.m. $20. Email nancy@windwave.com to register.


Aug. 6 — America’s Cup photo exhibit reception by Stuart Kiehl at The Depot Gallery in Mill Valley, 6-7 p.m. Exhibit runs August 1-30. Info, (415) 383-2665.
Aug. 10 — USCGA Suddenly in Command Class at San Jose West Marine, 10 a.m.-2 p.m. $15. Info, (408) 246-1147.

Sheaveless Blocks

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

Look Ma! No Sheaves!

Sheaveless Blocks

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

Racing

June 29 — Silver Eagle Long Distance In-the-Bay Race, with a shorter course for boats rating 150 or above. IYC, racing@iyc.org or www.iyc.org.
June 29 — Island to Island Race, an endurance pursuit race from Twitchell Island in the Delta, around Angel Island and back. Andreas Cove YC, www.andreascoveyc.org.
July 4-Aug. 30 — Louis Vuitton Cup, the America’s Cup Challenger Series, will whittle down the competition for the final blowout in September. www.americascup.com.
July 13 — 29th Annual Plastic Classic Regatta & Concours d’Elegance, for fiberglass boats from the ’60s & ’70s. BVBC, www.bvbc.org or (415) 495-9500.
July 13 — PICYA Lipton Cup. SYC, www.sausalito...
With ORACLE TEAM USA defending the 34th America’s Cup this September in San Francisco, California, Yanmar is proud to provide engines and drive systems for the team’s chase boats, an indispensable part of the race to the top spot, in this, the world’s oldest sports trophy of modern times.

us.yanmar.com
Calendar:

Aug. 24-25 — Islander InterNationals, a weekend of racing inspired by the America’s Cup. Race your Islander for the country of your choice! Info, www.islander36.org.
Sept. 1-4 — The AC45 action heats up again with the Red Bull Youth America’s Cup, pitting 10 teams made up of the...
Watching the America’s Cup is only half the experience...

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

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

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

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

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888-447-RIGG

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CALENDAR

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

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

Summer Beer Can Regattas

BALLENAS BAY YC — Friday Night Grillers: 7/12, 7/26, 8/9, 8/23, 9/6, 9/20. Gary Helms, (510) 865-2511 or garyhelms44@gmail.com.

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

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

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

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

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

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

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

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


GOLDEN GATE YC — Every Wednesday night through 10/16. Steve Katzman, (530) 577-7715.

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


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

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

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

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


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

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

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

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


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

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


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

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

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

July Weekend Currents

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July Weekend Tides

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

Calendar Listings are for marine-related events that either are free or don’t cost much to attend. The Calendar is not meant to support commercial enterprises.

Please send your calendar items by the 10th of the month to calendar@latitude38.com. If you’re totally old-school, mail them to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941 or fax them to us at (415) 383-5816. But please, no phone-ins!
LETTERS

I thought you would like a follow-up on your interview with Buz Glass from a few months ago. Buz just bought a new-to-him Freedom 21. He explained to me that since he was getting a little older, he thought he should downsize from his Cal 25.

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

William J. Grummel
Harbormaster, Discovery Bay Yacht Harbor

JOIN THE ‘MOMOBIDITL CLUB’

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

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

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

I think it is time for Latitude to recognize the sailors who have achieved the level of ‘A Month or More of Best Days in Their Lives’, dedicated to those of us who are incorrectly assumed by non-sailors to have some sort of disease. We could form a society, but there couldn’t be any dues because, as serial boat buyers, most of us couldn’t afford them. But if we had meetings, we could start them by introducing ourselves as follows: ‘Hi, I’m Pat. It’s been a couple years since we sold our Marine Trader and said it was going to be our last boat, but we just bought an ‘81 Cheoy Lee sloop down in Mexico.”

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

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

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

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

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

Sean Svendsen, President
boats, so little time.’

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

**Pat and Carole — So far we have the Latitude Circumnavigator’s List, for West Coasters who have completed circumnavigations, and the Over 30 Club, for those who have owned the same boat for 30 years or more. We think your idea of a ‘Month or More of Best Days in Their Lives’ is a brilliant one. People can join your MOMOBDITL club by writing to Latitude, but in order to apply they must include a list of all sailboats over 20 feet that they’ve bought and sold.**

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

**QUADRUPLE THE MPG**

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

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

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

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

The ITCZ was even narrower on our way home, and we only powered for two hours in the light stuff. That’s less than
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ABOVE: Farr 400 Chessie Racing flying 3Di sails delivered in April, 2011. Sharon Green photo
a gallon of fuel over 2,400 miles — or 2,400 mpg!

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

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

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

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

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

⇑⇓

AND NOW, THOUGHTS ON THE AMERICA’S CUP

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

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

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

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

Capt. Larry Jacobson
Circumnavigator

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

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

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

⇑⇓

THE TRUE MASTERMIND BEHIND THE AC72S

The first couple of letters in the June issue blame Larry Ellison for deciding that the 34th America’s Cup should be
sailed in massively overpowered 72-ft catamarans. Disgusted, one letter writer invited Ellison to try dancing across the boat while foiling at 40 knots.

But it’s my recollection that it was Russell Coutts, not Ellison, who was on the podium for the announcement that AC34 would be sailed in the big cats. I was shocked and never liked the choice.

I have followed Coutts’ career for many years, and it’s been full of risky decisions. For example, last year we all saw the video of an overaggressive Coutts trying to barge at the starting line of an AC45 World Series race. He was legally shut out by James Spithill, one of his employees, and thus impaled the committee boat with one bow.

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

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

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

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

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

Call me ‘Rose Pearl’
Between race boats

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

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

By the way, having sailed on several multihulls at 35 knots,
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we’d have no trouble walking from one side of an AC72 while she was foiling at 40 knots. That’s when they are really stable. It’s when the big cats bear off or jibe that everybody’s sphincters pucker up.

⇑⇓

**A KNIFE ON THE CALF SEEMED MELODRAMATIC**

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

Peter O’Driscoll
Planet Earth

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

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**THE AMERICA’S CUP NEEDS SOME COMMON SENSE**

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

John Boye

Tom Thumb, Havsdrida 25
Brookings, Oregon

John — “Seizures”?

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

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

⇑⇓

**WHICH BILLIONAIRE HAS ‘THE LONGEST POLE’?**

As much as I agree with Latitude’s advocacy of MOD70 trimarans as the choice for America’s Cup vessels, it ignores the history and fundamental reason for the existence of the America’s Cup. If the goal were to provide a test of sailing athleticism, the event would be sailed in Aussie 18s. Or if it were to be a test of tactical sailing ability, the choice would
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be one-design monohulls. No, the Americas Cup has always been a contest between billionaires to demonstrate who has ‘the longest pole’. And if the result can’t be determined by who spends the most money, what is the point?

Richard Elder
Jackson, Wyoming

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

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

⇑⇓

LATITUDE IS MISSING THE POINT OF THE CUP

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

Seth Hynes
Mill Valley

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

⇑⇓

SLOWER IS MORE DANGEROUS IN THE 72S

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

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

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

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

Keith Young
Annie. Morris 36
Brickyard Cove, Richmond

"MULTIHULL-SPECIFIC OFFSHORE SAIL TRAINING"

In the June issue, Chris Peterson wrote in asking if you knew about any catamaran-specific offshore sail training programs. Your editorial reply indicated that you didn’t know of any, other than the short charters you did a few years ago to and from Catalina.

It turns out there is a catamaran offshore sail training program run by Richard Johnson and Jessica Rice Johnson on their Oxford, Maryland-based 62-ft aluminum cat Elcie.

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

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

Steven D. Gloor
San Diego

Steven — Thanks for the heads-up, as we weren’t familiar with Elcie Expeditions. According to their website, the ketch-rigged cat was built in New Zealand in ‘08-‘09, after which she was sailed 10,000 miles around the Southern Ocean and up to the East Coast of the U.S. The cat is currently in French Polynesia on what appears to be her first year of offshore sail training, and will be slowly making her way to Auckland by mid-November. It might be a deal killer for some, but the Johnsons do the offshore training with their two daughters aboard. For details, visit www.elcieexpeditions.com.
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By the way, while reading the website, we came across the following paragraph: “Elcie has been granted a waiver to the Jones Act, a law prohibiting Coastwise Trade in the United States by foreign-built vessels. Having been built in New Zealand, Elcie was prohibited from carrying passengers in U.S. waters. A three-year waiting period was required for us to make an application. As of April 12, 2012, we are allowed to carry passengers between U.S. ports.” Like a lot of legislation in the United States, including the Farm Bill, the Jones Act needs a thorough going over.

IS THERE A BETTER WAY TO REEF A CAT?

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

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

Scott Duink
Tropicat, Maine Cat 30
Sarasota, Florida

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

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

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

The dangers of flipping depend on the cat, of course. Performance cats, even performance cruising cats, are more susceptible than typical eight-person charter cats in the Ca-
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ribbean — although on rare occasions they have flipped, too.

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

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

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

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

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

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

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

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

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

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

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

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

Or at least the life I’d like to lead. Soliloquy was owned by my friend, mentor and local sailmaker Ken Bruns of Venice. Kenny told me that Soliloquy’s previous owner was John Lear of Lear Jet fame.

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

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

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

Those were indeed the days!

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

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LETTERS

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

SHE USED TO BE A 12 METER

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

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

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

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

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

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

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

Jim Wallace
Marine Surveyor
Long Beach

SOLILQUOY WAS BLOWN UP IN A FIELD IN AUSTRALIA

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

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

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

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

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

Mark Weinberger
Prima, J/33
San Diego

THE SOLILOQUY 12 METER MYSTERY RESOLVED

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

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

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

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

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

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

LOOKING FOR AN ACTIVE SMALL-BOAT FLEET

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

Douglas Chew
Oakland

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

THE TURNING BASIN AT LOW TIDE

Having just made our first trip up to Petaluma for the Butter & Eggs event, we read the Latitude article on a cruise to Petaluma with interest. Readers with sailboats might be
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interested in a photo of low tide. The sailboats to the right of the powerboats were stuck until a couple of feet of tide came in. Most of the 40-ft+ boats had their bows sitting on the bottom.

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

With a little planning, Petaluma is a great destination.

Mike Smith
Broken Rule, Chris Craft
Glen Cove

THE TAXMAN TAKETH FROM SOME WHO DIDN’T OWETH

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

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

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

Tom Zinn
Sausalito

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

FINDING A SOLUTION TO ’BOAT TRASH’

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

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

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

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

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

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

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

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

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

At present, a few friends and I are anchored at the east end of Union Park in the Estuary, not far from Coast Guard Island. We have been boarded and inspected by the Coast Guard — I had zero infractions — and Alameda City Marine Police unit. Any boat not registered was given a ticket. Anyone with wants or warrants — such as my friend Steven had for smoking in the park and not showing up for a court date — was arrested. One or more of the policing agencies make a game of waking us when they run around the Estuary in their boats. They seem to have a propensity for deep wakes just as they go by
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Jean and Stephanie on SV Le Letty, a Roberts 44 Ketch, in Barra de Navidad, Mexico. Hydrovane mounted with dinghy davits.

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

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SURVIVE YOUR DREAM
LETTERS

us, and courteous speeds at other places they motor.

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

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

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

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

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

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

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

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

Michael West
Rubyiat, Newport 30
Oakland / Alameda Estuary

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

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

⇑⇓

WHAT’S THE FULL STORY?

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

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

Martin Thomas
Kokopelli, Sabre 34
Alameda

⇑⇓

DINGHY EXPECTATIONS

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

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

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

Before you buy a dinghy, study up on the various brands and what types and fabrics they offer. Not all are made for rugged use. Most manufacturers will offer options to make your inflatable more useful or durable. For example, a second rub rail, lifting or towing eyes, grab handles, under-seat storage, steering consoles and keel guards.
"The chief mate of the Pequod was Starbuck, though born on an icy coast, seemed well adapted to endure hot latitudes...He was by no means ill-looking; quite the contrary. His pure tight skin was an excellent fit; and closely wrapped up in it. Starbuck seemed prepared to endure for long ages to come, and to endure always, as now; for be it Polar snow or torrid sun, like a patent chronometer, his interior vitality was warranted to do well in all climates."

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

However, you don’t want too many options or additions, because it’s also important to keep your dinghy as light as possible, no matter if you’re going to deflate it and store it on deck during passages, or if you’re going to have it hanging off the back of your boat from davits.

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

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

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

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

M. Moyer
Cherokee Rose, Alajuela 48
Newport Beach

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

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

LET THE BUYER BEWARE

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

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

M. Moyer
CHEROKEE ROSE, ALAJUELA 48
NEWPORT BEACH

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**LETTERS**

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M. Moyer
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knowing they may not be returned for any reason.

Ernie Minney
Minney Yacht Surplus
Newport Beach

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

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

⇑⇓

THE 150-QT COOLER IS THE BEST UPGRADE

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

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

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

I removed the inboard engine and related wiring and stuff to make an already large interior even larger. A lot of over-built construction techniques went into this boat to make it very bluewater-capable. For example, I quadruple-stayed the mast on both sides and triple-stayed the mast to the transom, triple-stayed at the stern, and double-stayed the mast to the bow. The result is that no one wire failure can bring the mast down. I added thru-bolted grab rails on the inside and topside. I also built a watertight bulkhead that seals off the rudder from the rest of the boat in case it’s broken off. And, yeah, I’ve got an ugly 150-quart cooler full of food and beverages on a platform hanging over the stern. I can feed an army of partygoers.

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

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

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

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

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

John Zeratsky
Aegea, Sabre 38
San Francisco

✦✦NEVER ENTER ON AN EBB
The San Francisco Station of the Cruising Club of America makes an annual cruise to Tomales Bay, usually in September. The important thing is to enter Tomales Bay on a flood, ideally just before the peak of the flood current when the tide is high. A boat with 6.5-ft draft can make it under those conditions. Under no circumstances should a yacht enter Tomales Bay on an ebb current.

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

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

✦✦TO DOG-LEG OR NOT TO DOG-LEG
We go into Tomales Bay at least once a year, usually in the fall with the Stockton Sailing Club. We hug the peninsula side, and dog-leg out at a spot called the ‘rapids’ where we see the most shallow water. This year we saw three feet under our five-ft draft on a rising tide. A Hunter 41 that draws seven feet was with us and had no problem.

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

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

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

Jim & Julie Focha
Worldwind, Westsail 32
Stockton

Jim and Julie — Is the channel always in the same place.
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⇑⇑

**BE SURE YOU CAN HOLD IT**

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

Brian O’Neill
Akvavit, Cheoy Lee 44
Napa

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

⇑⇑

**THE REASON THE TOMALES BAR CAN BE DANGEROUS**

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

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

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

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

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

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

Rick Boyce
Paloma, Hans Christian 43
San Francisco

⇑⇑

**TOMALES BAY CRUISE ITINERARY**

Tomales Bay is one of my favorite places in the world. I’ve coordinated the Stockton Sailing Club’s cruise — a week to 10 days — at least 15 times since my first trip there in 1990. We go in September or early October. I was there in September
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July, 2013 • Latitude 38 • Page 59
The demand for spots in the Cata Cup was so great that there are going to be 10 French medalist and 10-time world champion Mitch Booth.

The other half of the spots go to whoever signs up first, including Oracle Racing Team coach Darren Bundock, four-time Olympic America's Cup sailors. Competitors include America's Cup Scirocco from the West Coast into a hurricane in Florida, recently bought a Formula 18 Nacra Infusion. Nothing like a racing catamaran to spice up a relationship! We keep our 396-lb boat in Redwood City, and have been training on it about four days a week. We get the help of F18 guru Phillip Meredith, who has spent dozens of hours coaching us.

We love the consistently strong winds of San Francisco Island 41, but let's face it, it's cold! Come winter, it would be nice to strip off our wetsuits and sail in warmer waters. And let's be honest, I'm jonesing for a cheeseburger in paradise.

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

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

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

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

Letter of the Week

Peter Hine
Enigma II, Catalina 27
Stockton

The Most Exclusive Race in St. Barth

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

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

We love the consistently strong winds of San Francisco Island 41, but let's face it, it's cold! Come winter, it would be nice to strip off our wetsuits and sail in warmer waters. And let's be honest, I'm jonesing for a cheeseburger in paradise.

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

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

The demand for spots in the Cata Cup was so great that they were all gone in 8 minutes and 34 seconds! They could
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have gotten many more entries, of course, but they want the event to be “on a human scale.”

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

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

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

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

Each of the four race days will start with breakfast at the race village. Then there will be racing on courses off Baie St. Jean, as well as the mandatory around-the-island race. In the afternoon, everybody has lunch together. After dinner, there will be festivities at Nikki Beach.

Part of the shebang — the hotel, food, rental car, and shipping the boat from Miami to St. Barth and back — is costing us $1,000. Unfortunately, the other half of the shebang is our expense getting the boat and ourselves to Florida and back. But we’re sure it’s going to be worth it.

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

Cherie Sogsti
Redwood City

Replacing over Rebuilding

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

Latitude readers have previously debated the pros and cons of rebuilding diesels versus replacing them with new ones. We’d lost of the use of the starboard engine on the Danube River last summer and ultimately repowered with a new Yanmar in Turkey last fall. But we kept all the old parts from the replaced engine, thinking we could use them when it came time to overhaul the port engine. But we ultimately changed our minds on a doing a rebuild to the port engine. After all, she’s a 20-year-old Yanmar 3JH2E with 7,800 hours. In addition to the small oil leak, she’s been burning an increasing amount of oil, resulting in smoke and some water pollution.
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So after considering all the issues involved — including the cost — Sue and I have reached an agreement with the Mahon Yanmar dealer to buy a new 3JH5E diesel engine (38-hp), which comes with a two-year warranty. It will be identical to the Yanmar 3JH5E engine we purchased last fall for the starboard side. One consideration was that our insurance covers engine damage if the engine is less than 10 years old. Another consideration was that we got the engine at 20% off retail, tax-free, and including the cost of labor.

We make the 30% down payment on the engine tomorrow, at which point it will immediately be shipped from the Yanmar dealer in Barcelona, arriving by the end of the week. Tomorrow we will move Angel Louise to a dock controlled by the engine dealer, where we’ll remain until the installation is complete. On Saturday we’ll go to the city’s commercial docks — which are closed that day — to have a crane offload the old diesel and load the new diesel. By Tuesday of next week, our engine should be installed and certified, allowing us to leave here and continue west across the Med.

We are relieved and happy, and believe the new engine will serve Angel Louise and us for many years to come.

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

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

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

THE DIFFERENCE IN LITHIUM BATTERIES

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

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

When used with minimum of charge and discharge controls, LiFePo batteries are safer than lead acid batteries and potentially could last 10 times as long. The LiFePo mode
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of failure is not a catastrophic explosion or fire. However, destroying a few LiFePo cells from overcharging might be considered catastrophic to one’s wallet, as the batteries are much more expensive than lead acid.

Dwain Lentz
Dancy, Kelly Peterson 44
San Diego

↑↑NOT AS DANGEROUS AS I’D BEEN LED TO BELIEVE

I’ve had two batteries explode at two different times. Both were large 8-volt Interstate batteries used in our 32-volt starting systems. Each time, the explosions occurred when I hit the starter button. Both batteries blew apart from internal issues set off by the current draw. I don’t believe ventilation was an issue, as the batteries blew their tops off and didn’t damage anything around them — such as the other seven batteries. The exploding batteries were well-contained by the ¼-inch plywood battery box top.

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

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

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

↑↑"WE’RE NOT JUST SKEPTICAL"

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

Jeff Hoffman
San Francisco

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

Jeff — While there are Nicaraguans who are against the canal project, for environmental reasons, many Nicaraguans are in favor because they are very poor and need jobs. The Sandinista Front likes it because it creates jobs, which will help keep them in power, and because it will rearrange the geopolitical situation in Central America. The Chinese like it because it will give them a strategic stronghold in the Americas.
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<td>1972</td>
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<td><strong>47' TAYANA, ’91</strong></td>
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<td><strong>58' FARR, ’87</strong></td>
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<td><strong>42' VALIANT CE, ’04</strong></td>
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<tr>
<td><strong>40' ISLANDER PETERSON, ’80</strong></td>
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<td><strong>40' PACIFIC SEACRAFT, ’98</strong></td>
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<td><strong>35' J BOATS J/109, ’04</strong></td>
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<td><strong>34' HANS CHRISTIAN, ’77</strong></td>
<td>1977</td>
<td>$42,500</td>
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**32' DREADNOUGHT KETCH, ’72**

You owe it to yourself to contact us to arrange a viewing of this vessel in order to truly appreciate her.

**42' VALIANT CE, ’04**

Extremely clean, well equipped V42. Equipped by a knowledgeable captain and prepared for cruising.

**40' ISLANDER PETERSON, ’80**

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**40' PACIFIC SEACRAFT, ’98**

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**35' J BOATS J/109, ’04**

Proven performance and complete sail inventory. Below decks, you’ll love the modern amenities galore.

**34' HANS CHRISTIAN, ’77**

She has a well laid out interior with beautiful woodwork. Add electronics, or navigate by traditional methods.

**42' VALIANT CE, ’04**

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**40' ISLANDER PETERSON, ’80**

Fast racer and comfortable cruiser. If you need a place to dine, try the bilge – it’s that clean! Nice boat!
LETTERS

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

FINDING RAINWATER IN NICARAGUA

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

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

John Anderton
Vancouver, Washington

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

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

Nicaragua, of course, was the original site of the canal that was eventually built through Panama. But then U.S. senators got involved, and decided it was much less trouble to steal a part of Colombia and set up a government that would not only agree to let the U.S. build the Canal but give us a 100-year lease, too.

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

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

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

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

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

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joyon smashes transatlantic record

Despite having to come from as much as 100 miles behind the record pace, and having to sail hundreds of extra miles, Frenchman Francis Joyon has crushed the Singlehanded Transatlantic record with his 97-ft trimaran IDEC II. Averaging 23.3 knots on the great circle course — and 26.2 knots on the course he actually sailed — the humble Frenchman sailed from New York to The Lizard in England in five days and two hours, knocking an astonishing 16 hours off the record that had been held by Thomas Coville. During the latter stretches of the crossing, Joyon averaged over 27 knots for 24 hours, covering 650 miles.

Joyon now holds the ‘big four’ singlehanded records: 1) The Solo Round the World record of 57d, 13h set in 2008; 2) The Columbus Route from Cadiz to San Salvador of 8d, 16h; 3) the 24 Hour Solo Record of 666 miles (or 27.75 knots); and 4) The Transatlantic Record he just set. It would be nice to see him go for the TransPac record, wouldn’t it?

Because various aspects of sailing are so different — Olympics versus around the world versus the America’s Cup — it would be impossible to call anyone the ‘greatest living sailor’. But if someone put a gun to our head, we’d nominate the 57-year-old Joyon. Not only does he set remarkable records with regularity, he does almost all the maintenance and preparation on his boats himself, and no matter how long he’s been awake or how rough the weather, he seems to be enjoying himself. Well done, Francis!

— richard

mod70 flips in la route des princes

In this month’s Letters, we give two reasons for preferring MOD70 trimarans over AC72s for the America’s Cup. The first is cost. Because the MOD70s have soft sails and are a strict one design, they can be built and maintained for a fraction of the cost of just the wing sail for an AC72 catamaran. The second reason is that because MOD70s are longer, depowered versions of the ORMA 60 tris and, because they have safely raced across the Atlantic at higher speeds than any vessel under 100 feet, they would seem to be less likely to flip than the 72s. But, as we clearly stated, this doesn’t mean MOD70s are immune to flipping.

As if to prove our point, on June 22, Spindrift, one of seven MOD70s built to date, flipped during one of the La Route des Princes inshore races off Dun Laoghaire. It was the first time a MOD70 has flipped. Unlike the tragic flipping of the AC72 Artemis on San Francisco Bay, skipper Yann Guichard didn’t hesitate to explain exactly what happened:

“we had 22 to 24 knots of wind at the start line with gusts up to 30 knots at the lower end of the course. We were at the limit of weather conditions for our boats, and it was not great for racing. All the MODs had one reef in the main and staysail. We started a bit below and behind the fleet, and found ourselves slightly in a wind shadow. When our rivals had moved away, we had a sudden gust that flattened us. I was unable to do anything at the helm; the boat was turned over in a single blow. We let out the staysail immediately, but it was too...
**are heroes**

First thought was that we had to go help," said Ian Andrewes, sailing team manager. In the minute or two it took to reach the van in the team’s Protector, three of the young men had stripped off their dress clothes and selflessly jumped in the water. By then the van was already nose down and sinking fast.

Andrewes drove the Protector while Mikey Radziejowski and Nick Andrewes handed off tools to Tommy Pastalka and David Liebenberg, who tried to break out the rear window of the van. Evan Sjost-

**mod70 — cont’d**

late as it all happened in a split second. The boat was lifted onto the port float and went over. Jacques [Yann’s brother] was with me in the cockpit and we found ourselves in the net. We managed to get out and then were airlifted. The mast broke in two when Spindrift turned over. The frame of the trimaran was towed away to port."

Jacques suffered a broken pelvis.

As reported in a recent *Lectronic*, the Wanderer and Doña de Mallorca sailed aboard the MOD70 Orion on Banderas Bay at speeds up to 35 knots in true wind of about 20 knots. The thing that puzzled us was that you could only ease the mainsheet about three feet. When we sailed on Steve Fossett's ORMA 60 Lakota years ago, we'd also been surprised at how short the mainsheet was, although as we remember, it was somewhere between eight and ten feet long. Based on the video continued on outside column of next sightings page
of the accident, it doesn’t seem to us that the trimaran flipped in a “split second,” and that had there been a ‘panic button’ to instantly release the mainsheet, as there was on *Lakota*, it’s possible that the trimaran could have been kept from flipping. But clearly nobody can guarantee that any of these high-performance multihulls won’t flip. The danger with big racing multihulls is, of course, not that they will sink, but that members of the crew will be hurt falling from high above the water onto a hard surface, or that they will be trapped under the nets.

— richard

edt free dove to get the doors open. They worked frantically for another couple of minutes, until the van sank out from under them. Sadly, they were unsuccessful. It took several hours for rescue assets from the San Francisco Fire and Police Departments to locate the van but by then conditions forced a delay in recovering the van and its sole occupant. The body of Debra Crenshaw, 60, was retrieved the
— cont’d

next day and the vehicle removed from the Bay. The cause of death has not yet been released.

That these young men didn’t hesitate to risk their lives in an effort to help a stranger is a testament to their characters and earns each the status of ‘hero’. You can read more about these extraordinary sailors at americanyouthsailingforce.com.

— Ladonna

harry’s tales from out there

Our having reported on more offshore sailors and circumnavigators than we can count, it hasn’t always been the most famous sailors with the fastest boats that have impressed us most. In fact, one of the most impressive of all is one of most self-effacing people we’ve ever met — yet he certainly had plenty to crow about.

We first became aware of longtime singlehander Harry Heckel, Jr. during the winter of 2003 when some fellow cruisers reported that he was long overdue on a crossing from Japan to North America. Turned out he was safe, but during that 4,000-mile North Pacific crossing his Dreadnought 32 Idle Queen had taken a beating from at least nine gales or near-gales (Force 7 or 8), and was also forced to drift through long periods of calm. Typical of Harry’s selflessness, his biggest concern during the passage was that his four children, many grandchildren and great-grandchildren would worry about him. At the time, he was 87 years old.

We’re happy to report that Harry eventually made landfall safely, but in Hawaii, not on the West Coast as planned. When only 700 miles from San Francisco, Idle Queen’s mainsail suffered irreparable damage and Harry had to run for Hawaii, 1,600 miles out of his way. He was understandably shaky when he finally stepped ashore after 142 days at sea.

Two years later, he crossed the tracks of that 10-year, east-about circumnavigation at Jacksonville, FL, at age 89, thus breaking his own record as the world’s oldest circumnavigator. He originally earned that title in 1994, then 78 years old, when he completed a speedy, 2.5-year lap, west-about, around the planet. Even if we continue to report on world voyagers until we’re Harry’s age (he’s now 97 and still going strong), we’ll never forget the anecdote about that first benchmark: A friend petitioned the Guinness Book of World Records to include Harry’s feat in their next edition, but Guinness regretfully declined, stating that they would hate to encourage such behavior!

Today, we’re thrilled to report that Harry recently completed another impressive achievement. With a little help from his daughter Flo, he has just published an engaging book about his travels: ‘Around the World in 80 Years; The Oldest Man to Sail Around the World — Twice’.

Having fully embraced the ‘keep-it-simple’ philosophy, he shunned most high-tech gadgetry, choosing instead to stick to time-honored traditions of navigation and seamanship. An instantly likeable fellow with an easy smile, a sparkle in his eyes, and keen insights on the state of the world, he’s made new friends easily, and his self-sufficient outlook on life earned him respect wherever he traveled. They don’t make many like Harry these days.

— Andy

The world’s oldest circumnavigator, Harry Heckel, Jr., has written a book about his adventures: ‘Around the World in 80 Years’.

On June 22, the MOD70 ‘Spindrift’ proved that no multihull is immune to flipping. Above, Katrina Liana indicates the maximum ease for the mainsail on the MOD70 ‘Orion’.

a 'light' mast tuning guide

Mast tuning is simple if you remember a couple of basic principles. If you understand these principles, you can tune just about

continued on outside column of next sightings page
any mast.

The first principle, and probably the most important, concerns tuning the mast athwartships. The diagonal shrouds, lowers and intermediates, always pull the mast to weather at the spreader where they terminate. The spreaders, on the other hand, due to the compression from the wires going over their tips, push the mast to leeward. In order to tune a mast, you need to establish a dynamic balance between ‘pull’ of the diagonal and the ‘push’ of the spreader.

The second principle is that the length of the headstay controls the rake of the mast (the amount that the mast is aft of plumb in the boat). Masts, in general, should always have at least a small amount of rake — they’re usually designed for one to two degrees of rake. The feel of the helm is the ultimate test of the rake. Making a mast more vertical will help weather helm and more rake will help to correct lee helm. This is a bit of a simplification, but after all this is the ‘light’ version of mast tuning.

The third principle is that most masts should have a slight prebend over their length with the headstay firm from a minimum of backstay load. Prebend can be visualized best by stretching the main halyard down the aft face of the mast. The maximum distance that the back of the mast is in front of the halyard is the prebend (you should take into account any offset that the position of the main halyard sheave causes). Prebend can be attained by tightening forward lowers, choking the mast forward in the collar at the deck, moving the mast step aft (on a keel-stepped mast), or lengthening the headstay. The amount of prebend varies from about one inch for a single-spreader deck-stepped mast to six inches for larger keel-stepped spars.

The last principle concerns the amount of tension in the rigging. As a general rule, when the rig is fully loaded up (top end of the #1 jib), the leeward shrouds should be beginning to appear to slacken. They can be deflected by hand, but not swinging loose. This will approach optimum general rig tension for most normal boats. Individually the wire tensions should be higher in the lowers and uppers than in any of the intermediates.

The tuning sequence that has worked the best for us is to start by centering the spar in the boat athwartships with the uppers. We tighten the uppers slightly. Next the lowers are adjusted so that the mast at the lower spreader is centered on the masthead. Sighting up the sail track is the best way to determine this. If the mast has multiple sets of spreadsers, then the intermediates are adjusted next, starting at the upper spreader. When the mast looks to be in column from the deck to the head, then rig tension can be applied (chock the mast sideways and fore and aft now if it is a keel-stepped mast — make sure the step position is correct for the required prebend). We increase tension by adding equal numbers of turns to each side of the turnbuckles in the same sequence that we first used. Make sure that the turnbuckles are lubricated with heavy lubricant to prevent galling and damage to the threads. Check to see if additional adjusting of the shrouds is necessary as you add tension to the rig.

Check the headstay to see if the rake of the mast is correct. Check the prebend. Tension the backstay and see if the mast remains straight under load. That should conclude the dock tune portion of tuning — cont’d

When we were invited to a cruise-out at Clipper Cove last month, we couldn’t say no. Naturally, the biggest boat in the fleet — our Wauquier Centurion 47 Gazelle — became the anchor of the raft-up . . . which grew and grew and grew! At one point on Saturday, the raft-up included eight boats — Brian Boschma’s Olson 34 RedSky, Chuck Bullet’s Aries 32 The Chester P, Brian Boone’s Cal 39 Diana B, Nick Jaffe’s Aries 32 Harmony, Gazelle, Robbie Gabriel’s Moore 24 Sweet Tea, Alex & Tara Pearce’s Cal 29 Shrimp Louie, and Eric & Brian Jones’ Spirit 28 Sizzle.

It was a fantastic party, and we highly recommend kids, don’t try
this at home

recommend big cruise-outs with good friends. But we can't in good conscience suggest rafting eight boats on one anchor — even if it is a highly rated Rocna. We were lucky enough to enjoy almost nonexistent breeze in Clipper Cove, and three of the boats peeled off before nightfall. We would never have risked it otherwise.

Have you organized a cruise-out with your sailing friends yet this summer? If you haven't, you should. Most sailors are dying for an excuse to get their boat out of the slip, and good food and great conversation are the best reasons ever!

— ladonna

tuning — cont'd

the setup.

A Few Hints:
1. If the tip of your mast seems to fall off, and your uppers are fairly tight, try loosening the intermediates.
2. Check the rake of a mast by tying a heavy object to the main halyard and measuring the offset from the back of the mast. Subtract any sheave offset present.
3. Make sure to do the final tuning of the mast when sailing. Make sure that the mast remains straight athwartships. Check that the mast bends forward in the center (the reason for prebend).
4. Make sure that the bottom of the mast is square athwartships and, for a keel-stepped mast, that the mast is straight through the deck. If it is not, the mast will be forced into an S bend that is impossible to tune out. We usually tune a keel-stepped mast with the deck chocks out and shim...
mast tuning — cont’d

the mast sideways after the mast is straight athwartships. Mast steps and mast collars are rarely exactly on the centerline of the boat.

5. Use a steel tape run up the pole lift or main halyard to get the mast vertical in the boat.

6. Always pin and tape turnbuckles and cotter pins after tuning. Be sure the cotter pins are taped so that the sharp ends are covered to protect people and sails.

There it is, 25 years of experience condensed into a few paragraphs. Now you should be ready to tackle tuning any mast. In fact, I hear there are some openings for riggers for the next America’s Cup.

— buzz ballenger, ballenger spar systems

what’s your favorite

With the approach of the 20th Baja Ha-Ha cruisers’ rally this fall, we’ve been pondering the colorful history of this annual San Diego-to-Cabo procession, which has propelled roughly 2,500 boats and close to 10,000 sailors into the cruising life.

Over the years there have been so many funny, exhilarating and heart-warming memories that we’ve decided to take a stab at putting together a collection of
baja ha-ha memory?
anecdotes with the working title The Best of the Ha-Ha, to be published sometime before the October 28 start date of Baja Ha-Ha XX.

Naturally, we’d greatly appreciate your input. So cast your mind back to whenever you did the rally, and email us a succinct account of your favorite Ha-Ha tale(s), and perhaps a photo or two to illustrate it (andy@latitude38.com).

continued in middle column of next sightings page

a delivery back in time

Having never been to sea without a color chartplotter or autopilot, I was a little dismayed when I heard the news that we would be hand steering the 55-ft yawl Ocean Queen V from San Diego to San Francisco during her northbound delivery in May. Designed by Phil Rhodes and built by Abeking & Rasmussen in 1951, she’d been owned and maintained by the same family for the last 60 years. Her new owner, Dewey Hines, practically had to submit a résumé and interview for the honor!

In her day, Ocean Queen had the stamp of highbrow yachting. The owner’s cabin is in the stern of the boat, with the crew quarters — consisting of a couple of flip-down bunks and a fold-out wash basin — located forward. (Thanks to a spacious salon, none of the delivery crew had to sleep forward.) The most telling sign, though, was that the galley is located just aft of the mainmast — inconvenient if you want to grab a quick snack or cup of coffee, but great if you have hired help to prepare your meals.

The classic beauty had spent part of her life in the Pacific Northwest and on the Bay, but she hadn’t moved from her San Diego slip for the last few years. Dewey bought her from the estate of Raymond Demere and, after a month’s worth of work by local shipwrights, he hired lifelong ship’s master Tony Carter to deliver his new mistress to the Bay.

A dock neighbor hooked me up with a crew position for the trip. Over the course of several deliveries, I’ve found that skills such as mast climbing, diving, repairs, changing fuel filters and cooking go a long way toward earning you a crew position, especially for those of us not easy on the eyes. For example, mentioning that I used to be an avid skydiver, climber and base jumper earned me a trip up the mast. As a diver, I always bring my wetsuit, fins and mask in case a prop or intake needs clearing. And I’m always willing — and eager — to take on even the grungiest task.

But it’s always important to be honest about your skill level. When asked if I cooked, I replied that I could burn myself a can of tomato soup once in awhile. My crewmate Bruce Storr was assigned the cook position, and everyone was better off for it.

If you’re looking to get experience as delivery crew, put the word out around the docks. Word of mouth is your best advertisement, so make sure you’re always on your best behavior. Do what needs to be done without having to be asked or stepping on anyone’s toes. Offer those on watch a cup of tea or a snack. Be polite, even when things aren’t going well, be gracious, and go the extra mile. Remember, you’re just a hired gun on someone else’s boat.

Sometimes delivery crews luck out and have a great sail — this was not one of those times. Setting out from San Diego, strong headwinds forced us to turn around. On our second attempt, we made it as far as Santa Barbara while we waited for the weather to moderate. There are worse places to be stuck! We had a great time touring yachts and getting to know each other better. The last leg of the trip to the Bay offered nothing but fog. It was an intense experience, but we made it to St. Francis YC safely and were met by one very happy owner.

— tim sell

Some delivery trips are better than others. While this one up the coast from San Diego was far from the worst, it wasn’t always a dream delivery.

The author, Tim Sell, at the helm.
eight bells for bay area legend

We regret having to report the passing on May 27 of well-loved Bay Area sailor and businessman Svend Svendsen, founder of Svendsen’s Boat Works in Alameda.

Born in Denmark in 1932, Svend was descended from a family of fishermen, whose bond with the sea went back generations. According to his son Sean, one of his happy early-childhood memories was delivering fresh-baked bread on his bicycle. During the Nazi occupation of Denmark, he continued his rounds, sometimes delivering messages for the Danish underground, hidden within the loaves.

After the war, Svend learned his craft at a boat-building technical college, and eventually migrated to the U.S. in 1956 to pursue his career. After a stint in New York, he migrated to the Bay Area, where he worked for several well-known yacht builders in Sausalito and Oakland, and traveled the country with the world’s fastest unlimited hydroplane boat, which he helped build and maintain.

During a Tahoe ski trip, he met his lifelong partner, Suzanne. They were married for 52 years. The couple founded Svendsen’s Boat Works at the Pacific Marina in Alameda (now Marina Village) in 1963, and moved the business to its current location on Clement Street three years later. Over the years he built or co-built many boats including the Carerra 38 Bumblebee and the Azzura 310 Outsider. Affectionately called the Godfather of Folkboats, Svend is credited with preserving the Folkboat class, by ushering in the transition from wood to fiberglass construction. Svend was an avid racer and, with his son Sean as crew, won numerous regattas.

Until the end, Svend worked alongside his employees, building the business from a one-man shop to one of the largest boating supply and repair facilities in the country.

In an obituary, Sean wrote, “Svend was best known for his good nature, charisma and charm, and for the friendship he bestowed upon all who crossed his path. . . . Svend had verve and panache, and was a lover of life. He will also be missed by his employees, whom he treated with the utmost respect and loyalty. Svend will be remembered by all for the positive influence he had on his community and the world around him.” A longtime member of the St. Francis YC, Svend was heralded as the club’s Yachtsman of the Year in 2004 for his substantial contributions to the sport of sailing.

— andy

safety first in the pac cup

Sailing has made mainstream news headlines for the worst of reasons in the last year. Names such as Low Speed Chase, Aegean, Uncontrollable Urge and Artemis ring in many sailors’ heads as they cast off docklines.

For that reason, organizers of next summer’s Pacifi c Cup race from San Francisco to Oahu are again offering their Pacifi c Offshore Academy to provide race participants — and any other sailors — with training to prepare for and deal with problems that can arise.

“The Pacific Cup has long been called the Fun Race to Hawaii, but to have fun one must fi rst be safe,” explains Sally Lindsay Honey, safety training coordinator for the race. “Training is essential to understand the range of possible solutions so you can decide what will work best for your boat, your program and your crew.”

“The ocean doesn’t create problems, but it’s very good at finding them, and resources are very limited when you’re in the ocean,” concurs Steve Chamberlin, commodore of the Pacific Cup YC. “Skill, preparation and training are the only effective defenses. Mistakes and problems

continued on outside column of next sightings page
— cont’d

down the main drag on a rim.

There was the guy who was sitting on the john when a flying fish flew through a porthole and whacked him in the head; the girl who changed boats on every leg, and finally found true love in Cabo; the former priest who got thrown into jail within an hour of arriving at the Cape... You get the idea. This will be fun, and so will Ha-Ha XX. There’s still time to sign up at www.baja-haha.com.

— andy

— pac cup — cont’d

have very different consequences in the ocean than near shore.”

Pac Cup organizers have always tried to ensure that participants were prepared for what the ocean delivers, so this focus on safety is nothing new. Since this is a Category 1 race, 30% of the crew, including the skipper, must hold a current US Sailing Safety-At-Sea certificate.

In addition to hosting traditional SAS classes and day-long seminars with expert speakers, in 2011, Honey and Chamberlin decided to include something new. In place of the “eight-hour talking head sessions,” as Chamberlin calls the previous seminar format, they organized a series of interactive half-day meetings, each covering four topics, including two small-table discussions for participants to speak
directly with the experts.

The break-out sessions proved popular, encouraging in-depth discussion about specific topics, and thus the Pacific Offshore Academy is back again. The first seminar took place last month, and there are three more on tap before the July 2014 race starts.

Supplementing the seminars, PCYC has made dozens of expert videos and articles freely available on its website for any interested sailors.

“There are many different ways to go to sea,” Honey notes, “from casual cruise to budget race to family program to all-out race effort. The POA and Knowledgebase speak to any level, with articles on weather and navigation, hull and rig integrity, sail and safety gear selection, crew considerations and personal welfare, and emergency situations.”

Training and listening to experts is critical but not enough, says Honey. “It is essential to practice on your own boat, preferably with

continued on outside column of next sightings page

emergency recall of pac cup — cont’d

In late May, the Department of Transportation issued an emergency recall of composite propane tanks made by The Lite Cylinder Company. The tanks are easily identified by their plastic outer case and translucent inner epoxy tank. The recall noted several cases where the tanks ruptured, and one case of an injury.

There are more than 55,000 affected tanks out in the wild. If you own one, not only is the tank potentially dangerous, but it’s also useless as it’s now illegal to fill or even use one. It’s unlikely a consumer would be prosecuted for using one, but they could get blown to bits and that would ruin just about any cruise-out!
lite propane tanks

Shortly after the recall was issued, the company closed its manufacturing facility and essentially told customers to take a flying leap. “The company is financially insolvent and will not be able to recompense cylinder owners, dealers and distributors for the expenses incurred in complying with this Emergency Recall Order,” they said in an email to retailers.

The order requires consumers and distributors to return the affected tanks to Lite’s facility, which is now closed. Since they can’t be filled, moved or used legally, customers are stuck with holding on to them until further notice.

— ladonna

pac cup — cont’d

experienced help, to work out specific solutions, since each boat is different. It is vital to understand and communicate with your crew what works for your boat before you leave the dock. Once you are at sea, you are on your own.”

If you’d like to learn more — or get a refresher — about what to do if there is a fire aboard, water in the boat, a rig failure or worse, go to www.pacifcucp.org/knowledgebase.

While you’re there, register for the next POA II on October 19. Two more are scheduled for early next year, giving you plenty of time to practice what you’ve learned before you head out the Gate next July.

And be sure to register for your spot in the race while you’re on the site. The entry list is well over half-full, and includes the inaugural cruising division, so don’t delay.

— ss

the flyin’ hawaiian hits bay waters

While the eyes of the Bay Area sailing community have been acutely focused on the launches of AC72 catamarans in recent months, another big cat has been slowly taking shape in a quiet corner of Marin County.

After three years of exhausting labor — 17 hours a day, seven days a week — on the grounds of San Rafael’s Loch Lomond Marina, James ‘Hot Rod’ Lane, 52, and his son Michael, 28, launched their self-designed cat during the wee hours of May 27, to take advantage of a 6.6-ft tide.

Although neither James nor Michael is an accomplished sailor, and neither has built a boat before, the Flyin’ Hawaiian floated impressively on her waterline, as though built by pros.

While she may not be sleek and sexy like an AC72 or a production-built cruising cat, we’ve got to give Hot Rod and his son a lot of credit for hatching a dream and following it through to completion. Inspired by a friend who ran a big charter cat in Lahaina, Hawaii for many years, James decided to design and build his own big cat after an effort to buy out his buddy fell through. The dream was to build a big boat, sail it to Hawaii, and live the good life there on the hook.

“I had about $15,000 from an insurance settlement, Michael put in another 5 or 6 grand from his 401(k), and my mom kicked in her savings.” With that seed money, they began construction on the hulls about five years ago near their home in Butte County. Then three years ago they trailered the two massive amas to Loch Lomond, where harbormaster Pat Lopez had agreed to let them build. “This is actually the only (privately owned) place in Northern California that has a ramp wide enough to launch us,” James explains. They did it via a massive mobile home trailer. “The marina has been very generous with us.”

Needless to say, as the bridge deck went on and the big cat slowly took shape, it became a curiosity not only to marina tenants, but to shoppers at the adjacent supermarket and residents of the neighborhood. “After we were on national TV," recalls Hot Rod, "everybody wanted to talk to us.”

You don’t need to spend much time with James to realize he’s an old-school innovator. A totally hands-on guy, he’s a mechanic by trade, with a deeply inquisitive nature that leads him to find work-arounds whenever his limited budget stands in the way of progress. He chose to build with construction-grade plywood and lumber, rather than marine ply and hardwoods. But he made sure every element was

continued on outside column of next sightings page
soaked in epoxy, and layered with extra-heavy fiberglass cloth. When he saw the price of marine-grade running lights and chainplates, he and Michael built their own. With no means of buying custom-built masts he adapted what he could find inexpensively. And he found that all sorts of discarded gear could be utilized simply by applying some ingenuity. For example, the big yellow cat is equipped with a decades-old commercial-grade radar with a six-foot array; an old but reliable GPS; passive water heaters adapted from pool-heating panels; two 750-gallon/day watermakers run off a pressure-washer pump; a 1932 searchlight with a hand-blown 400-watt bulb; and a compass from the sister ship of the Exxon Valdez.

“`My buddies said we ought to go out and do some sea trials. But I said, ‘I’ll do my trials on the way to LA,’” where he plans to cash in some used sails at Minney’s before heading offshore.

“We’re just going to go get a life,” explains Hot Rod. “You know, try to relax and enjoy the lifestyle of boating. It’s not all about business all the time. It’s about living on the water, watching the sunset and not about chasing a buck every day.”

Before setting sail, they still need some basics like cleats, blocks and stanchions, so if you can help, give Hot Rod a call at (530) 680-4351. We wish him, Michael and Grandma Carol the best of luck.

— andy

**one particular harbor: aquatic park**

Jimmy Buffett sings of “that one particular harbor” and it’s true, we all have a special place that we return to over and over again. We had sailed San Francisco Bay since the mid-’90s and had never ventured into Aquatic Park until last winter. What we found there won us over.

We entered the cove cautiously on our Flying Dutchman Nataraja, keeping a sharp eye out for swimmers, and even on that cold afternoon there were a few hardy souls out. Once the anchor was set, we sat back and took in our panoramic view that included the Balclutha and several other historical vessels along the Hyde Street Pier, Ghirardelli Square, the Golden Gate Bridge and Alcatraz.

The sounds from shore drifted out across the water — music from the bars, the barking of the sea lions from Pier 39 and the sound of the waves breaking on the beach. Once the sun set, the City lit up and took our breath away. It was absolutely magical!

The next morning, we landed our kayak on the beach by the Maritime Park where we met Jeff Morris, the harbormaster for Aquatic Park. He asked that we fill out a short permit and then gave us the rules and regulations for anchoring in the cove:

- Only non-motorized boats and sailboats (motors okay).
- Boats over 40 feet or 8-ft draft require pre-approval (415-859-6807).
- Permits required for overnighting; five-day anchoring limit.
- Outboards must be 5 hp or less; must be used only for transport to and from shore.

We’ve now spent a number of weekends there and every time we find something new to explore. The Hyde Street Pier is part of the Maritime Historic Park and is worth a visit. A walk along the beach leads to the Maritime Museum, another place that shouldn’t be missed. Fisherman’s Wharf, Pier 39 and Aquarium of the Bay also beckon. A stop at Boudin Bakery for some sourdough is a must, and be sure to check out the display bakery and museum, too. When in season, live crabs are available at the fish market on Jefferson. We happened to be there just before Christmas so we did some shopping, enjoyed all the decorations and ate lots of Ghirardelli chocolate samples.

It was very cold over New Year’s and we ran out of diesel for our heater. How cold was it? It was so cold there was frost on the deck! But not to worry, there is a fuel dock in the commercial harbor. Imagine

— JULE FORCH

**seachoice nav light**

It’s not a recall, but the Coast Guard has issued a Marine Safety Alert for an LED “navigation” light that’s being marketed to mariners. According to the alert, the Seachoice Products LED Classic Navigation Light, SCP #03201 does not meet any navigational lighting requirements.

“Masthead lighting requires an arc of 225 degrees visibility and stern lighting requires an arc of 135 degrees visibility, for a total range of 360 degrees visibility,” notes the alert. The Seachoice light has
not a good choice

an arc of 180 degrees, so is not applicable to any requirement.

The light is available all over the internet, including at several online marine retailers. Boaters who have this light installed, either as a masthead or stern light, should remove it, replace it with a proper light, and return it to the retailer. Note that only the #03201 light is the subject of the alert. Read more at www.marineinvestigations.us.

— ladonna

aquatic park — cont’d

the look on the attendant’s face when my husband Eric showed up in a kayak with a diesel jug.

New Year’s Eve in the cove was full of activity. We were treated to a fabulous fireworks display that night and then had front row seats the next morning for the Alcatraz Swim, when about 100 swimmers braved the frigid waters.

Aquatic Park has something for everyone. If you are looking for a lovely spot to stop for lunch or special place to spend a weekend on the hook, this is the place.

For more information go to www.nps.gov/safr/planyourvisit/aquaticparkcove.htm.

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

After a hard-fought battle, Ingwe did indeed triumph in her class, beating such formidable MMR regulars as Dee and Dean Lozier’s Unda and Bob Rodgers’ Sunda. Skipper Roy was ecstatic about her first win with the boat — despite Jay’s troubled mood as he went ashore for the post-race party at the Encinal YC — an event almost as legendary as the regatta itself.

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

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

With sunny skies and a fair breeze on most of the course, conditions were generally ideal. But there were some light spots. A few boats even had to anchor at Southampton Shoals to keep from losing ground in the ebb, while a half-hour later they were screaming to the finish.

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

Few regattas on the Bay can claim the Master Mariners’ heritage. The first race was run in 1896 with real working ships competing, and the proceeds went to widows and orphans of sailors who’d been injured or lost at sea. The boats were sponsored, as they are to this day. And competition was often fierce. Despite a few lapses over the years, the regatta is still going strong. And while this year’s turnout may have been a bit smaller than previous fleets, it’s still one of the largest wooden and classic boat fleets in the country.

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

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

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

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

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

As the name implies, the largest boats are in the Big Schooner division. Each year the schooners Seaward, Alma, Gaslight and Freda B sail hard and last to try take home the prize. The scow schooner Alma, built in 1891, is owned and operated by National Park Service, and is the last working scow of her type. Her competition are all local charter boats: Billy Martinelli's replica scow schooner Gas Light, SF Bay Adventures' Freda B, and Seaward, which is owned by the Sausalito nonprofit Call of the Sea.

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

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

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

Another San Francisco Bay-centric one design class that's still very active is the Bird Boat (30 feet). Having raced continuously since their introduction here in 1922, they are the oldest one design
class on the West Coast. This year, Bill Claussen's Curieue beat James Joseph's Skyjark; with William Stuckey's Polly in third, not far behind.

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

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

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

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

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

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

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

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

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

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

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

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

the mighty Pursuit charging across eight minutes later.

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

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

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

— john ‘woody’ skoriak

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

Clockwise from upper left: ‘Bounty’ charges; ‘Sequester’ leads ‘Makani Kai’; Ron Mac-Annan shares tactics with helmsman Doug Finley on ‘Pursuit’; ‘Bolero’ looking sweet; a forest of woodies at EYC; ‘Spirit’ roars toward the finish; the Encinal docks were packed; ‘Random’ shows her winning form; ‘Kate II’s big chute drives her to victory.
Made in Santa Cruz Race Week came in like a lion and went out like a lamb. But the excitement built from the beginning, on Memorial Day weekend, to the end, on the first weekend of June.

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

Express 37 Regatta

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

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

Golden Moon won four out of five races. Brendan Busch’s Spy vs. Spy won the second race but had to sit out the last due to a crew injury, leaving Bartz Schneider’s Expeditious with the second-place spot on the podium. The other Express 37 sailors gave props to Jack Peurach’s Elan, the only one of them who had completed Friday’s even windier Spinnaker Cup to Monterey.

PHRF Regatta

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

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

Monday turned out quite different, as a weak low-pressure system dragged in some low clouds, a bit of drizzle, and much less wind. With a southerly shift, the left side of the course (closest to sea) paid off. “We were at the top of the window to high-tail it home to the Bay.

Monday turned out quite different, as a weak low-pressure system dragged in some low clouds, a bit of drizzle, and much less wind. With a southerly shift, the left side of the course (closest to sea) paid off. “We were at the top of the
had a great second race. We lit the boat up on the run." At 55, Crum was the youngest skipper in the PHRF regatta, which he won.

**Jester Regatta**

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

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

Morgan Larson had signed up to race, but was still rigging his new-to-him Moore 24 for the next day’s Nationals, so his mom Janie sailed the first two races, with Morgan taking over for the third. For all the grumbling about the uncomfortable little boats, the racers certainly seemed to be having a grand time sailing them.

**Concours d’Elegance**

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

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

**SC27 and Moore 24 Nationals**

The Santa Cruz 27 and Moore 24 National Championships capped off the week’s activities. Both designs would have taken the breeze-on conditions of the previous weekend in stride, but instead they got three days of light air with big direction changes. Matt Vecchione on the Moore 24 Paddy Wagon described Friday’s racing: “The first race was reasonable, but only really windy at the top of the last windward mark. We design. The Human-Powered division got two entries, Mark Pastick and Toby Goddard’s rowing dories. Both had been lovingly restored, but Mark’s boat, built by the 60-year old Aeolus Boats in Davenport, had been sunk for two years.

Sailboats Under 30 Feet received six entries: Grendel, Summertime, Pacific High, Cahoots (a 505), and the Moore 24s Rocket Science and More Uff Da, the latter of which got honorable mention for presentation. The division winner was Pacific High, whose lady skippers just happened to be hosting a cocktail party at the dock during judging. At 35, Pacific High was due for a facelift, and they had just finished restoring her fiberglass, gelcoat and nonskid. The judges decided that Best in Show didn’t have to go to one of the division winners, so they gave it to “the best sailboat in the world,” a 505 — Paul Tara’s Cahoots, built in 1985 by Larry Tuttle of Waterat Sailing Equipment.

Ron Moore brought pictures. "My husband is an artist," asserted his wife Martha.
were hiking hard and put up the #2 for the second race because we were 100 lbs light and we thought we needed it." The wind switched from a westerly to an easterly after the second Moore race. The SC27’s postponed, then sailed two races in the easterly.

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

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

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

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

Morgan Larson’s beautifully restored Moore 24 Bruzer is in Oregon, so he bought another boat, “which hasn’t raced in about a thousand years.” Second and third generations carrying on the Moore 24 tradition included Josselyn Verutti, who’ll start high school in the fall, sailing her late father Joel’s boat, Mercedes, and the even younger Lee Faro, skipper of Sora. His grandfather died and his non-sailing father has been struggling to keep the boat for Lee.

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

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

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

On Sunday, light southerly and northwest swells were messing with each other. The Moore 24s didn’t fare so well in the light wind and lumpy water. In the first race, Bill Erkelens’ **Eclipse** was pretty far ahead of everyone, headed for the leeward gates, which turned into the finish line when the race committee shortened the course. The other boats spotted trouble and jibed away, but Erkelens got stuck in a hole. Then the wind shut down and everyone pulled up and parked. In the search for more wind, the RC moved the course way out to sea before the second and last race. At their start, the Moore 24s had three general recalls — the third because the SC27s were coming down through the start line on their way to the finish line.

Back at SCYC, commodore Rob Schuyler welcomed the sailors who packed into the clubhouse. “The two greatest fleets ever were born here,” he proclaimed at the beginning of the awards ceremony. Joe Hagen and John Ross’ SCYC-based **Gotcha** won the 17-boat SC27 Nationals with Blake Davis, Ben Amen, A. Lehman, and Chris Winward onboard. “We had wide ranges of wind strength and direction each day,” reports Hagen, “making constant sail changes and correct course-side decisions necessary for staying competitive.” The SC27 bullets were spread among four boats. **Gotcha** had an OCS in Race 4 and had to come from dead last and finish third to stay in the hunt,” Hagen continued. **Hanalei**, a many-time past champion, finished just ahead of **Sumo**’s crew, which has been racing together for 30+ years and has an average age of 67! **Hanalei** had a courageous comeback after losing a halyard in Race 3. They performed an on-the-water jury rig to preserve their finish and their confidence. Ed Mabie’s beautiful **Yellow Belly** had not been raced in 15 years, and yet
Ed dazzled the fleet in Race 5 with a first around every mark and the bullet.”

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

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

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

MISCRW was as beloved as (most) of the boats it honored, but has it got legs? “We were really thinking that there would be more PHRF and big boats,” reflected event chair Gripenstraw. “so we will work harder to get them here next time. We’d like to combine MISCRW for the 50s, 52s and 70s with the Windjammers Race in 2014, with the return of all the MISC boats in 2015.”

— latitude/chris

EXPRESS 37 (5/25-26; 5r:0t)
1) Golden Moon, Kame Richards, 6 points; 2) Expeditious, Bartz Schneider, 16; 3) Spy vs. Spy, Brendan Busch, 17; 4) Stewball, Bob Harford, 18. (8 boats)

PHRF (5/26-27; 4r:0t)
1) Piñata, Olson 30, Jay Crum, 6 points; 2) Roller Coaster, SC50, Jack Gordon, 7; 3) Pacific High, SOB 30, Susie Snyder, 16. (4 boats)

JESTER (5/30; 3r:0t)
1) Yummy Mommy!, Chris Watts, 8 points; 2) Tequila OJ, Mike Holt, 9; 3) Drunken Clam, Ian Klitzka, 11; 4) Egg, Paul Tara, 11; 5) Smeg, Dennis Bassano, 16. (16 boats)

SANTA CRUZ 27 NATIONALS (5/31-6/2; 7r:1t)
1) Gotcha, Joe Hagen/John Ross, 10 points; 2) Hanalei, Rob Schuyler, 17; 3) Sumo, Henry Cassady/Jim Livingston, 20; 4) Wild RuMPUs!, Stephanie Schwenk, 24; 5) Yellow Belly, Edwin Mabie, 30; 6) Giant Slayer, David Garman, 36; 7) California Zephyr, Ron Boehm, 43; 8) Jersey Girl, Peter Woodhouse/Geoff Boraston, 47. (17 boats)

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

More at www.madeinsantacruzraceweek.com

PIER 39 is the sensational setting for our 300 berth marina on San Francisco’s famous waterfront near Fisherman’s Wharf.

Panoramic views of San Francisco Bay provide front row viewing for many popular events such as July 4th, Fleet Week and America’s Cup racing.

Whether you join us for an overnight visit or permanent docking, the sumptuous dining, endless entertainment and fun specialty shops that are moments away from your boat will make it memorable.

Go to our website to see all that we offer:
www.pier39marina.com
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BOATER GUIDE TO
SAN FRANCISCO BAY

PREPARED BY

ATTENTION:
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NOT FOR
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PURPOSES

EELGRASS LOCATION
RACE AREA
TRANSIT ZONE
NON-MOTORIZED VESSELS ONLY
(UNDER 20')

NPS WILDLIFE PROTECTION AREA
(CLOSED TO BOATING)

VIEWING AREA

AMERICA'S CUP VILLAGE
AT MARINA GREEN

AMERICA'S CUP PARK
AT PIER 27/29

TEAM BASES
AT PIER 50/52

America's Cup Park at Pier 27/29
America's Cup Village at Marina Green
SAFE BOATING INFORMATION

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

Operating Restrictions

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

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

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

Protected Areas

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

Who to call

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

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

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

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

Invasive Species Control
Clean before you come & Clean before you go.

Hull fouling degrades sailing performance, increases fuel consumption, and can damage your systems and equipment. Introduced by visiting boats, invasive species can spread throughout the Bay, where they foul structures, displace native plants and animals, threaten public health, and upset the local ecology. Please make sure invasive marine pests are not part of this event by doing the following:

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

Marine Mammal & Seabird Protection

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

CLEAN BOATING PRACTICES

You too can be part of the solution. Pledge to clean your vessel and take the following actions and get a special AC34 Clean Boater Flag at http://www.americascup.com/boater-pledge.

- Implement Invasive Species Control Measures
- Prevent illegal dumping of any raw sewage or garbage overboard in the Bay, including plastics, solid, biological or hazardous wastes, fishing line, cans or bottles, cigarette butts, cleaning or maintenance products. Take advantage of shore-side facilities to properly dispose of your trash and recycle plastic, glass, metal, and paper. Use the attached San Francisco Bay Area Clean Boating Map to locate sewage pumpouts or mobile-pumpout services to properly dispose of raw sewage.
- Use cleaners that are water-based, biodegradable, phosphate-free and labeled as less toxic. Check out these less toxic cleaning alternatives for all types of uses: www.coastal.ca.gov/ccbn/lesstoxic.html
- Prevent pollutants from entering the Bay by practicing preventative engine maintenance, using oil absorbents and recycling used oil and filters. Dispose of used oil absorbents as hazardous waste at a marina or household hazardous waste collection center. For locations please check the attached San Francisco Clean Boating Map. A list of Certified Used Oil Collection Centers can be found at: http://www.calrecycle.ca.gov
- Do not transport live bait. Properly dispose of residual fishing bait in trash receptacles. Drain all live wells before departure.

Other helpful clean boating links include:

FOR MORE INFORMATION

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


Thank you for doing your part to make the 34th America’s Cup in San Francisco a safe and clean international sporting event. We’ll see you at the regatta!
Ever since 1851, when the narrow bow entry of the schooner America raised eyebrows among British competitors, extreme design innovations have always been an inherent part of America’s Cup competitions. But never before have innovations been more radical than in this, the 34th edition of the quest for the Auld Mug. Thanks to the recent addition of daggerboard foils — supposedly due to a loophole in the current ‘box rule’ — the AC72s that you’ll see practicing and racing in the Central Bay this summer will not only be blasting along at phenomenal speeds, but they will literally be flying above the surface.

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

As if those characteristics aren’t special enough, there has rarely been an AC venue that promises winds as consistently strong as the Bay’s, accompanied by strong tidal currents. And there has never before been a race venue more accessible to shoreside viewing. As a result, a huge turnout of both diehard sailors and non-sailing sports fans is expected to line the shoreline from Crissy Field to North Beach, especially during the America’s Cup Finals in September. As an indicator of the potential turnout, at last summer’s ‘warm-up’ event, the America’s Cup World Series, it was estimated that more spectators lined the shoreline than have ever before witnessed a sailing event. This year, considering the edgy nature of the larger, faser AC72s, coupled with the Bay’s inherently challenging conditions, AC34 should be one heck of a show, with a huge fan base to share in the thrills of lightning-fast action.

Unless you’ve been hibernating under a fishing dory on some lonely beach, however, you know that this edition of the Cup has not been without controversy thus far. But then, if there’s one thing the America’s Cup is known for — beyond design innovations and gutsy performances by the world’s top sailors — it’s controversy.

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

Much of that list specified the enhancement of personal safety gear, such as body armor and crew-locator devices, and support services such as defibrillators, paramedics and fully rigged divers on each crash boat — none of which any team was likely to quibble with. But as we went to press, the three challenging teams (Emirates Team New Zealand, Luna Rossa Challenge, Artemis Racing) and the defender (Oracle Team USA) were still reportedly deadlocked about the issue of rudder elevators, loosely analagous to the flap-like “elevators” on the back of an airplane that help control stability — in this case while the AC72s are foiling. According to some news sources, ETNZ and LRC don’t like the rule, possibly because they’ve found methods of controlling their boats without them.

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

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

The July 4 Opening Ceremonies at the AC Park on Piers 27/29 will undoubtedly be big fun, and the summer’s one and only AC72 fleet race is scheduled for July 5. It’s been on and off the schedules, but at this writing it’s a go, so we highly recommend you make plans to witness the action in person. We think most spectators would agree that fleet races during last summer’s AC World Series were much more thrilling than the match racing.

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

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

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

**Artemis Racing**

**Iain Percy** (GBR). Artemis’ sailing team director/tactician, is an Olympic medalist who won gold in the Finn class in 2000 (Sydney), and silver in the Star in 2012 (Weymouth). His first America’s Cup stint was with +39 campaigning for the 2007 Cup. When asked where he thinks his career may have taken him if he hadn’t become a professional sailor, the talented Brit says, “I think I used to say train driver... but seriously, if I had not been a professional sailor I would have liked to still work within the sport I love. It would be nice to think I would have been a producer of dinghies or rigs; I have always found the technical side of the sport a fascinating, never-ending challenge.”

**Nathan Outteridge** (AUS). The youngest helmsman in the 34th America’s Cup, at 26, Outteridge is racing in his first America’s Cup. It’s not been the easiest of times for the five-time world champion (four in the 49er and one in the Moth) and winner of Olympic gold in the 49er in 2012. He was steering Artemis’ AC72 ‘Big Red’ when it capsized in May — widely considered to be the result of structural issues — resulting in the death of crew member Andrew Simpson. Sailing alongside the ‘old’ guys like Paul Cayard and Loïck Peyron has its benefits, he says. “It’s been a great opportunity to gain knowledge from the experienced guys on our team like Paul and Loïc. Both have achieved many things throughout their careers and I’m really enjoying learning about big boat campaigns from them.”

**Loïck Peyron** (FRA). This Artemis helmsman, has played a key role over the past two years in bringing the team up to speed in high-performance multihulls, which is, of course, his area of expertise. Peyron’s accolades include winning the Jules Verne Trophy and the ORMA World Championship five times, as well as the Barcelona World Race in 2011. He was co-skipper of Alinghi’s giant cat in the 33rd America’s Cup. Peyron’s good nature and ever-ready smile are assets to any of his endeavors, whether in extreme racing or short-course Cup racing. He’s just as happy setting records sailing around the world or racing in the America’s Cup. “I have the chance to be effective in a wide spectrum in this sport. I love to learn something new every day.”

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

**Luna Rossa Challenge**

**Max Sirena** (ITA). Sirena sailed with Luna Rossa in ’00, ’03, and ’07 as second boomman. In his new role as skipper, Sirena explains, “I’ve grown my role from inside of the team, so for me it’s always a learning process. I always tell the team, ‘I need feedback from you guys, and if you have a comment (about) how I can improve the way I work, let me know.’” The 41-year-old has his work cut out for him managing a relatively
Before coming to the Bay, Luna Rossa Challenge trained against ETNZ in Auckland. Their boats are very similar in design.

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

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

Chris Draper (GBR). High-performance skiff sailor (winning bronze in Athens in ‘04 and world championship titles in ‘03 and ‘06 in the 49er), helmsman Chris Draper benefitted from his experience helming in the Extreme Series before being hired away to join two Cup teams in the past two years. He initially sailed in the America’s Cup World Series for Team Korea before being hired by Luna Rossa in 2012. Draper says he’s working “super hard” to learn all he can about San Francisco Bay. “I’m working as closely as possible with the designers and other sailors to develop the boat as much as possible in the time available. I’ll also be cultivating the biggest nuts in the fleet; so when crunch time comes we’ll be the ones sending it the hardest!”

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

Emirates Team New Zealand

Dean Barker (NZL). If there’s one AC sailor who desperately needs an America’s Cup win, it’s Kiwi helmsman Dean Barker. He was maddeningly close to success in the 2007 America’s Cup in Valencia, Spain, skipping his team to a Louis Vuitton Cup win only to go up against archrival Alinghi for the final match. Barker cut his teeth as a kid in Optis and P Class boats in Auckland before moving onto 470s and Lasers, a long way from the wild challenges of the AC72. Nonetheless, Barker thinks that racing in a development boat is the right thing in the Cup, noting, “It’s always been a design race.”

Adam Beashel (AUS). The Kiwis claim they’ll institute a strict nationality rule should they win AC 34. In the meantime they’re seemingly content with the skills that Australian strategist Adam Beashel, a former 49er sailor, brings to the team. Sailing’s always been a family thing for Beashel whose dad Ken crewed on Australia II when it snatched the Cup away from the US exactly 30 years ago. Brother Colin sailed six Olympics between 1984 and 2004, winning bronze in 1996. Beashel is married to former US Olympic windsurfer Lance Butler.

Ray Davies (NZL). Multi-talented Ray Davies has long been in demand on the international racing circuit, well-reputed for his helming and skills as a tactician, including his efforts as a helmsman on the winning Illbruck in 2001.

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

THE CUP TAKES FLIGHT

TIPS FOR SHORESIDE VIEWING

1) Watching from the shoreline anywhere between Crissy Field and Pier 29 should be thrilling and fun, but there’s no vantage point that will allow you to see the whole course.

2) Take Stan Honey’s advice and bring along your iPad so you can keep pace with the action via streaming once the boats are out of your sight lines.

3) Wherever you choose to watch from, set up early — races only last 20 minutes, so you can’t afford to be late — bring water, snacks and sun protection.

4) Panasonic is providing five large LED video boards and 86 flat-panel screens that will be placed throughout the AC Village (below) on the Marina Green, and at the America’s Cup Park at Piers 27/29.

5) Take public transportation or bike in, as parking will be more insane than ever.

6) If you easily tire of standing, consider buying a bleacher seat via www.americascup.com
the 2001-02 Volvo Ocean Race. Davies, who is a long-time buddy of Barker’s, has been sailing on the back of the Kiwi boat calling tactics since 2007. Like Barker, Davies is also ripe for a Cup win this time around but fully understands the challenges ahead. “You can only hope for a competitive boat and try and do the job. It would be very easy to be left behind,” he recently said.

Also on board ETNZ is Rob Waddell, a grinder who started sailing for ETNZ during the 2003 defense, augmenting a career in single sculls where he was twice world champion, and 2000 Olympic gold medallist. Bowman Jeremy Lomas sailed the 1997-98 Whitbread with Grant Dalton and since then has done three America’s Cup campaigns with New Zealand teams. Grinder Tony ‘Trac’ Ray recently celebrated 25 years on Kiwi America’s Cup teams, first joining in 1987 for the Fremantle challenge.

**Team Oracle Racing**

**Jimmy Spithill** (AUS). It’s in the way he walks, it’s in the way he talks. The famed helmsman/skipper is one confident, no-BS kind of guy, probably due to his Aussie sensibilities. He’s single-minded when it comes to competition, whether it be on a sailboat or SUP, and he’s primed to win the first America’s Cup ever raced in a 72-foot multihull. His racing pedigree is the America’s Cup, having honed his skills since the young age of 19, across four teams since 2000: Young Australia, OneWorld, Luna Rossa, and Oracle Racing. For Jimmy, his wife and two young sons, “home” has been a moving target, from Spain, to New Zealand, and now the US. “It’s a tough lifestyle but I tell you what, I just love it!” Spithill says with a grin.

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

**INSIDER’S INSIGHTS ON BOATS, SAFETY & THE PENALTY SCHEME**

**Finer Points of AC72s**

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

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

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

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

ETNZ and Luna Rossa have their grinders facing across the boat, sometimes kneeling to reduce windage. Their layout makes it easier for the crew to move across the boat during a manuever, while OTUSA’s layout is better aerodynamically and is probably safer. Remember that no one was badly hurt during Oracle’s capsize last October.

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

**Foils and foiling** — All of the teams have experimented with different-shaped daggerboards. The objective is to provide lift for hydrofoiling downwind without adding too much drag when the boats sail upwind in displacement mode. Each team is allowed ten daggerboards. All the teams have been testing various shapes for their daggerboards, often testing a different shape in each hull. To lift the boat completely out of the water the daggerboards have a “winglet” (or “elevator” as an aeronautical engineer would say).

ETNZ started with S-foils but has recently been using a gentle C-curve. Luna Rossa has experimented with S-foils, C-foils and straight, or L-foils. When the racing starts we will see who has got the design right. And we will see who has mastered doing a gybe while staying up on their foils during a race. ETNZ has shown they can do it in practice.
THE CUP TAKES FLIGHT

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

— michelle slade

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

John Kostecki, QTUSA
(GBR). Perusing Ainslie's list of sailing accolades is so overwhelming that one wonders how the heck Sir Ben (he was awarded knighthood by Queen Elizabeth II in the 2012 New Year Honours List) managed to sail his way to so many victories — including five Olympic medals — in just 36 years. Transitioning to Cup competition has meant a move to a completely different style of sailing for the British Olympian, yet he says the basics remain the same. "What I've learned in small boats is just about hours on the water and trying to become good at making decisions about what's working and what's not. It's the same as what we're doing with the 72s as we develop these boats as quickly as possible."

Penalties & Protests

In addition to penalties following protests, penalties are also generated if a boat goes past the blue penalty light on the stern of the boat that protested. Simultaneously, umpires see that a protest has been made.

Last summer at the AC World Series on the Bay we saw an example of how it works in the match race final between Coutts (USC) and Spithill (USS). Coutts protested Spithill for taking room at the mark when Spithill had no rights to do so. The umpires penalized Spithill, signalled by the blue penalty light on the stern of Spithill's boat.

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

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

A more complex example was when Luna Rossa crashed into New Zealand in Naples in April. For a complete explanation, including why New Zealand was penalized and why their penalty was increased, see this site: www.cupexperience.com/blog/2013/4/new-zealand-luna-rossa-crash-penalty-in-naples

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

— jack griffin

to become one of the world’s top tacticians. "You really have to be your own. We weren’t wealthy growing up so it was always hard for me to get decent equipment — the gear held me back so I had to make up for it in other ways," Kostecki laughs. "That’s probably how I learned to become a smarter sailor." Ben Ainslie (GBR). Perusing Ainslie’s list of sailing accolades is so overwhelming that one wonders how the heck Sir Ben (he was awarded knighthood by Queen Elizabeth II in the 2012 New Year Honours List) managed to sail his way to so many victories — including five Olympic medals — in just 36 years. Transitioning to Cup competition has meant a move to a completely different style of sailing for the British Olympian, yet he says the basics remain the same. "What I’ve learned in small boats is just about hours on the water and trying to become good at making decisions about what’s working and what’s not. It’s the same as what we’re doing with the 72s as we develop these boats as quickly as possible."

Penalties & Protests

In addition to penalties following protests, penalties are also generated if a boat goes past the blue penalty light on the stern of the boat that protested. Simultaneously, umpires see that a protest has been made.

Last summer at the AC World Series on the Bay we saw an example of how it works in the match race final between Coutts (USC) and Spithill (USS). Coutts protested Spithill for taking room at the mark when Spithill had no rights to do so. The umpires penalized Spithill, signalled by the blue penalty light on the stern of Spithill’s boat.

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

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

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

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

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

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

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

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

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

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

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

### Division 1

This year’s premier Division 1 has some of the most impressive boats the race has seen in years. Syd Fischer’s custom 100-footer Ragamuffin 100 traveled from Australia to take on Alfa Romeo’s four-year old TransPac record of 5d, 14h. Will they succeed? Alfa Romeo’s record is by no means soft. If the wind blows, Ragamuffin has a shot, but it’s not a shoo-in.

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

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

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

### Division 2

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

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

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

Division 8

The ‘cruiser’ division in this year’s TransPac has some great historical entries, including Bay Area icon Dorade. Matt Brooks’ classic S&S 52 yawl won the TransPac in 1936 and is back in 2013 after an extensive refit. In March, she won the Cabo Race’s PHRF division on corrected time, by nearly seven hours. Dorade is anything but fast, but with a rockstar crew that knows how to sail her to her potential, she should correct out well. And she’s not bad looking, either!

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

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

Multihull

There are two multihulls this year, and they’re both on the bleeding edge of cool, albeit in very different ways. First up is the turboed and lengthened ORMA 60 Lending Club (aka Tritium), skippered by John Sangmeister. The 73-ft trimaran was previously owned by Artemis Racing as an AC72 wingsail development platform and is attempting to break Bruno Peyron’s 16-year-old TransPac record of 5d, 9h set on the 86-ft catamaran Explorer.

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

Just a tick slower, but equally as cool is Lloyd Thornburg’s Gunboat 66 Phaedo. The all-carbon ultra-high performance cruising cat is loaded with pros and has been campaigned aggressively in many of the world’s premier regattas including the Fastnet Race, Transatlantic, Caribbean 600 and now the TransPac. Author’s Picks: Final ratings haven’t been published as of this writing, but I would expect Phaedo to have a more realistic rating to sail to than Lending Club.


— Ronnie Simpson

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

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

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

What do I Need to Cruise with HF SSB?

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

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

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

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

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

As an added plus, Hams also have access to a free email system called Winlink. This service is provided by shore-based Hams at no cost to the cruisers. Each year more than 50 North American cruisers take the Ham tests here in Mexico so they may join the Ham nets.

Hardware — The best solution for an HF SSB radio is a marine radio capable of digital selective calling (DSC). At this time only Icom and SEA systems provide that class of radios. The Icom IC M802 seems to have taken over the cruising market. As a result, the M802 is the example HF SSB used for this article. Some boats do come to Mexico with older versions of Icom marine radios. The older, less-capable, radios will still work, but the advantage of having a DSC-capable radio will become clear if you get into trouble while at sea.

The red distress button on an HF SSB radio will send out a distress call automatically for thousands of miles, and let you talk directly to responding search and rescue (SAR) teams. DSC calls are also monitored by every 300-ton-and-greater vessel at sea, so help could be just over the horizon.

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

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

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

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

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

- do not include the International Telecommunication Union (ITU) marine channels.
- only have 100 user-programmable channels vs. Marine 160 channels.
- are 100-watts radios vs. 150 watts that is standard for marine radios.
- are much harder to operate with more required adjustments.
- are frequently not compatible with other marine products and require work-arounds or special wiring instead of plug and play installations.
- must be illegally modified in order to use on the marine band frequencies.
- are not designed for the at-sea environment, and as a result may fail when you most need them.

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

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

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

**Getting the Marine License**

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

As mentioned earlier, it is only one license for all equipment (VHF radio, radar, EPIRB, AIS Transmitter, and HF SSB radio for operation on Marine band frequencies).

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

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

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

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

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

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

Next, you will need to apply for a restricted operator permit. There is no test.
to pass to obtain this license. This is just another government form that you can fill out online. The restricted operator permit costs $60, is valid for a lifetime, and may also be paid by credit card.

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

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

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

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

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

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

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

- www.elham.net/exams/
- www.qrz.com/hf/
- http://a9pnu.com/

See also, the Ham online training and testing at:
- www.hamradiolicenseexam.com/index.html

Preparing Your Radio for Mexico and Beyond

Nets — On the Communications page of my website is a detailed net schedule list in Excel. See: www.made-simplefor-cruisers.com/communications

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

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

Posed on my Communications page is a downloadable better solution for Mexican Cruiser. See:

www.made-simplefor-cruisers.com/communications

To keep it simple, I program emergency channels from channels 1-20:

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

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

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

— terry l sparks
BAJA HA-HA XX

www.baja-haha.com

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BAJA HA-HA MELTING POT

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

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

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

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

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

**IS THE PACIFIC PUDDLE JUMP IN YOUR FUTURE?**

For many cruisers, the next logical step after cruising Mexican waters for a season or more is to hang a right and head west into the Pacific. We call that annual springtime migration the Pacific Puddle Jump, and report on it heavily in the pages of Latitude 38. Making that 3,000-mile passage is one of the most thrilling accomplishments in the realm of sailing. Learn more about it at www.pacificpuddlejump.com.
IMPORTANT DATES

Sep. 4 — Mexico-Only Crew List Party at Encinal YC, 6-9 pm. Preceded by Mexico Cruising Seminar, 4:30 - 6 pm

Sep. 15 — Entry deadline (midnight).

Oct. 19 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

Oct. 26 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.

Oct. 27, 11 am — Skipper’s meeting, West Marine, San Diego. Skippers only please.

Oct. 27, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

Oct. 28, 10 am — S.D. Harbor Ha-Ha Parade.

Oct. 28, 11 am — Start of Leg 1

Nov. 2, 8 am — Start of Leg 2

Nov. 6, 7 am — Start of Leg 3

Nov. 8 — Cabo Beach Party

Nov. 10 — Awards presentations hosted by the Cabo Marina.

Nov. 20, 4-7 pm — La Paz Beach Party. Mexican folk dancing, live music, & more.

See www.baja-haha.com for a list of additional seminars and special events held by our event sponsors.
"Lee!" I shouted up to the small figure dangling from a bosun’s chair up above my second spreaders. "What are you doing up there?"

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

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

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

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

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

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

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

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

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

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

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

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

"A what?"

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

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

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

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

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

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

She took the gadget back from me, then adjusted the loops at either end so the rods hung with the windward rod a little higher, to get the right angle of attack. If the wind blew horizontally, I could see that it would be a pretty fair simulation of drag on my standing rigging.

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

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

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

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

"Okay, now try 90 degrees."

"That’s not a meaningful test of anything," Lee protested. "We don’t really care about wind drag on the rigging with the wind abeam."
But she set up the experiment anyway. And much to my mainsheet trimmer’s delight, the result was reversed. Now the three rods that were tangent had more drag than the three rods that were spaced two diameters apart.

“That means there must be an intermediate angle where they exactly balance,” observed Lee’s friend.

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

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

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

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

“So, Lee,” I asked hopefully. “Does this mean we’ll be pointing five degrees higher?”

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

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

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

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

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

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

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

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

“You’re forgetting induced drag,” noted the mainsheet trimmer.

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

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

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

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

“Getting rid of as much parasitic drag as possible must be number one,” the mainsheet trimmer guessed. “Tape the shrouds, and use thinner strings wherever they are exposed to the breeze. For
example the forward lifeline lacings.

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

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

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

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

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

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

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

“No way,” said Lee. “Just a few chafe points we want to protect.” — max ebb
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June Invitational & YRA 2
By all accounts, June 8 was a doozy for Bay sailors. While a group of more than 150 boats enjoyed relatively mild winds on their way upriver during the Delta Ditch Run (see page 120 for that report), several fleets were left to deal with truly nuking conditions on the Bay.

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

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

All of this on one leg of the course!

Over at Knox, Sausalito YC set up for the YRA 2 races. “It started out as a normal June day, with west winds, a flood current and a forecast of 20-25 knots,” says SYC’s Ray Kuhn Grenier. “We got off four starts, sending the larger fleets to Pt. Bonita, then #8 to finish, while the Santana 22s went to Yellow Bluff and the leeward mark twice before finishing.”

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

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

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

— latitude / ladonna

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

**June Invitational & YRA 2**

**Spinnaker Cup**

The Spinnaker Cup is one of the great offshore races in California that takes sailors from the San Francisco YC start-line to the finish at Monterey Peninsula YC. It’s the annual Memorial Day classic, where it’s almost always sunny with nuking breeze, high-speed downwind surfing runs and late-night adrenaline, followed by alcohol-fueled storytelling with your mates in a quaint yacht club bar in Monterey. And this year’s edition, held May 24, was a classic. The course record fell, there was carnage all over the race course, and it was another one of those days that sailors will be talking about for years.

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

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

Right from the start, Meanie was on their game, winning the start. They immediately tacked to port to begin playing the Marin shoreline to minimize the effects of the incoming current. The rest of the fleet followed, including Invisible Hand, which took the lead but couldn’t
pull away. On the beat out to the offshore turning mark, it was Invisible Hand. Meanie, Chip Megeath’s R/P 45 Criminal Mischief and Andy Costello’s J/125 Double Trouble.

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

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

Behind the newer, faster boats was a vintage collection of Santa Cruz hardware, which added to the classic nature of this race. Three Santa Cruz 50s (Hana Ho. Roller Coaster and Deception) and a 52 (Lucky Duck) made it down, with Made in Santa Cruz Race Week beginning the following day (see page 88 for a full report on that terrific event). Double Trouble wasn’t the only carbon J/boat to grab headlines during the Spinnaker Cup. Trig Liljestrand’s J/90 Ragtime dismasted 12 miles from the finish and still managed to finish fifth out of eight in their class! An incredible accomplishment for the dismasted boat, which won the coveted Best Half-Mast Finish award. Small boats are always sentimental favorites in long ocean races, and in this one it was Pete Trachy’s Moore 24 White Trash, which surfed its way to a hard-fought class win, taking it by just seven minutes.

If you haven’t sailed in the Spinnaker Cup, you’re missing out. Whether you’re an avid racer or just a sailor who yearns for adventure and a mini-cruise to kick off summer, the Spinnaker Cup is a must-do race for any Bay Area or Monterey Bay sailor.

— ronnie simpson

SFYC/MPYC SPINNAKER CUP (5/24)

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

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

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

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

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

Complete results at www.mpyc.org

Duxship Race

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

Chip Megeath’s R/P 45 Criminal Mischief was the fastest-rated boat in the fleet and left little doubt about it. Nearly becalmed past Pt. Bonita, the fleet com
pressed a bit as Criminal flopped around in a lumpy sea state left over from a front that had passed through the night before. Many boats changed to larger headsails, and most boats were able to carry them all the way to the Duxbury Reef Buoy.

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

Next across the line was Mark Howe’s Farr 36 War Pony, which smoked to the finish in just 4h, 13m. In a growing and intensely competitive shorthanded division, Dylan Benjamin’s always-fast Bay Area-built Dogpatch 26 Moonshine took a well-earned win in this little plywood hard-chined giant slayer.

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

Delta Ditch Run

There’s no other race quite like the Delta Ditch Run. Where else can you find 150+ boats ranging from sportboats to skiffs to keelboats to catamarans, all duking it out in close quarters on a winding river? The craziness and quirkiness that is the Ditch Run is something that must be seen to be believed. And this year’s, on June 8, was one for the record books.

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

Of the 13 mostly large and competitive fleets, two of the coolest classes in this year’s Ditch Run were the Moore 24s and Express 27s, both of which boasted huge one-design starts. In the Express 27 fleet, Will Paxton and his venerable Motorcycle Irene romped to a convincing victory of more than six minutes while the next three boats spanned just a minute. The 24-boat Moore 24 fleet was won by class stalwart Bill Erkelens and his always well sailed Eclipse. The top nine Moors were
separated by just 10 minutes. Not bad for an eight-hour race!

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

Carnage was considerably less than in last year’s Ditch Run. Notable exceptions included the Express 27 Expressway, which motored into Stockton minus a mast. Two catamarans capsized and couldn’t be righted, including Paul Galve’s zebra-striped F18 Le Zebra, which was pulled ashore at a local boat ramp just as one of the hulls was almost completely full of water and sinking. After a raging party at the Stockton Sailing Club, the local sailing community was stunned and saddened to learn of the passing of Santa Cruz sailor Noe Goodman, who had raced on Ray Lotto’s Express 27 El Raton. According to several reports, friends didn’t realize the 28-year-old was missing until Sunday morning, at which point they began searching in earnest. Police were called and the waters of Stockton SC searched by divers. Goodman’s body was found near his parents’ boat, submerged in about 10 feet of water.

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

— ronnie simpson

RYC/SSC DELTA DITCH RUN (6/8)

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

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

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

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

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

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

SPORT 1 — 1) Viva, Melges 24, Don Jesseberg; 2) JetStream, J59000, Daniel Alvarez; 3) Smokin’, Melges 24, Kevin Clark. (10 boats)

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

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

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

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

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

MULTI TEXEL — 1) Hobbedehoy, Inter 20, Brian Ganz; 2) Rocket 86, Spruit D-cat, Ian Klitza; 3) Shadow, M&M Prosail 40, Peter Stoneberg. (7 boats)

Complete results at www.stocktonsnc.org
Full Crew Farallones Race  
On June 15, in the first running of the event since last year’s Low Speed Chase tragedy, the OYRA Full Crew Farallones Race offered the fleet of 33 boats Champagne sailing around the Rockpile under overcast skies.

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

In the Hand’s wake was Chip Megheath’s J/125 Double Trouble. On the way to the islands, DT stayed higher on the course while Criminal tacked to starboard earlier. As the breeze gradually lifted, Criminal was able to point at the island while Costello’s crew had height and cranked off for speed. Double Trouble was showing some serious upwind legs.

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

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

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

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

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

— ronnie simpson

Coastal Cup

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

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

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

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

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

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

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

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

— latitude/chris

Clippers Racing 2013-14

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

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

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

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

Pacific Offshore Academy
June 23rd and October 19th

One More SC 27 to Make a Class
A Front Row Perspective Without the Stress of Boat-Handling

Needless to say, the hottest topic among Northern California Sailors this summer is the America’s Cup and its related events. After decades of failed attempts to bring the Auld Mug to the Bay, it’s almost hard to believe a San Francisco-based team — Oracle Team USA — will be defending their title right here in our own watery playground. But it’s true — and having AC 34 on the Bay is definitely something to crow about.

As you’ve often heard by now, never before has an AC race been more accessible from shoreside spectators. But being sailors themselves, Latitude readers will likely be tempted to watch from the water instead. If you choose to bring your own boat, we wish you the best of luck in finding a descent spot to hover or anchor. But before you commit to doing that, we’d like to introduce an alternate idea: book a ride aboard one of a select group of Bay Area crewed charter yachts that have secured special status to moor inside a specially designated zone right next to the course boundaries — and inside the sure-to-be chaotic scramble of pleasure craft vying for a look at the ultra-fast action.

With that introduction, let us introduce you to this ‘specially privilidged’ fleet:

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

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

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

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

**Schooner Seaward** — This 82-ft staysail schooner sails with a professional crew of four to meet all passenger needs. Snacks and drinks, including beer & wine will be served as part of the charter sail.

- Passenger capacity: 40
- Berthed at Bay Model Pier, Sausalito
- Full-boat charters & individual ticketed trips
- Price range: Individual tickets $99-$595; Charters $7,500-$25,000
- (415) 331-0444

With reports this month on Charter Boats with Special Access for America’s Cup Viewing, and a look at Flotilla Chartering Options Worldwide.
San Francisco’s Pier 39, making them ideally located to take in the AC action. For the Louis Vuitton Cup Round Robin races they offer scheduled 90-minute sails at affordable prices.

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

For more information on these and — must we say it? — powerboat charters, call (415) 972-1818 or email americas-cup@sfgiants.com. We’ll see you out there.

— latitude/andy

### The Cure for the Stuck-At-Home Blues

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

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

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

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

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

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### Cat Ballou

- This sleek, fast sailing 42-ft catamaran is one of San Francisco’s finest private charter yachts. She is very stable and very comfortable.
- Passenger capacity: 12
- Berthed at Schoonmaker Marina, Sausalito
- Full-boat charters
- Prices start at $1,200
- (855) 724-5736

### Bay Lady

- This big steel schooner was purpose-built as a sailing yacht for the passenger trade, and sports a huge cockpit that seats 80 people comfortably on cushioned benches with backstops.
- Passenger capacity: 75
- Berthed at South Beach Harbor, San Francisco
- Full-boat charters
- Prices start at $1,200
- (855) 724-5736

### Derek M Baylis

- This custom-built Wylie-designed yacht is sleek, fast and comfortable. She often does programs involving marine research and education on the west coast. AC cruise tickets will include lunch, beer and wine, plus television viewing on board.
- Passenger capacity: 35
- Berthed at Richmond, Berkeley or San Francisco
- Full-boat charters
- Price range: Individual tickets start at $200; Charters start at $8,000
- (909) 358-0560

### Yukon Jack

- This former racing sloop is one of the fastest charter sailing yachts on the West Coast. Recently refurbished extensively, she is fast and fun, yet comfortable.
- Passenger capacity: 16
- Berthed at South Beach Harbor, San Francisco
- Charters & Individual Tickets
- Price range: Individual tickets start at $125; Charters start at $5,000
- (415) 543-7333

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### Privateer and Santa Maria

Both Privateer and Santa Maria are operated out of San Francisco’s Pier 39, making them ideally located to take in the AC action. For the Louis Vuitton Cup Round Robin races they offer scheduled 90-minute sails at affordable prices.

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

For more information on these and — must we say it? — powerboat charters, call (415) 972-1818 or email americas-cup@sfgiants.com. We’ll see you out there.

— latitude/andy
Eager to sail in someplace exotic? How about Australia’s Whitsunday Islands. Pictured here is Whitehaven Beach.

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

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

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

Bay Area Companies — There are many advantages of booking with a local sailing club or school, such as getting to meet your potential shipmates and lead crewmembers at planning parties, getting lower airfares with group rates. If you are a member of a sailing club, you will get discounted rates on their flotillas. However, non-members can also join in the flotillas.

OCSC Sailing — (510) 843-4200 or (800) 223-2984; www.ocscsailing.com

• Locally, a Benicia cruise in August
• Thailand — February, 2014
• Tahiti — July, 2014
• Croatia — September, 2014.

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

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

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

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

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

** 10% off all new bookings when you mention this ad.
Idyllic harbors like this in Greece will leave you thinking you've gone back in time. Ashore, the locals value their cultural traditions.

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

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

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

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

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

A Sampling of International Flotilla Operators:

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

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

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

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

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

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

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

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

— lynn ringsetts

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July, 2013 • Latitude 38 • Page 127
Sanctuary — Island Spirit 37 Cat
Captain Mark Denebiem
Never A Dull Moment
(Dominica / ex-San Francisco)

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

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

BareCat rightly insists that their boats be fully functional when they go out on charters, so they set about repairing every little thing — sometimes at greater expense than I expected. For example, $250 plus labor for a sump pump? But for the most part I thought I was treated fairly. I also had a couple of big items come up — bottom paint, saildrive overhaul, a new genoa — so for the accountants in the readership, I took in about $5,000 less than I spent. All things considered, I was not unhappy with the experience, although I found the BareCat owner to be a bit of a crabby know-it-all.

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

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

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

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

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

My Dominica enterprises are progressing nicely. The 10-acre future DominEco Resort, which features 1,000 feet of riverside, an emerald pool, and the 85-ft Syndicate Waterfall, just upstream, is already welcoming birdwatchers and waterfall lovers. The site is 1,400 feet up the slopes of 4,747-ft Morne Diablotins, the second highest peak in the Lesser Antilles. There is so much sun, rain and good soil that we're also farming a couple of acres of cucumber, pepper, pumpkin and grapefruit.

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

— mark 06/04/2013
April wasn’t the best month for Scott Stolnitz of the Marina del Rey-based Switch 51 Beach House. “Our trip from Cape Town to Namibia turned out to be a 72-hour motorboat ride. But it was calm, so my crew Nikki and I could ‘see’ all the other vessels on AIS. Our plan was to stop in the sleepy mining town of Luderitz, refuel, then head to Walvis Bay 235 miles farther north. From there we would visit the famous Sossuvlei Sand Dunes, then sail on the long passage across the Atlantic.

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

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

**Starship — Islander 36**

**Chris and Anne-Marie Fox**

**A Day in the Life at Fatu Hiva**

(Victoria, British Columbia)

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

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

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

Shortly after breakfast, Sopi, a local wood carver, pulled alongside in his small aluminum skiff. Busby wasn't interested — including oranges we'd bought from Sopi. His attention was to hike to the waterfall.

What a great setting! We finally found the right turnoff, a two-track ‘road’ of grass and rock for most of the distance to the falls. As we walked along, we were struck by the beauty of the area. Although it was in the middle of nowhere, it seemed as well-kept as a garden.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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The anchorage at Fatu Hiva, surrounded by lush vegetation, is sometimes called ‘The Bay of Penises’. Nobody seems to know why.
and even more terrified about fulfilling those orders incorrectly.

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

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

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

— anne-marie 05/10/2013

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

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

MAYBE my confidence was misplaced. It’s now 18 days after the date we had hoped to be relaunched, and our “absolute splash date” has been moved back several times already. While we’re one of several couples eager to get boats back in the water, there are at least six boats waiting to be hauled and put into summer storage at MSG. Everybody’s plans have been messed up, but in this heat we’d rather be in the water than on the hard.

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

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

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

The best I could get from the conversation between the yard foreman and the manager of the construction project, held entirely in Spanish, was this: “Posiblemente próximo fin de semana.”

According to the Google Spanish-to-English translation, the literal meaning was: “The couple who want to get their 38-ft cat launched soon are screwed.”

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

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

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

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

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

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

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

“We’ve been ready for three weeks,” I told him, and we both had a good laugh.

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

We were free and happy at last!

— glenn 06/17/2013

Insatiable II — Sayer 46
Jim and Ann Cate
Old Fart Cruisers and Tasmania (Australia / ex-San Francisco)

We just read the Wanderer’s June Changes piece about the Caribbean. Nicely done, mate! We also thought that The former penal colony of Tasmania now seems more English than England. This is Hobart, Tazzie’s only big city.

PHOTOS COURTESY BEACH ACCESS

Top left inset: When the Lagoon 380 ‘Beach Access’ was hauled at the shrimp boat yard in Guaymas, everything seemed hunky dory. Spread: But without Glenn or Debbie being told, the slipway was then filled before the new one was completed. Lower left inset: boats on the hard at MSG.
while it surely shows why the Wanderer keeps going back to the Caribbean, the combination of crowds, cost and "pulsing nightlife" are the reasons that we will stay away. Different strokes and all that.

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

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

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

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

Ann is now trying some palliatives, hoping to avoid revision surgery. But she toughed it out while we sailed down to Tasmania again.

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Ann is now trying some palliatives, hoping to avoid revision surgery. But the jury is still out, so we’re enjoying the California summer weather while our pals in Tassie are freezing their butts off. Nonetheless, we’d rather be back home on our boat. There are drawbacks to being aging cruisers, but we’re going to hang in as long as possible.

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

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

— jim 06/01/2013

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

Esprit — Peterson 44

Chay, Katie, Jaime McWilliam

Malta and Tunisia

(Boulder City, Nevada)

Having been in the States since February, we returned to Esprit in Malta to resume the circumnavigation that we began with the Baja Ha-Ha in 2003. After nine days of getting her ready for re-launch — new Coppercoat bottom, hull waxed and polished, survey for insurance — we got her back in the water and moved aboard. We soon had the watermaker and refrigeration running. But our expensive Lifeline AGM batteries — which are supposed to be good for five to eight years — weren’t holding their charge. Chay emailed Lifeline and got a prompt response that advised equalizing the batteries every other day. We were skeptical, but it seems to have worked.

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

Malta, which covers an area of about 30 miles by six miles, and is one of the more densely populated places in the world, is primarily comprised of Malta and Gozo, the two main islands. Independent since 1964. Malta has been of strategic importance throughout history, and a succession of powers — including the Phoenicians, Romans, Arabs, Normans, Aragonese, Habsburg Spain, the Knights of St John, the French and the British — have ruled the islands at
around in the middle of the night. At 1 a.m. we were awakened by a banging/crunching sound. Not good! We got up, checked everything, then took in some chain to pull us away from the rocky area. Just two hours later we were banging on the rocks again. This time we woke up Jaime and moved to the other bay. Anchoring there was no easy trick, as the bay was 'Y'-shaped and surrounded by rocks and reefs. And there was no moon. But when we awoke the next morning, we found that we couldn’t have picked a better spot to anchor for the night.

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

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

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

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

Having done that passage, we now know that wishing someone ‘following seas’ isn’t necessarily a nice thing. For after about four hours, we found ourselves in gale force winds. The 6 a.m. weather report hadn’t mentioned a gale, but the 10 a.m. one did. As best we can determine, we saw up to 40 knots of wind and 20-ft seas. As you might expect, we were dreading an overnight passage in those conditions.

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

We made our way to Linosa and anchored in one of the small bays with some fishing boats that also had taken shelter from the gale. Our anchor held well, but unfortunately the wind swung...
of cigarettes. We’d purchased the cigarettes for just this purpose, but that had been in Malaysia in 2010. So they might have been a little harsh. After a typical Third World check-in, we took a berth at Marina Cap Monastir.

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

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

We came to Tunisia for three reasons. One was to reset the clock on our Schen- gen Visas, another was to get cheap fuel, and a third was to see another country. Restaurant prices were extremely reasonable — in fact, less expensive than its neighbors. The Tunisian officials were friendly, and a couple of cruisers and locals have stopped by to chat. But once we get a weather window, we’ll continue on.

— chay 06/05/2013

Cruise Notes:
Jim and Kent Milski, who finished the 37-month circumnavigation at Zihua. We enjoyed a couple of meals with them in the Punta Mita / La Cruz area in June, and will publish our interview with them in the August issue.

“Tunisian revolution!”

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

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

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

“I have sailed the Clipper Route eight times,” replied Olson, “each time leaving from Puerto Vallarta or farther south between March and May. And I have followed the track of four other Clipper Route passages. I suggest anyone thinking about taking that route study the pilot charts for those months in that part of the Pacific. The weather is mostly mild. However, headwinds of 20-30 knots should be expected for a three-day period somewhere above 32° north. That can be when the wind turns from northeast to north then to the northwest. Hopefully you’ll be far enough west — about 200 miles — and north — about 34° — when you tack onto port. I always choose the Clipper Route over the Baja Bash because I prefer ocean passages and because there are fewer hassles offshore. But every passage is different.”

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

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

The Currys, along with fellow Pacific Puddle Jumpers Lionel and Irene Bass of the Perth, Australia-based Gunboat 52 times I’ve been through Turtle Bay, Annabel’s fuel panga got to me first, and panga got to me first, and panga got to me first, and panga what am I supposed to do, say ‘no’ and go to Gordo’s? Annabel has two buoys, her fuel barge comes alongside carefully, and ‘Bob’s your uncle,’ as they say. Plus, when we came south on Sunbaby 2 late last year, they offered to cook us dinner, too! So as we were motoring into Turtle Bay, who cuts right past us at warp speed on their way to Annabel’s buoy? Sunbaby 2! Just then Gordo’s panga found us and gave us the usual pep talk, which is the same one that Annabel’s people give us: “Their fuel is no good”, “Their fuel has water in it”, “Our fuel is super clean.” Gordo’s has a floating dock that’s easy to tie up to, and in addition to fuel, has water, garbage service and parygas. Gordo Jr swore that their fuel was ‘super filtered’ and showed me their filter, a four-foot tall, eight-inch diameter vertical pipe, all painted up nice. Seeing that I was skeptical, he pumped a gallon of the clearest, cleanest diesel I have ever seen into a plastic jug. So we bought 146 gallons. The only two problems were that they didn’t take credit cards and the exchange rate was a lousy 11 to 1, even after haggling. It came to just under $5 gallon. That said, the fuel we got from Gordo was really clean, while the stuff we got at Cabo San Lucas was filthy. We’re now down to just two knots in an effort not to pound. The seas aren’t big, but these damned short-period swells are murder!”

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The Currys, along with fellow Pacific Puddle Jumpers Lionel and Irene Bass of the Perth, Australia-based Gunboat 52 Teahupoo probably has the most dangerous wave in the world, but spectators can get close. Teahupoo is Tahitian for ‘broken skull.’
As you might expect, La Reina del Mar knows the importance of hydration in Mexico. If you’re not drinking water, you should be sitting in it.

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

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

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

“One week prior to our planned departure for the Marquesas, a blocked coronary artery necessitated a successful
cardiac stent placement,” report Cissy and Derek Elliot of the San Francisco-based Anacapa PH 40 Octavia. “With postoperative recovery time etching into the time we wanted to explore islands and culture of the South Pacific, we decided to stay in Mexico for another season. We’re currently in the Sea of Cortez for a summer of sailing, and look forward to crossing with the 2014 Puddle Jump. But we're following the progress of this year’s Jumpers with gusto.”

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

“Greg King is the hardest working man on the planet,” writes Jennifer Sanders of Los Angeles, who is the owner of Cocokai, and who, along with daughter Coco, has sailed the schooner most of the way to Thailand over the past six years. “Greg has been slaving away long hours seven days a week in 95° heat and 95% humidity! He’s really impressed the other yachtsies with the amount of work he’s completed in just three months. Truly amazing! List Cocokai as we thought about doing a while back? No way, she's looking gorgeous!”

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

“We had so much fun traveling in Cambodia and Vietnam last summer that I want to highly recommend it as a road trip for all cruisers when they reach Southeast Asia. I’m just bummed that we ran out of time before getting to see Laos and Myanmar, and that Coco’s school schedule won’t give us enough time when we return to the boat in Phuket in June. Indeed, we’ll start fast-tracking the second half of the way around the world right away. I have to laugh, as it’s taken us six years and over 30,000 ocean miles to see what we have of the first half of the way around the world, and we hope to be in Brazil just nine months from now. Coco and I will be flying back to Southern...
California from Cocos-Keeling at the end of August for high school, leaving Greg aboard with the crew of Libby, a friend from South Africa, and Joe, a friend from L.A. Greg will probably need crew next January for crossing the Atlantic to Brazil. Anybody interested?

"After spending six months exploring French Polynesia, the Cook Islands, Samoa and Tonga, we decided to spend the last cyclone season in Fiji rather than making the passage to New Zealand or Australia," report Bill and Cat Russell of the Peterson 44 Island Bound. "We were wisely apprehensive of Fiji’s prominent location in the middle of the South Pacific cyclone belt, but with approval from our insurance company, decided to hole up at Vuda Point’s 'cyclone safe marina.' If any members of this year’s South Pacific cruising class are considering doing the same, we can report that Vuda made a wonderful home for us in the off-season. The marina is well run, the staff is friendly, and there is a small store with basic provisions such as fresh bread, eggs and fruit, as well as frozen meat and other basics. The meals at the onsite Boatshed restaurant are reasonably priced, and they even show outdoor movies three nights a week. We did ride out Evan, a Category 4 cyclone, without a scratch. The rainy season turned out to be mostly limited to March, giving us ample time to explore the Mamanuca and Yasawa islands while they were nearly deserted. We have enjoyed Fiji so much that we have extended our visas and plan on staying through the 2013/2014 cyclone season, too. Until then we will cruise Fiji’s other big island, Vanua Levu, and surrounding areas including the Lau Groups, before settling in for the rainy season at Sevu Sevu again."

Not all cruises work out. "Lorraine and I have returned to Australia after a very 'interesting' sail from Kona, Hawaii, on what was supposed to be the first leg of our sail to our new home," reports Marc Cohen of the Olympia, WA-based Lord Nelson 35 Gant Man. "About 450 miles north of Kiritimati (Christmas) Island, we ran into a gale with 30-40 knot winds, a 20-ft swell, and worst of all, lightning. Our boat was struck by lightning — think of all the radios smoking — and all our electronics went down. It was night, so we had no compass light, no radio, and no means of starting the engine to give us power. As everything was fried, we had no electric bilge pumps either."
I checked the bilges to make sure that the lightning hadn’t blown a hole in the hull. Other than the water coming in through the anchor hawse, we were all right. But we also took five waves over the stern and into the cockpit. Even worse, Lorraine hurt herself running up the companionway, and one of the waves smashed me into the coaming so hard that I broke my coccyx. We discussed our predicament and decided that the best course of action was to return to Hawaii. We had five days of strong winds beating back, during which time we were both in pain. Once back in Hawaii, we assessed the damage to the electronics and decided that the cost to repair and replace everything would far exceed our budget. So we reluctantly put our boat up for sale. We gave it our best try.

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

If any Californian has gotten more bang for his cruising buck in the Adriatic Sea than Andrew Vik of the San Francisco-based Islander 36 Geja, we don’t know who that person is. So far Andrew and various friends have spent part or all of four summers in the Adriatic, mostly along the east coast of Italy or in the waters of Croatia. Is Vik going again? “I’ve got a few more work responsibilities this year,” Vik told Latitude, “so there won’t be a major Med marathon again this summer. But yes, I’m hoping to get in a few weeks of cruising near Split, Croatia in August.”

Scott Stolnitz of Beach House, whose Changes appeared earlier in this section, has subsequently made it from Cape Town to Ascension Island in the middle of the Atlantic Ocean aboard his Marina del Rey-based Switch 51 catamaran. But not without problems. “Despite getting new everything for the hydraulic system in Cape Town, the two rudders don’t remain in exact sync. Mine eventually ‘toe out’, and resetting them once a day is a pain. Plus, I don’t like to venture on the back steps to do it while Nikki steers manually. I know a ‘fixed’ hydraulic system is what everyone recommends, but I can’t see how I’d do it on my boat. There are also electronic and manual rudder synchronizers or what not, but I’m not up to speed on them. My new hydraulic pumps are never challenged, and the new autopilots — the old one was hit by lightning off Durban —
Fast Passage 39 Bubbles, unexpectedly died in his sleep at a guest house in the Varanasi area of India. He had been recovering from typhoid fever. The spirited Rust had become an inspiration to several members of recent Pacific Jumps who had gotten to know him, and who are terribly saddened at his passing.

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

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

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

If you’re cruising this summer, we’d love to hear from you. A short note and a few high res photos are all we need.
Jim DeWitt is the Sausalito Art Festival’s Official Poster Artist this year!

‘Ducks in a Row’ can be bought in the form of a poster on Labor Day Weekend at SAF!

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Here’s What To Do:
28-FT ALERION EXPRESS. Sausalito. $70,000 ($1/2 of new price). Spinnaker, genoa, GPS, holding tank, radar, autopilot, all lines led to cockpit, lifelines. “The prettiest girl on the dock.” (415) 302-7490.


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


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

27-FT CATALINA, 1983. Sausalito. $7,500. Universal 1hp diesel inboard, low hours. Rigged for heavy air. All lines led aft, Tiller steering, Dinette model, enclosed head w/tank, sails = 1 battened main, 1 spinnaker. 120, 90 and 70 jibs, all Pineapple (good condition), VHF radio, autopilot, trailerable companionway. More at http://plus.google.com/photos/100812583125198105975/albu... or powpowpsai@gmail.com.
ERICSON 25+, 1979. MarinaBay. $2,000. Weekend cruiser with electric start Yamaha 88 for sale by old buck. Needs bottom job (some barnacles) and TLC by young buck. Interior in great shape. Atomic 4 runs good, Autopilot, wheel, 2 anchors, electric bilge pump. Too much to list all. (707) 469-9163 or (925) 698-1100, updete@comcast.net.

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

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

27-FT ANTRIM, 1999. Pt. Richmond. $30,000. Well equipped sportboat with lots of gear, Nexus, SSB, GPS (3), dodger, custom ocean interior and lots of other gear available (Cat.1). Fun day sailer or racer. Price depends on all gear wanted. Call for more information. (825) 934-5197 or (925) 586-7554 or email wanted. Call for more information. (707) 278-7024 or whvallenbeck@gmail.com.

26-FT RANGER 26-2, 1980. Kelseyville, CA. $6,000/obo. Hull #4. Fresh-water boat, located on Clear Lake, CA. This is a Mull-designed lightweight boat with a lifting keel, fractional-rigged with a sail plan similar to a J24. Includes single-axis trailer. Equipment includes main, 4 jibs, 4 spinnakers and a new 4hp 4-stroke outboard, Coast Guard equipment and a new Porta-Potti. All running rigging replaced 2 years ago. Tuff Luff on headstay. (707) 291-5472 or rjm5678@msn.com.

29 TO 31 FEET

30-FT CATALINA, 1981. Stockton Sailing Club. $15,000. Universal diesel with 400 hours, tall rig, Spinnaker with pole, 3 headsails, new mainsail cover, wheel steering, dodger assembly, a must-see. Contact (309) 481-0448 or d.felkins@bcglobal.net.


29-FT COLUMBIA 6.7, 1977. Paradise Cay #71. $6,000. Widebody 10' beam, A-4, new carb, prop, roomy interior, private head, great liveaboard, micro, reader, inverter, 1V/DVD, surround stereo, 40 gals water, HT, DS, tiller, 2 jibs, very clean and ready to sail. (209) 481-0448 or d.felkins@sbcglobal.net.

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


30-FT PEARSON 303, 1984. Vallejo. $24,500. Quality built, excellent condition, new bottom paint 3/2013, no blisters found, roller furling, autopilot, Edson wheel, mast stepped on keel, Yanmar inboard engine, Harken adjustable traveler, shower, teak interior, large V-berth, new head, much more. (707) 252-7135 or njvjohnson1000@comcast.net.


30-FT CATALINA C30, 1984. Bruno’s Island. $19,800. Very well maintained, varnish inside, shiny outside, hauled 5-08-13, bottom paint, boot stripe, zincs, etc., all new 2 years or less - Harken roller furler, 110 genny, carpet, dodger, wheel cover. Includes autopilot, diesel engine, wheel steering, perch seats, hot/cold pressure water, enclosed head with shower. Wind speed/direction, depth finder. Onboard battery charger. 135 genny. Low hours diesel, teak interior, wheel, roller furler, new standing rig, all lines aft, sleeps 6. Contact (510) 524-2609 or lebonteks@yahoo.com.


COLUMBIA 34 MK II, 1971. Alameda. $7,000. Famous Bill Tripp design, Mexico vte, non-working gas engine, refrigeration, copper plumbing, boat is a project, but worth it. 6’2” head room, fresh bottom boat, currently out of the water, can send pics. (415) 205-5267 or rjl4sail@hotmail.com.


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


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

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32-FT ARIES, 1981. Berkeley. $64,000. Dodger, new mainsail, roller furling jib, good condition; well maintained within the OCSF fleet. (209) 872-0331 or moody_robert@hotmail.com.

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


33-FT NEWPORT, 1984. San Hatakel. $22,000/obo. Perfect SF Bay boat, liveaboard, six-foot-plus headroom, Universal diesel with 830 hrs, set up for singlehanded sailing, bottom has some small blisters. (415) 717-8520 or (415) 453-7624 or harps290@gmail.com.
32-FT FUJI, 1977. San Diego. $27,500. Well loved and cared-for, but illness prevents cruising this fall. New sails including staysail and drifter, new dodger, upholstery and electrical, reliable diesel - 800 hours. Priced to sell quickly. More at sandiegocraigslist.org/bsd/boa/3862977686. Contact (202) 680-0091 or (202) 714-2032 or adam.hopps@gmail.com.

32-FT DOUBLE-ENDED ARIES, 1981. Kona, Hawaii. $47,000. “One of a kind”, self-sufficient vessel that produces her own electricity from her two 185w Eco-Solar and one 6kw solar panels, Ampair wind generator, and Thoosa 7000HT hydroelectric propulsion motor. No more dangerous propane, gasoline, diesel or kerosene on board. Two-burner Kenyon electric stove for cooking and Monitor wind vane for short-cruises. Brand new electronics and sails. Moving to a bigger, self-sufficient vessel. Contact mauriciobarbis@hotmail.com or (808) 747-6001.


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


36-FT TO 39 FEET

36-FT CRUISING CUTTER, 1978. Newport Beach, CA. $29,500. A no compromis cruiser, designed for a couple to raise. fiberglass. VERY solidly built. Long cruising keel, with cutaway forefoot. Large, warm, wooden interior - large tankage, large locker space and much in the way of storage. Center cockpit, cut-rigger. A cozy aft cabin, with much storage, and a comfortable, athwartship double bunk. Main cabin has an L-shaped galley, large settee area (convertible for sleeping), much storage, full head, and separate shower. A solid, roomy, cozy boat - perfect for living aboard, extended weekends, or long-distance liveaboards/cruising. Contact (949) 500-3440 or nb92663@hotmail.com.


38-FT ALAJUELA, VENTURA, CA. $175,000. New, custom-built BoatBuilder, 175k miles bluewater experience. Newly finished boat! Beautiful mahogany interior! Spruce spars, bronze hardware. NO interior veneer! For pics go to website: www.alajuelayachts.info. Contact (805) 256-5110 or (805) 200-6089 or trainhaup@hotmail.com.


38-FT CATALINA, Center Cockpit, 1993. Oyster Cove Marina, South San Francisco. $73,900. Westerbeke 38hp, 5KW generator, in-mast furling, Sabot dinghy w/mast/sails, davits, Adler-Barbour refrigeration/freezer, dodger, bimini, Heart inverter/charger/tri-data, autopilot, GPS/chart, 2 VHF radios, 2 electric 1-man bilge pumps, NEW: Furun radar, flat screen TV, 2 VHF radios, 2 electric 1-man bilge pumps, NEW: Furun radar, flat screen TV, 2 VHF radios, 2 electric 1-man bilge pumps. Must sell. Call/leave message. More at www.flickr.com/photos/94452881@N08. Contact karlhrech@yahoo.com or (415) 515-9210.

40-FT SANTA CRUZ, 1983. Richmond Yacht Club, $89,500. Well maintained, new power low hours, rare full headroom, custom main cabin, inverter, microwave, Raymarine instrumentation, tiller or wheel steering, scoop and carbon fiber rudder. Will trade for larger boat up to 50-ft. (775) 830-1181 or bdfr@charter.net.

40-TO 50 FEET


44-FT KELLY PETERSON, 1977. Daytana Beach, FL. $95,000. After many years of great sailing, health issues are making it necessary to swallow the anchor. She is better than new after most systems have been addressed, rebuilt or replaced. Perkins 90hp engine/rebuilt, standing rigging/new, fuel and water tanks/new, interior settees, cushions, headliner/new, ground tackle, Maxwell windlasses/new and rebuilt, $4,000 inverter charger/new, rebuilt holding tank/new odorless hoses and pumps, 10-ft Avon RIB and zero-time Suzuki 6hp engine. All spares, tools and safety gear including scuba equipment and 50’ hose. She only needs provisioning and the world is yours with beauty, safety and speed. She’s been our magic carpet to the world. All serious offers considered, it’s your turn! Inquiries: (702) 767-8323 or jkng38701@aol.com. More at www.grace44.com.

47-FT SKOOKUM, 1974. Santa Cruz, CA. $82,000. Just returned from Patagonia and the South Pacific islands. A well respected, fully keeled, heavy-displacement cruising yacht with lots of character. All needed for cruising is here. Must see to appreciate. Contact (831) 334-5832 or captanstevenphillips@yahoo.com.

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43-FT SERENDIPITY, 1981. Jack London Square. $89,000. Doug Peterson design 43 customized for serious offshore racing/cruising, comfortable yet it can regularly sail 10-knots. Recent remodels and this Serendipity 43 is one of a kind, see website: http://gosailslt.com. Contact (510) 926-7245 or hookedsailing@gmail.com.

40-FT C&C AFT CABIN, 1983. Marin. $63,900. Rare aft cabin 40 model. All standing rigging, instruments, roller furling, hydraulic backstay, and many other improvements less than five years old. Absolutely the most boat for the money. (415) 516-1299 or cc40sailboat@aol.com.

45-FT GARDEN YAWL. One-off double ender, 3 years in restoration, 98% completed, cold-molded over original strip planking. $30K as is, or ? to finish renovation. Contact (918) 847-9064 or steve@paradigmpilgrim.com.

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45-FT FASTNET 45, 1974. Portland. $75,000. Beautiful boat, many compliments on her lines. Recently sailed to Australia and back. Very seaworthy, comes with a lot of equipment. Considerable locker space and storage for extended cruising. (503) 327-6750 or lightheart45@yahoo.com.

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50-FT FD-12, 1981. Sea of Cortez. Daydreamer, an Alaska/Mexico/SiPac vet, is a 50-FT FD-12, an unsinkable, flush deck/pilot house, cutter-rigged, medium displacement blue-water cruiser. Two staterooms forward and master state-room aft provide excellent separation and privacy when visitors or family are onboard. The pilothouse with spacious nav station and huge galley makes for easy navigation and cooking, and pleasant watches during inclement weather. She's berthed in San Carlos, Mexico, a 4-5 hour drive south of the border, so if you have a couple days and can get to Tucson or Phoenix, we can drive you from there to the boat one day and back the next. For details on pricing, specifications, photos and full contact info, see website, www.svbdaydreamer.com or call with inquiries, (928) 273-8144.


46-FT LIBERTY 458, 1983. Stockton. $160,000. Chanssia is for sale and ready to go. Just returned after 7-year stay in Puerto Vallarta, Mexico where she proved herself to be a very competitive cruiser. 1 of 30, large salon, two cabin with great layout. Perkins diesel, center cockpit with large aft deck. Well maintained inside and out. Solar panels. Wind gen. Dinghy with outboard. Cockpit enclosure and full boat cover. She is a must-see, (209) 481-4782 or tjones2451@yahoo.com.


50-FT KANTER, 1989. Sausalito. $200,000. 50-FT steel ketch, Ted Brewer design, round chine, Isuzu diesel, Northem Light generator, dual Wagner hydraul-ic steering stations, electric Compass, inverters, flow-through water heaters and refrigeration systems. Connav hydraulic autopilot, Spectra watermaker, hydraulic and electric bilge pumps, fuel transfer pump, VHf, SSB and Ham radio. Bomar hatches, stainless and bronze ports, hydraulic windshield, self-tailing winches, excellent sail inventory and much more. Sleeps at least 7 comfortably, (3 state-rooms). Excellent cruising/liveaboard yacht. She has made it south of the equator and back with many more local trips. Can be crewed by two comfortably, (415) 331-4438 or ssq3131@yahoo.com.

41-FT BIANCA 414, 1980. Cœur d’Alene, ID. $59,000. Danish-built racer/cruiser built with old world craftsmanship. Rod rigging, self-tacking jib, Navtec hydraulics for boom vang and all backstays. Well equipped with many updates, newer epoxy bottom, Treadmaster decking. (509) 879-3640 or danlaurekkarr@aol.com.


40-FT WILDERNESS, NEW. Wilton, CA. $6,000/obo. Build an open-cockpit, 40-ft tourist day sailor. Based on a Gary Mull hull + deck that needs completion. This hull and deck are cored, vac-bagged, hand laid-up by Santa Cruz glass crew. Gel coated w/stripe. Other parts available. Easily converted for daysailing with passengers! Fts 12+ passengers. (916) 471-8091 or vergarrett@frontiernet.net.


65-FT CHESAPEAKE BUGEYE, Half Moon Bay, CA. $15,000/obo. Beautiful wooden sailboat. All clear fir. Have been with her for 25 years and it is time for her to move on! Contact (530) 487-9713 or sunstarasal@yahoo.com.


30-FT SEACART, 2006. Shady Side, Maryland. $215,000. All carbon trimaran, very fast and easy to sail, all three hulls faired and painted, all foils faired and painted. Complete North Sails inventory, new tramps, new stays, trailer and many extras. Ready for line honors. Boat speed of 20 knots in 15 knots of wind. Call (410) 303-5566 or pandkparks@comcast.net.

34-FT GEMINI 105MC, 2005. Redwood City, CA. $119,900. High performance racing boat that is also amazingly a spacious liveaboard or mobile vacation condo. Perfect for watching the America’s Cup in comfort and style. Fast; easy to sail singlehanded without heeling. Spacious deck, 3-bedroom interior, protected cockpit. Contact (650) 380-3343 or loon.asay@yahoo.com.


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23-FT L-7, 2010. Dana Point, CA. $32,500. Neutroin is a custom-built L-7 trimaran: very light and fast and "tolds" (slides) in minutes to become an easily trailerable boat. Very well built, and looks and sails great. First launched 2011. Has electrical system, navigation lights, Suzuki 6hp outboard with alternator, anchors, etc. Sails are from Elliot-Patterson. New: main, roller furling jib (Dacron) and maxi-reacher made of Code Zero laminate on a bow pole. Contact (949) 922-1067 or ajcdds@gmail.com.

38-FT FOUNTAINE PAJOT ATHENA. 1999. San Francisco Bay. $170,000/obo. SV Breakaway is a truly turnkey cruiser. Highlights include: solar panels, wind generator, 2000W inverter, huge battery bank, watermaker, chartplotter, autopilot, radar, tons of ground tackle, tons of engine spares, folding props, etc. Has everything you need (and want) to go cruise anywhere in the world. For questions and a complete list of features contact: (510) 828-1992 or (408) 499-8513 or marinesurveyorusa@yahoo.com.

38-FT CHAMBERLIN CAT. 1992. Nevis St Kitts, Caribbean. $85,000. Custom composite Vac-bagged Divinycell/Vi- nylester/Blax race/cruiser. 2 doubles, 1 head, galley up, bridgedeck with seated headroom (4’6”, 5’9” in hulls). Queensland-built, 20,000 ocean miles. Must sell. Email sydevast@gmail.com.

38-FT FOUNTAINE PAJOT ATHENA. 1995. San Francisco, CA. $169,000. Our beloved ocean cruising vet Family Circus is for sale. New LPU in the salon, new canvases, new trampoline, dual Yarmars, one just rebuilt, 4 cabins, two heads. Harar, GPS, plotter, etc. Ocean gear - drogue, liferaft, autopilot, spares, etc. Fantastic sailing platform for Bay and ocean fun. Ready to go! Our family keeps growing- the boat needs to as well! More at http://itztorzis.wix.com/family-circus. Contact ctwztorzis2014@gmail.com or (925) 878-9659.

38-FT CHAMBERLIN CAT. 1980. Sacramento. $37,000/obo. It’s a steal. Trimaran Piver 55x26-ft. Lots of trimarans, etc. Sails are from Elliot-Pattison. New: main, roller furling jib (Dacron) and maxi-reacher made of Code Zero laminate on a bow pole. Contact (949) 922-1067 or ajcdds@gmail.com.

43-FT LEOPARD (MOORINGS), 2006. La Paz, Baja Sur, Mexico. $280,000. With two months left before phase out from the Moorings fleet, this is an excellent time to buy this boat, in order to participate in, and influence, the phase out process. La Paz is a comparatively low utilization base, meaning more time for maintenance and less time of wear and tear. This is the only currently available Leopard 43 on the West Coast and she is in excellent shape with complete maintenance records, one-year-old sails, dockside AC/heat, electronics including autopilot and chart plotter, sleeps 12 with 4 cabins and 4 heads with built-in showers. www.catamaransite.com/leopard43_1_for_sale_by_owner.html. Contact (415) 752-8683 or (415) 377-0816 or mnicolabrown@gmail.com.

56-FT KETCH-RIGGED. Large motorsailer catamaran, Vallejo, CA. $30,000. Baja. Two Ford Lehman 80hp diesel engines, two Mercedes-Benz diesel engine-run generators (12 KVA;18 KVA). Multiple layers of fiberglass over marine plywood. Large mainsail, mizen, two furling jibs and spinnaker. Interior 800-59” seated headroom (4’6”, 5’9” in hulls). Ocean gear - drogue, liferaft, autopilot, spares, etc. Has everything you need (and want) to go cruise anywhere in the world. For questions and a complete list of features contact: (510) 828-1992 or (408) 499-8513 or marinesurveyorusa@yahoo.com.

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60-FT FLOATING HOME LASH BARGE. 1966. Point Richmond. $350,000. Rick Wood Estate selling 60x30 floating home. Outside appears barge with windows; inside modern home. 2 bdrm, 2 1/2 bath, LR/DR/K. Workshop, hrdwd floors, zinc counter tops, W/D, refrig/DW, propane, PGE, etc. Must be relocated upon sale. (510) 232-9100 or rjlexander@msn.com.

40-FT FARALLON TRAWLER, 1972. Marina del Rey. $109,000 or trade for real estate. Single cat 3160, better than 2.5GPH @ 6-8 knots, 1000 mile range. Outboard, 4KW genset, 5GPH watermaker, 10-ft Caribe, good electronics, seaworthy, very well maintained, ready for cruising. Contact mikesmith@martinsmith.com or (530) 321-7857.

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Way back in July Lagoon announced the outline of the new designs to come, the details of Club Lagoon, the owner association, and the marketing theme for 2014: “I Love My Lagoon.” The all new Lagoon 39 made her American debut in Miami on Valentine’s Day.

If that kind of planning breeds that kind of coincidence, it will surprise nobody that the new 39 not only looks amazing, she’s a fantastic sailing boat. The rig plan is all new to Lagoon, and seems perfect for SF Bay: high aspect main and self-tacking jib for our breezy summers, and roller furling code 0 and roller furling genaker for long runs to the Delta and light winter winds. Watch our blogs for news as we learn more about this newest Lagoon.

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