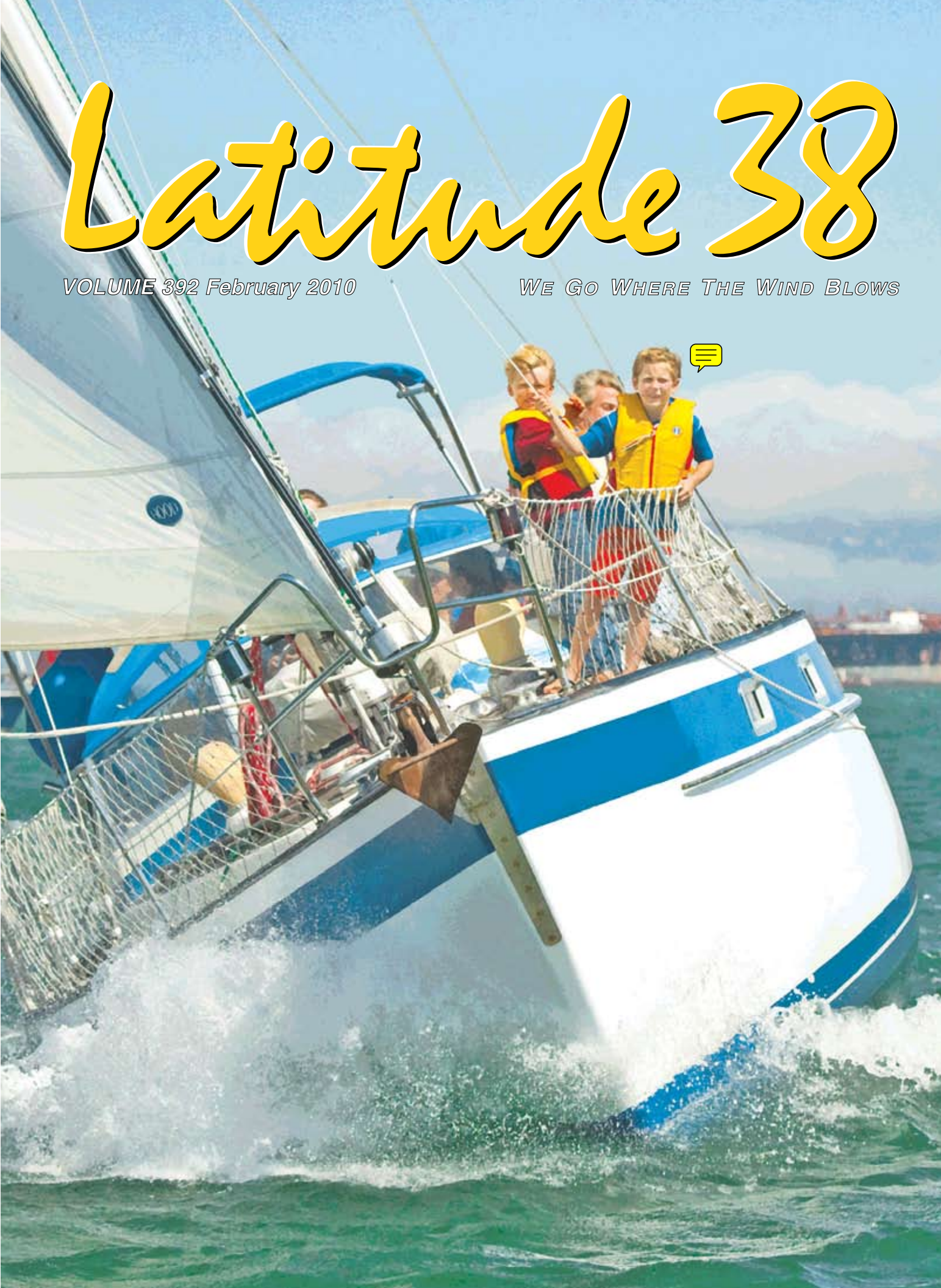


Latitude 38

Latitude 38

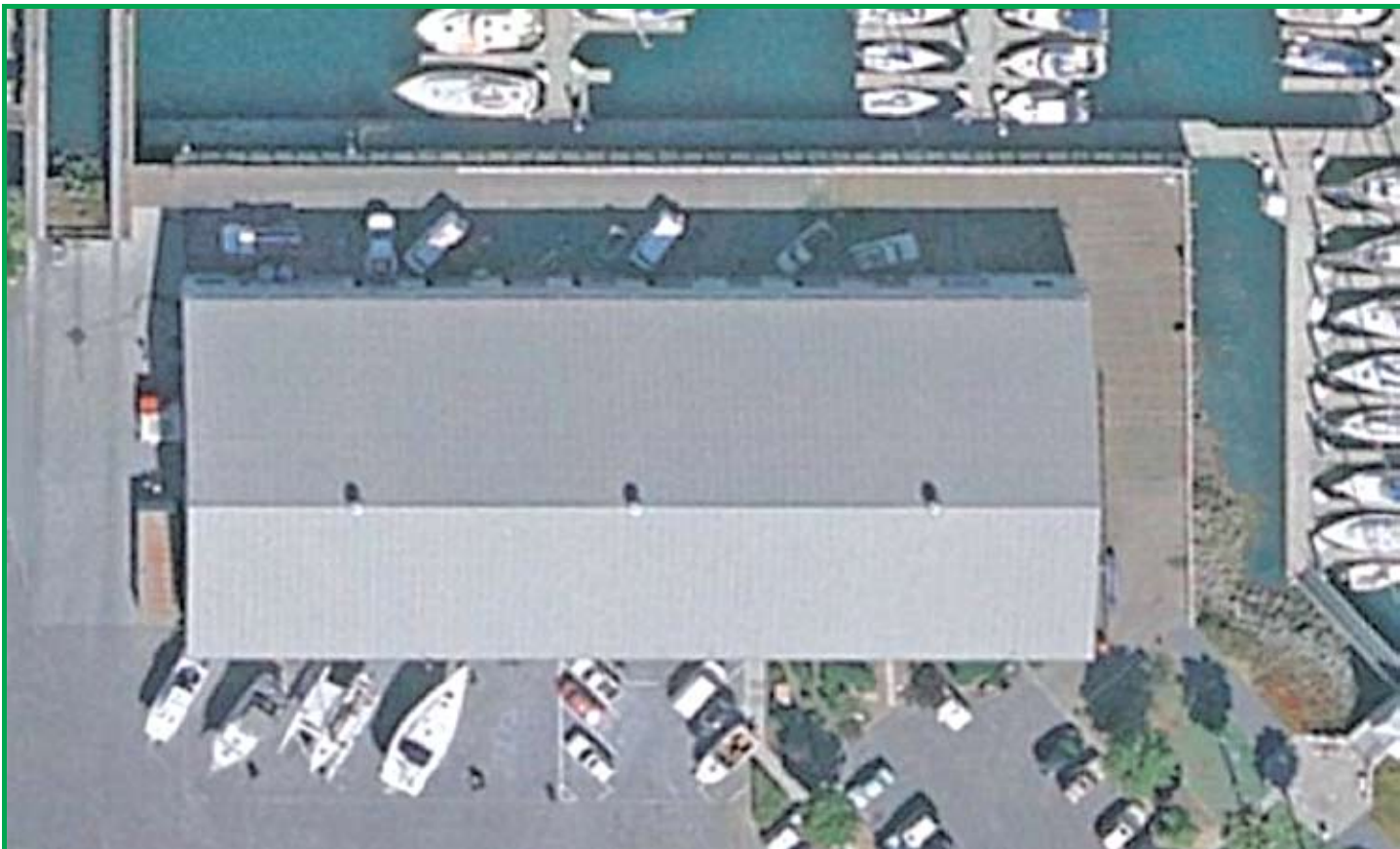
VOLUME 392 February 2010

WE GO WHERE THE WIND BLOWS



FEBRUARY 2010

VOLUME 392



25,000 SQUARE FEET OF THE FINEST CRAFTSMEN IN THE BUSINESS:

The Boatyard at Grand Marina • Rooster Sails • UK-Halsey Sails • Lee Sails • Pacific Crest Canvas
 Alameda Canvas and Coverings • Bella Iron Works • Nano-Scale Systems • Boats and Art
 Marine Lube • Arnie Jonsson Boat Builders • Marine Technical Services
 Blue Pelican Marine Chandlery and Consignment • Jeff Van Klompenburg Yacht Maintenance
 Classic Illumination • Bastress Custom Boat and Cabinet • Marilyn Gee-Cartwright Ceramicist
 James C. Weber Woodworker • New Era Yachts • Pacific Yacht Imports • Bay Island Yachts

You can get it hauled, painted, lettered, gold leafed, covered, pounded, refit, rigged, reupholstered, sold, sailed, cleaned, polished, lubed, electronified, lit, coated, rebuilt, and more, literally ALL UNDER ONE ROOF. Come over and check us out!

**GRAND MARINA – MORE THAN JUST
 A GREAT PLACE TO KEEP YOUR BOAT!**

- Prime deep water concrete slips in a variety of sizes
- Great Estuary location at the heart of the beautiful Alameda Island
- Complete bathroom and shower facility, heated and tiled
- FREE pump-out station open 24/7
- Full Service Marine Center and haulout facility
- Free parking
- Free WiFi on site!
- And much more...

DIRECTORY of GRAND MARINA TENANTS' ADS	
Bay Island Yachts	6
Blue Pelican Marine.....	156
The Boat Yard at Grand Marina	17
Lee Sails.....	152
Pacific Crest Canvas.....	63
Pacific Yacht Imports	8
Rooster Sails	75
UK-Halsey Sailmakers.....	146



GRAND MARINA
 ANDERSON-ENCINAL

510-865-1200

Leasing Office Open Daily

2099 Grand Street, Alameda, CA 94501

www.grandmarina.com

Play Your Cards Right!



Last season brought successes in spades to Pineapple powered boats. Racers and cruisers alike found that dealing with Pineapple Sails brings results: sails that perform and endure.

This season offers new opportunities for mastering the many techniques of sailing. New Pineapple sails and the advice and service that go with them stack the deck in your favor.

Don't gamble. Give us a call today.

YOUR DEALER FOR: Musto foul weather gear, Dubarry footwear and Headfoil 2

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



PINEAPPLE SAILS

*Powered by Pineapples

Phone (510) 522-2200

Fax (510) 522-7700

www.pineapplesails.com

2526 Blanding Ave., Alameda, California 94501

BOAT LOANS

from



Trident Funding

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

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

Northern California

Boat Fest

Feb 18-21 2010
Thu & Fri: 12-5 • Sat & Sun: 11-5



Marina Village Yacht Harbor
Alameda, California

- Power & Sail
- New & Used
- 100+ Yachts For Sale
- Seminars
- Marine Exhibits
- Music & Food

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

*In San Diego call
MIKE LOCKARD
(619) 255-5666*

www.tridentfunding.com

CONTENTS

subscriptions	6
calendar	12
letters	20
loose lips	74
sightings	76
cruising with kids	88
interview with stan honey	94
singing the autopilot blues	98
you're only young once	104
eye on the bay	108
max ebb: food for thought	112
the racing sheet	116
world of chartering	124
changes in latitudes	132
classy classified	150
advertisers' index	158
brokerage	160

Cover:

Family values – these youngsters are learning what's really important in life: sailing, sun and PFDs.

Photo: Peter Lyons/www.lyonsimaging.com

Copyright 2010 Latitude 38 Publishing Co., Inc.

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.

Some people follow, some people lead...



Take the lead in the New Farr-Designed First 40

- First and second place winner of the Sydney-Hobart Race
A challenging 628-nautical mile ocean race
- Winner of Sailing World's 2010 Boat of the Year Award

The new Farr-designed 40 is sleek and sophisticated, and delivers the sailing rush you crave. Built to last and take on the toughest race courses in the world, and as a family cruiser, the First 40 delivers on beauty, comfort and fun like no other.

Beneteau First Series: 10R - 35 - 36.7 - 40 - 45 - 50



Q: What do you get when you combine the mega-yacht interior design talent of Nauta Design and the committed efforts of the world's most successful sailboat company?

A: The New Beneteau 50

(on its way to our docks)

B: The New Beneteau 58

Beneteau 31 - 34 - 37 - 40 - 43 - 46 - 50 - 54 - 58



Plan your escape in this innovative cruiser: The Island Packet Estero

36 feet of pure comfort. Island Packet yachts are world-renowned for their high quality construction and materials. True investment-grade yachts.

Island Packet Estero 36 - 37 - SP Cruiser 41 - 460 - 465 - 485

Join us at **BOAT FEST** at Marina Village, February 18-21, 2010
Boats, equipment, food music, seminars! www.boatfestival.blogspot.com



**BENETEAU
ISLAND PACKET
ALERION EXPRESS**

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

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

www.passageyachts.blogspot.com ▪ www.passageyachts.com

SELECT LISTINGS



Beneteau 461, 1998 Best value! Fully loaded and ready for cruising. Excellent condition throughout. **\$190,000**



Island Packet 40
1998 - \$259,000



Beneteau First 45F5
1991 - \$157,500



Beneteau 373
2004 - \$146,500



Express 34
1987 - \$59,900

SAIL	Beneteau 473, '04.....	\$259,900
	Hunter Legend 450, '98.....	159,000
	Cascade 41, '71.....	59,500
	Beneteau First 40.7, '00.....	124,900
	Island Packet 40, '98.....	259,000
	Beneteau 393, '03.....	137,900
	Tartan 38, '94.....	140,000
	C&C 37+/40, '89.....	99,000
	Island Packet 370, '04.....	299,000
	Beneteau 36.7, '02.....	119,000
	Pearson 36, '85.....	65,900
	Fantasia 35, '79.....	74,900
	J/109, '03.....	173,900
	Beneteau 331, '02.....	85,900

POWER	Californian 42, '87.....	119,500
	Sea Ray 340, '06.....	169,500
	Carver 32, '90.....	39,000
	Tiara 29, '98.....	69,900

**BENETEAU SWIFT
TRAWLER 34**



When it's time to expand your lifestyle choices...



Consider a beautifully designed, ocean-worthy trawler from the world's leader in yachting. 2010 Motor Boat and Yachting Boat of the Year winner!



Bay Island YACHTS

VISIT US ONLINE AT WWW.BAYISLANDYACHTS.COM

NONSUCH 30 ULTRA



1984, \$65,900

CATALINA 34



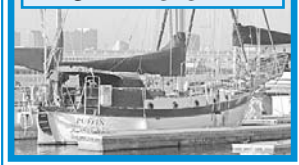
1988, \$43,900

NONSUCH 33



1989, \$111,900

32' WESTSAIL



1974. Perfect! \$79,500

VALIANT 47



1982. At our dock in February.

**If you're
considering
selling your boat
in 2010, call or
visit us today!**

~ CARIBBEAN MULTIHULLS ~

47' CATANA



2004. Equipped for cruising.
430,000 euros

43' BELIZE



2002. Owner's version — never chartered.
\$350,000

(510) 814-0400

Fax (510) 814-8765

In Grand
Marina

2099 Grand Street, Alameda, CA 94501

www.bayislandyachts.com
yachtsales@bayislandyachts.com

YACHTWORLD.com



SUBSCRIPTIONS

Please read form carefully before submitting.

We regret that we cannot accept foreign subscriptions.

Check, money order, or credit card information must accompany request.

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

eBooks email list. Free!



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

Email: _____

NOTE: FPO/APO (military), Canada, Mexico, and subscriptions going to a correctional facility are first class only.

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

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

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

Gift Subscription Card to read from: _____

Name _____

Address _____

City _____ State _____ Zip _____

Phone: () _____ Email: _____

CREDIT CARD INFORMATION

MASTERCARD VISA AMERICAN EXPRESS

Min. Charge \$12 Number: _____ Exp.: _____ csv: _____

INDIVIDUAL ISSUE ORDERS

Current issue = \$6.00 • With classy ad placed = \$5.00

Back Issues = \$7.00 (must indicate exact issue by month or vol. #)

DISTRIBUTION

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

Please send me further information for distribution outside California

Business Name _____ Type of Business _____

Address _____

City _____ State _____ Zip _____

County _____ Phone Number _____

Latitude 38

"we go where the wind blows"

Publisher/Exec. Editor..... Richard Spindler..... richard@latitude38.com.....ext. 111
Associate Publisher..... John Arndt..... john@latitude38.com.....ext. 108
Managing Editor..... Andy Turpin..... andy@latitude38.com.....ext. 112
Editor..... LaDonna Bubak..... ladonna@latitude38.com.....ext. 109
Racing Editor..... Rob Grant..... rob@latitude38.com.....ext. 105
Contributing Editors..... John Riise, Paul Kamen
Advertising Sales..... John Arndt..... john@latitude38.com.....ext. 108
Advertising Sales..... Shawn Grassman..... shawn@latitude38.com.....ext. 107
General Manager..... Colleen Levine..... colleen@latitude38.com.....ext. 102
Production/Web..... Christine Weaver..... chris@latitude38.com.....ext. 103
Production/Photos..... Annie Bates-Winship... annie@latitude38.com.....ext. 106
Bookkeeping..... Jessie Mowry..... jessie@latitude38.com.....ext. 101
Directions to our office..... press 4
Subscriptions..... press 1,4
Classified..... class@latitude38.com..... press 1,1
Distribution..... distribution@latitude38.com..... press 1,5
Editorial..... editorial@latitude38.com..... press 1,6
Calendar..... calendar@latitude38.com
Other email..... general@latitude38.com

Please address all correspondence by person or department name

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



yacht sales

F A R A L L O N E

Catalina  **Yachts**



Come See Us!

The Northern California Boat Fest
at Marina Village Yacht Harbor Feb 18-21



Trawler Fest San Diego
March 2010 - March 5-7



Strictly Sail Pacific
April 15-19 the Jack London Square



Introducing 2010 R29 "Newport Edition"



Boats are selling! List with us! Catalina's Largest Dealer!

Preowned Catalina Yachts

Catalina 440	2005	\$315,000
Catalina 42	2005	\$225,000
Catalina 42	2006	\$223,500
Catalina 400	2001	\$179,000
Catalina 380	1999	\$127,000
Catalina 36	1994	\$84,500
Catalina 36	1987	\$52,500
Catalina 350	2004	\$129,000
Catalina 350	2003	Coming Soon
Catalina 34	2007	\$139,000
Catalina 34	2004	\$129,000
Catalina 320	1999	\$83,750
Catalina 320	2002	\$95,000
Catalina 310	2007	\$109,000
Catalina 280	2004	\$65,500
Catalina 270	1995	Sold!
Catalina 28	2004	\$62,500

Preowned Sailing Yachts

Hunter 466	2004	\$209,500
Hunter 460	2000	\$219,500
Hunter 45 CC	2007	\$320,000
Cavalier 45	1985	\$225,000
Morgan 45CC	1992	\$149,000
Hunter Passage CC 42	1996	Sold!
Jeanneau 43	2002	\$225,000
Hunter 41	2004	\$150,000
Hunter 37	1987	\$61,500
Hunter 36	2004	\$125,000
Hunter 35.5	1993	\$59,000
Hunter 340	1998	\$79,000
Hunter 310	2000	\$46,900
Irwin 34	1985	Sold!
Cheoy Lee 32	1977	Sold!
Hunter 306	2004	\$59,500
J-100	2006	\$109,000
Coarsair 750	2007	\$49,900

Preowned Power Yachts

Trojan 37	1998	\$44,900
Trojan II Meter Exp 37	1988	\$49,900

New Ranger Tugs in Stock

Ranger 29 Tug	2010	\$229,430*
Ranger 25 Tug	2010	\$142,730*
Ranger 21-EC Tug	2010	\$50,930*

*Base price.



2006 J-100 \$109,000.
Unique opportunity to buy a perfect boat.
74 hours on the engine and ready to sail.

1070 Marina Village Pkwy.
Alameda CA 94501
510 • 523 • 6730

2801 West Coast Hwy
Newport Beach CA 92663
949 • 610 • 7190

2353 Shelter Island Drive
San Diego CA 92106
619 • 523 • 6730

www.faralloneyachts.com

**TAYANA 54 DECK SALON
AT OUR DOCKS**



**Tayana 48
Tayana 58
Tayana 64
Tayana 72**



2005 TAYANA 48 CC
Mexico vet. In great shape and loaded with everything you need. **\$469,000**



2005 TAYANA 64 DECK SALON
Beautiful, fully equipped, 4 stateroom, 3 head vessel. **\$970,000**



2007 TAYANA 46 PILOTHOUSE
Cruise in comfort in any climate with inside steering. Virtually new. **\$335,000**



1984 TAYANA 42 AFT COCKPIT
In great shape and ready to go! Many recent upgrades. **\$139,500**



1997 TARTAN 4600
Custom Kevlar reinforced hull. Beautifully maintained. **\$349,000**



1988 FRASER 51 CUTTER
Canadian-built center cockpit cutter. Great shape, ready to go again. **\$214,900**



1985 HANS CHRISTIAN 38
Proven bluewater cruiser in great shape, ready for her next adventure. **\$109,000**



1973 BREWER 43 CC KETCH
Custom center cockpit teak ketch maintained by a meticulous owner. **\$69,000**

Pacific Yacht Imports

www.pacificyachtimports.net

At Grand Marina • 2051 Grand Street, Alameda, CA 94501 • Tel (510) 865-2541 • tayana@mindspring.com



Ray Watson & Jeannette Sarrasin
Toll free US/CAN: 1 (888) 716-7430
Phone & FAX: 011 52 (669) 913-3165
E-mail: Mazmarine@aol.com



Mike Rickman & Shelly R. Ward
Toll free US/CAN: 1 (877) 245-9689
Phone & FAX: 011 52 (612) 123-1948
E-mail: LaPazYachts@aol.com



www.yachtworld.com/mazmarine



51' ISLAND TRADER PH KETCH, 1978...\$139,000



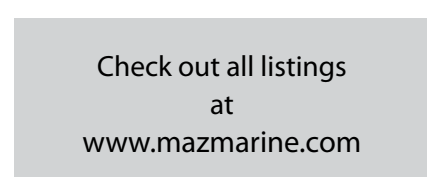
50' MARINER MS CC CUTTER, 1980...\$175,000



45' CATALINA MORGAN CC M45-27, 1993...\$137,000



40' HUNTER LEGEND, 1986...\$76,000



Check out all listings
at
www.mazmarine.com



40' KALIC MASTHEAD SLOOP, 1986...\$84,900



35' CAL CRUISING SLOOP, 1974...\$38,900



34' HUNTER SLOOP, 1986...\$28,500



32' BRISTOL YAWL, 1978...\$29,900

PV YACHTS RE-OPENING SOON IN PUERTO VALLARTA • CALL TO LIST (888) 716-7430

Hans Christian 43 Telstar, 1989

Our Boat of the Month

s/v Mahana

For a detailed specifications sheet
on this vessel or for any of our
Exclusive Listings, please
give us a call at
(510) 521-5020
or email
joe@mcgrathyachts.com



McGrath Yachts
1070 Marina Village Parkway #106, Alameda, CA 94501
(510) 521-5020 • www.mcgrathyachts.com

Yachtfinders/Windseakers

in the heart of
San Diego's boating community

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

info@yachtfinders.biz

(619) 224-2349

Toll Free (866) 341-6189

Go to
www.yachtfinders.biz
for all our 80+ listings!



50' CUSTOM SANTA CRUZ, '86 \$159,000
With new paint and many updates, she's an ideal, fast, easy-to-handle offshore boat. Cruisers and racers should take a look.



44' HANS CHRISTIAN PH, '81 \$249,900
Amust-see for anyone thinking of moving from sail to power. Extend your sailing enjoyment with all the comfort of a trawler.



40' ISLANDER PETERSON, '79 \$69,500
Large salon with double quarter berth aft and a great nav station. Rich mahogany interior. Long list of gear and upgrades.



38' PEARSON INVICTA II, '66 \$14,500
A lot of boat at this price! She needs some work but has a lot of potential. She's been with the same local family for 24 years.



36' WYLIE CUSTOM, '78 \$54,000
A special boat designed by Tom Wylie for knowledgeable yachtsman Peter Sutter of Sutter Sails. Lively performance. Simple systems.



36' CATALINA, '84 \$57,500
Seller will consider property trades for lot or cabin in Southern California of equal value for this very well-equipped Catalina 36.



34' TIFFANY JAYNE, '83 \$49,000
Echoing the designs of a bygone era, yet sporting the performance of a modern day-sailer, she sails like a dream.



33' C&C, '85 \$37,000
Functional interior and good all-around sailing characteristics. Priced for a quick sale due to a change in circumstances.



32' ALLIED SEAWIND II, '76 \$29,500
She's a well-found vessel easy to sail around the Bay or across oceans. Her systems are simple but professionally done.



31' MARINER KETCH, '73 \$24,500
A proven bluewater cruiser, she is capable of taking you anywhere and small enough to be easily handled by a couple.



27' CATALINA 270, '94 \$37,000
Extremely well-equipped 270 ready for cruising. Don't be fooled by her length: these boats have tons of room and sail great!



24' YAMAHA, '78 \$14,000
Super-clean trailerable boat with an engine designed to cruise at 6 knots, a roomy cockpit, and nice comforts below deck.

HONDA
MARINE
IT'S ALL ABOUT POWER.

caribe
INFLATABLES

Aquapro
INFLATABLES



TOHATSU
outboards

Achilles

We've been THE Bay Area authority for
inflatables and outboards for more than 35 years.

Call us today for quotes.

Voyager Marine

1296 State St.
P.O. Box 246, Alviso, CA 95002-0246
(408) 263-7633 • (800) 700-7633
Open Tuesday thru Saturday



THINK

*Just say no to boxy
dodgers!*

BEFORE:
The Box



AFTER:
Beyond
the Box

STARBUCK



CANVAS WORKS

67 Liberty Ship Way
Sausalito, CA 94965

415•332•2509



San Francisco's yacht broker since 1969 ~ celebrating our 40th year!

Cityyachts YACHTS AND THE CITY



32' Silverton, '98 \$85,000



Hunter 356, '03 \$113,000



35' Maxum, '01 \$79,000



Cal 39, 1979 \$69,000



Hylas 42, '89 \$149,500



32' Grand Banks, '80 \$89,900



46' Moody, '00 \$399,000



26' Tollycraft, '79 \$16,500



32' Capitol Yachts Gulf, '85 \$42,500



28' Bayliner 2855, '00 \$44,500



Carver 30, '93 \$59,900



35' Niagara, '80 \$58,500



43' Gran Mariner, '77 \$85,000



47' Chris Craft Commander, '74 \$199,000



Catalina 34, '94 \$63,000

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



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

New J/Boats

offered by

SAIL California

J/111



If you love to go sailing, you'll love this new 36-ft speedster. She's a pleasure daysailing, weekending or racing.

J/97



This clean, versatile design was rated 'Best Club Racer' by the *Sailing World* judges. Come judge her for yourself.

J/95



Overall Boat of the Year. The newest innovation with twin rudders and shoal draft option. Also *Cruising World* 'Domestic Boat of the Year' and 'Best Weekender'.

SAIL California

ALAMEDA
(510) 523-8500
FAX (510) 522-0641

Web site: www.sailcal.com
Email: info@sailcal.com

CALENDAR

Non-Race

Feb. 1-28 — Celebrate African American History Month at San Francisco Maritime National Historical Park with interactive exhibits and programs. **2/7**: 'Black Americans at Sea', 3 p.m. (repeats **2/13** & **2/27**). **2/14**: 'The Saga of Captain William Shorey', 3 p.m. (repeats **2/28**). **2/21**: 'Maritime Routes of the Underground Railroad'. **2/27**: 'Chanteys—The African American & Caribbean Connection' aboard *Balclutha*, 1 p.m. Details on all programs can be found at www.nps.gov/safr.

Feb. 3 — Club Nautique's Winter Wednesdays Seminar Series continues with 'Chartering in the BVIs' with Rod Witel at Club Nautique in Alameda, 6-8 p.m. Seminars run every other Wednesday at the same time and location, and are free unless noted. **2/17**: 'Nautical Photography' with Peter Lyons; **3/3**: 'Cruising the Delta' with Bill Wells. Info, (510) 865-4700 or www.clubnautique.net/winter-wednesdays.

Feb. 3-7 — San Francisco Ocean Film Festival celebrates the sea with films that increase awareness. \$12 per program or \$85 for a Film Program Pass. Info, www.oceanfilmfest.org.

Feb. 3-24 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$13.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

Feb. 6 — 21st Annual Women's Sailing Convention at Bahia Corinthian YC in Corona del Mar, \$165. Info, www.scya.org.

Feb. 6 — Safety at Sea seminar by Pacific Cup YC at California Maritime Academy, 8 a.m.-6 p.m. This US Sailing-approved seminar moderated by Chuck Hawley satisfies the Pac Cup's requirements. \$100. Info, www.pacificcup.org.

Feb. 7 — Take a three-hour family Adventure Sail on the Bay aboard *Hawaiian Chieftain*, 2 p.m. Adults, \$55; Kids, \$35. Info, www.historicalseaport.org.

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

Feb. 9-May 4 — Sailing Skills & Seamanship course by USCGA Sausalito at Station Golden Gate, 7:30-9:30 p.m. \$75 fee. Info, (415) 328-6480 or greenibsonsg@yahoo.com.

Feb. 10 — How to Properly Inspect Your Own Standing Rigging seminar at South Beach Riggers in Sausalito, 5:30 p.m. Free. Info, (415) 331-3400.

Feb. 10 & 25 — How the Tides Work for You presentation by Kame Richards at the Bay Model in Sausalito, 7 p.m. Space fills quickly for this popular seminar where you'll learn how to use the Bay's currents to your advantage. \$15 (cash only). Reservations, jimtantillo@comcast.net or (408) 263-7877.

Feb. 11 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 7:30 p.m. Info, www.singlesailors.org or (510) 233-1064.

Feb. 11 — John Connolly's Moroccan Adventure presentation at Golden Gate YC, 6:30 p.m. Learn about Modern Sailing's trip from Gibraltar to the Canaries. Info, (415) 331-8250.

Feb. 14 — Take your sweetheart for a sweet sail.

Feb. 18-21 — Boat Fest at Marina Village Yacht Harbor in Alameda. Admission and parking are free for this winter boating celebration. Info, www.boatfestival.blogspot.com.

Feb. 20 — About Boating Safely by USCGA Flotilla 17 at Yerba Buena CG station, 8:30 a.m.-5 p.m. \$55 fee includes lunch. Info, (415) 205-0687 or FSO-PE@flotilla17.org.

Feb. 25 — Marine Weather seminar by Modern Sailing and NOAA at Golden Gate YC, 6:30 p.m. Info, (415) 331-8250.

Feb. 27 — Racing Trim Seminar by North U at Berkeley YC, 9 a.m.-5 p.m. \$125. Info, www.northu.com.

Feb. 27 — Pacific Cup Preparation Seminar #2 at Berkeley YC, 8 a.m.-5 p.m. Stay for the party! \$35 pre-registration, \$40 at the door. For details and to sign up, www.pacificcup.org.

SAIL *California*

YOUR PERFORMANCE YACHT SPECIALISTS

ALAMEDA
1070 Marina Village Pkwy #108
Alameda, CA 94501
(510) 523-8500
FAX (510) 522-0641

SEATTLE
SAIL NORTHWEST
7001 Seaview Ave. NW #140
Seattle, WA 98117
(206) 286-1004

Your Santa Cruz 52 Specialists



Santa Cruz 52, 2000, Isis
The ultimate cruiser with a 6' draft.
Asking **\$520,000**



Santa Cruz 52, 1998, Hula
Deep draft for cruising, buoy and offshore, this boat has it all. Asking **\$575,000**



Santa Cruz 52, 1999, Renegade
Medium draft; ready to go on the East Coast.
Asking **\$595,000**



J/100, 2005, Reddie Freddie
Now asking **\$112,000**



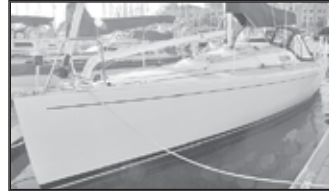
J/32, 2001, Independence
This is an amazing amount of boat at 32-ft.
Come see her on our sales dock. Asking **\$125,000**



J/109, 2004, Crazy Diamond
Deal of the decade.
Asking **\$185,000**



J/40, 1986, China Cloud
This boat is ready for the Baja Ha-Ha. Are you?
Asking **\$159,000**



J/124, 2007, Fortuna
For the joy of sailing, experience the J/124.
Asking **\$298,000**



1D35, Great Sensation
Total refit inside and out.
Asking **\$84,900**



Olson 40, 1983, Elka
Asking **\$79,000**

77' Andrews, '03**	\$799,000
56' Andrews, '94, Charisma	SOLD
52' Santa Cruz, '00, Isis	\$520,000
52' Santa Cruz, '98, Hula	\$575,000
52' Santa Cruz, '99, Renegade	\$595,000
52' TransPac with IRC mods, '03, Braveheart	Just Listed \$499,000
48' J/145, Hull #9, '03**	\$675,000
44' J/44, '93, Halcyon Days	\$315,000
44' J/44, '90, Phoenix	SOLD
41' J/124, '07, Fortuna	\$298,000
41' Passport, '90, 360**	\$239,000
440' J/120, '01, OviB5	Pending \$199,000
40' J/40, '86, China Cloud	\$159,000
40' Avance, '85, Caribou**	\$139,500
40' X-Yachts X119**	SOLD
40' Olson, 1983, Elka	\$79,000
39' Carroll Marine CM 1200, '95**	\$82,500
39' Schumacher Custom, '96, Recidivist	\$149,000
37' X-Yachts 372 Sport, '87	SOLD

37' J/37, Hull #30, '88	SOLD
36' J/36, '83**	SOLD
35' J/109, '03**	\$189,000
35' J/109, '04, Crazy Diamond	\$185,000
35' J/105, Hull #617, '04, formerly Chili Pepper**	\$105,000
35' J/105, Hull #502, '02, Grace O'Malley	Just Listed \$115,000
35' J/105, Hull #403	SOLD
35' J/105, Hull #347, '00, Bald Eagle	\$109,000
35' J/105, Hull #298, '00, Chilaxn	\$114,000
35' J/105, '99, Life Is Good**	\$83,000
35' J/105, Hull #103, '95, Aquavit	Just Listed \$89,000
35' J/35, '84, Blue Streak**	\$37,900
35' J/35, '84, The Boss**	\$49,000
35' 1D35, '00, Great Sensation	\$84,900
35' 1D35, '01, Yeofy	\$69,900
35' Ericson 35 Mk III, '84, Symmetry	SOLD
34' D-Class Catamaran, Rocket 88	\$38,000
34' MJM 34z, '05**	\$365,000
34' J/34, '85, The Zoo**	\$29,900

34' Olson-Ericson, '89**	\$47,500
33' J/100, Hull #5, '05, Reddie Freddie	\$118,000
32' J/32, Independence, '00	\$125,000
29' Back Cove, '05, Diamond Lil	SOLD
29' MJM 29z, '07**	\$269,000
29' J/29, '85, Masthead**	SOLD
28' Alerion Express, '06**	\$105,000
27' Antrim 27, '98, Luna	\$29,900
22' Aquapro Raider 665, '04	Pending \$34,900

** Indicates Seattle Boats

Northern California
Boat Fest

Marina Village Yacht Harbor
Alameda, California

Feb 18-21 2010
Thu & Fri: 12-5 • Sat & Sun: 11-5
• Power & Sail
• New & Used
• 100+ Yachts For Sale
• Seminars
• Marine Exhibits
• Music & Food

SAIL *California*

www.sailcal.com
email: norman@sailcal.com

DEALERS FOR THESE FINE YACHTS:

SABRE

Santa Cruz
YACHTS

SUMMIT
YACHTS

J.
BOATS

WE HAVE YOUR POLE



GRAND PRIX DOUBLE TAPERED CARBON



REGATTA SPINNAKER POLES



JIB & MAIN WHISKER POLES



CARBON FIBER • ALUMINUM • END FITTINGS

Ph: 949.858.8820 • www.forespar.com

CALENDAR

Feb. 27 — GPS for Mariners course by USCGA Flotilla 17 at Yerba Buena CG station, 8:30 a.m.-5 p.m. \$55 fee includes lunch. Info, (415) 205-0687 or FSO-PE@flotilla17.org.

Feb. 27-28 — US Sailing-approved Safety at Sea Seminar in Seattle. Go to www.thesailingfoundation.org for pricing.

Feb. 28 — Howl at the full moon on a Sunday night.

Mar. 3-Apr. 28 — Sailing Skills & Seamanship course by USCGA Flotilla 12-1 at Oakland YC on Weds. nights, 6:30-8:30 p.m. \$55 fee. Info, (510) 601-6239 or nancy@windwave.com.

Mar. 3-June 23 — Sailing Skills & Seamanship course by USCGA Flotilla 17 at Berkeley YC on Weds. nights, 7:30-9:30 p.m. \$75 fee. Info, (415) 205-0687 or FSO-PE@flotilla17.org.

Mar. 5-7 — Trawler Fest boat show at Kona Kai Resort in San Diego. Check out the boats, seminars and a variety of other activities. Info & tickets, www.trawlerfest.com.

Mar. 6 — Yacht Maintenance seminar by Michael Price at Sausalito West Marine, 1 p.m. Free. Call (415) 332-0202 for reservations.

Mar. 6 — Sail a Small Boat Day. Free rides in a variety of different small sailboats at Richmond YC, 11 a.m.-4 p.m. Wear something warm and waterproof, like a wetsuit, and bring a PFD and change of clothing. Info, www.richmondyc.org.

Mar. 7 — Mariners' Sunday at St. Luke Presbyterian Church in San Rafael, 10 a.m. An ecumenical service dedicated to mariners. Info, www.stlukepres.org or (415) 454-0758.

Mar. 10 — Latitude 38 Spring Crew List Party at Golden Gate YC, 6-9 p.m. It's early in the season so you can set up your crew sooner. \$5 for anyone 25 and under (with ID)! Still only \$7 for the rest of us. Info, www.latitude38.com.

Apr. 15-18 — Strictly Sail Pacific at Jack London Square. Back to sail-only, this year will feature used boats as well as new! Info, www.strictlysailpacific.com.

Racing

Feb. 6 — Double Up & Back. CPYC, regatta@cpyc.com

Feb. 13-14 — Londerville Cup. Half Moon Bay YC, www.hmbyc.org.

Feb. 18-27 — Vallarta Race, a 1,000-mile race from San Diego to PV, followed by MEXORC. Info, www.sdy.org/pv.

Feb. 20 — Singlehanded #1. SeqYC, www.sequoiayc.org.

Feb. 20-21 — BAYS Winter Opti #3 & 4. EYC, www.bayarea-youthsailing.com.

Feb. 27 — Island YC Sadie Hawkins Race on the Estuary. Woman skipper, full crew. Chowder challenge afterwards. John New, (510) 521-7442 or iycracing@yahoo.com.

Feb. 27-Mar. 7 — MEXORC Regatta, held in conjunction with Copa Mexico. Info, www.mexorc.com.

Mar. 6 — Coyote Point YC's Jack & Jill Race. Info, (650) 347-6730, www.cpyc.com or regatta@cpyc.com.

Mar. 6-7 — Spring Keel Regatta on the Cityfront. StFYC, (415) 563-6363 or raceoffice@stfyc.com.

Mar. 13 — Island YC's Doublehanded Lightship. Proceeds benefit United Cerebral Palsy. Info, www.iyc.org.

Mar. 13-14 — Big Daddy Regatta, a don't-miss Bay Area classic. RYC (510) 237-2821 or www.richmondyc.org.

Mar. 26-30 — Corona del Mar to Cabo Race, an 800-mile downwind dash. Balboa YC, www.balboayachtclub.com.

June 19 — The Singlehanded Transpac from SF to Hanalei. If you've been wanting to prove your mettle, this could be your year. Info, www.sfbaysss.org.

July 5 — 16th Biennial Fun Race to Hawaii, aka the Pacific Cup. For details on the race and seminars, visit www.pacificcup.org.

Midwinter Regattas

BERKELEY YC — Midwinters: 2/13-14. Chowder Races:

NOT JUST GREAT SAILS, BUT WORLD CLASS SAILMAKERS!

WINTER DISCOUNTS!

Come in to our loft today to inquire about specials on service, new sails, and merchandise.

Sail Repair: From simple tears to extreme reconstruction
Re-Cuts: Make your old sails work again
Conversions: UV covers, roller furling, Dutchman, and more
Storage: Low winter rates on sail storage
Same day, overnight service, removal, installation, and drop off and pick up service available!



Quantum Pacific
1230 Brickyard Cove Rd. Suite 200
Point Richmond, CA 94801
(510) 234-4334
dteakell@quantumsails.com
skesten@quantumsails.com
jthorpe@quantumsails.com



VALLEJO MARINA

Gateway to the Bay & Delta



Shorter Days Are Here

Use your boat more by keeping it closer to home!

- Competitive Rates!
- Covered and Open Berths
- Free Pumpout Stations
- Ferry Service to San Francisco
- Full Service Boat Yard and Chandlery
- Guest Dock conveniently located next to two Restaurants for Breakfast, Lunch, Cocktails and Dinner
- Great Restrooms and Showers
- Easy access to San Francisco Bay and the Delta



(707) 648-4370

Fax 707-648-4660

42 Harbor Way, Vallejo, CA 94590

www.ci.vallejo.ca.us

CALENDAR

Sundays through March except when it conflicts with above. Bobbi, (925) 939-9885.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intraclub only, typically in Laser Bahias and JY15s. Email Gary and Alistair at racing_chair@cal-sailing.org.

CORINTHIAN YC — Midwinters: 2/20-21. Donal Botkin, racing@cyc.org.

ENCINAL YC — Jack Frost Series: 2/27, 3/27. Small Boat Winter Series: 1/30, 2/27, 3/27. Matthew Dean, rearcommodore@encinal.org.

FOLSOM LAKE YC — Winter Series: 2/13, 3/13, 4/3. Mark Erdrich, fusion927@gmail.com.

GOLDEN GATE YC — Seaweed Soup Series: 2/6, 3/6. Mont, ggycracedeck@aol.com or (209) 481-5158.

HALF MOON BAY YC — Midwinters: 2/21, 3/21. Info, sailing@hmbyc.org or www.hmbyc.org.

ISLAND YC — Estuary Midwinters: 2/14, 3/14. John, (510) 521-2980 or iycracing@yahoo.com.

LAKE MERRITT SC — Midwinters: 2/13, 3/14. Beth, (510) 444-5292 or ebuddington@earthlink.net.

OAKLAND YC — Sunday Brunch Series: 2/7, 2/21, 3/7. John, (510) 522-6868 or j_tuma@comcast.net.

REGATTAPRO — Winter One Design: 2/13. Jeff, (415) 595-8364 or jzarwell@regattapro.com.

RICHMOND YC — Small Boat Midwinters: 2/7, 3/7. Tony, amcastruccio@sbcglobal.net or (925) 426-0686.

SANTA CRUZ YC — Midwinters: 2/20, 3/20. Info, (831) 425-0690.

SAUSALITO YC — Sunday Midwinters: 2/7, 3/7. John Mount, race@syconline.org.

SEQUOIA YC — Winter Series: 2/6, 3/13. Redwood Cup: 2/28, 3/28. Mike Garl, mikegarl@sbcglobal.net.

SOUTH BAY YRA — Midwinters: 2/20, 3/20. Jocelyn Swanson, regatta@cpyc.com

SOUTH BEACH YC — Island Fever Midwinters: 2/20, 3/20. Info, www.southbeachyc.org.

TIBURON YC — Midwinters: 2/13, 3/13. Ian Matthew, ian.matthew@comcast.net or (415) 883-6339.

VALLEJO YC — Tiny Robbins Midwinters: 2/13, 3/7. Info, (707) 643-1254.

Mexico and Beyond

Feb. 2-7 — 9th Annual Zihua Sail Fest in Zihuatanejo, Mexico. Five days of parties, contests, potlucks, races, BBQs, auctions and chili cook-offs are what attracted more than 30 boats to last year's event, but the real payoff was raising money for local schools. These indigenous kids, many of whom are orphaned, can't attend Mexican schools until they learn to speak Spanish. Last year about \$45,000 was raised thanks in large part to matching funds raised by the Bellack Foundation and Pete Boyce, and a \$20,000 grant from Rotary International. To join in the fun and help some needy kids — even if you can't make it to the parties — go to www.zihuasailfest.com.

Feb. 6 — Pacific Puddle Jump Kick-Off Party at Vallarta YC in Nuevo Vallarta from 2-5 p.m. *Latitude 38*, Paradise Marina and the Vallarta YC team up to host the final get-together for South Pacific-bound cruisers. For details, email andy@latitude38.com or go to www.pacificpuddlejumps.com.

Mar. 16-20 — The 18th Annual Banderas Bay Regatta is five days of 'friendly racing for cruising boats'. The sailing conditions and the Paradise Marina venue couldn't be better. Everybody plays it safe because they're sailing their homes, and the entry is free. It's the perfect time and place to have family and friends fly down to join you in the tropics. In fact, you'd have to be nuts to miss this one. The regatta is part of the month-long Festival Náutico Vallarta. For details, visit

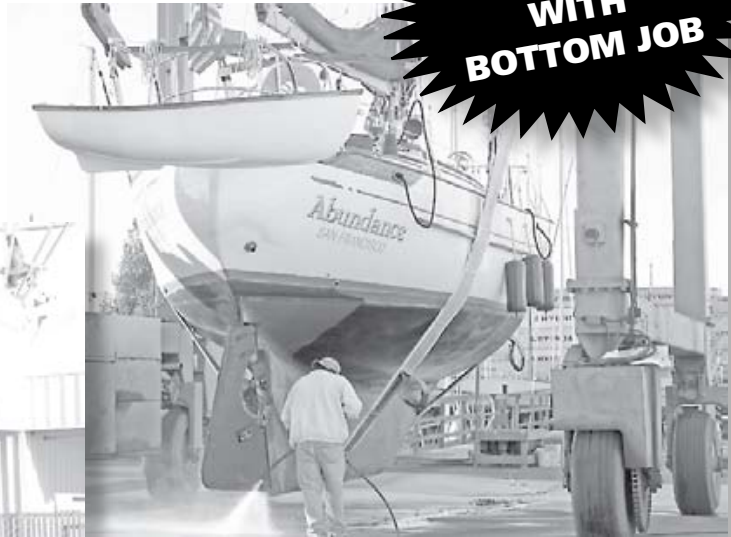
THE BOAT YARD AT GRAND MARINA

"Where Service Has Meaning"

Interlux.
yachtpaint.com

AWLGRIP
HULL PAINT

**60-TON
TRAVELIFT**



**FREE
HULL WAX
WITH
BOTTOM JOB**

FEATURING
TRINIDAD
ANTI-FOULING PAINT BY
PETTIT
marine paint
RATED "SUPERIOR" by
Practical Sailor

The only yard to brush on your bottom paint!

Dealers for:

MAX-PROP
AUTOMATIC FEATHERING PROPELLERS

GORI
marine

Webasto

PACKLESS SEALING SYSTEM
SHAFT SEAL

LECTRA/SAN

SIDE-POWER
Thruster systems

facnor
PURGING SYSTEMS INC.

AQUAMARINE
FINE REVERSE OSMOSIS EQUIPMENT

IT'S SIMPLE!

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

~ COMPARE US WITH THE COMPETITION ~

- Prop and Shaft Work
- Mast & Rigging Repair
- Fiberglass & Blister Repair
- Gelcoat Repair
- Gas & Diesel Engine Service
- LPU Hull & Topside
- Electrical Repair & Installation

CALL FOR A RESERVATION

(510) 521-6100 • Fax (510) 521-3684

Located at Grand Marina • 2021 Alaska Packer Place, Alameda

www.boatyardgm.com

CALENDAR

www.banderasbayregatta.com.

April 8-11 — La Paz Bay Fest. This will be the fifth year for this descendant of the (in)famous La Paz Race Week. An event for cruisers that includes races, potlucks, cruising seminars and other fun activities for the family. More info on Bay Fest 2009 will soon be found at www.clubcruceiros.org.

Apr. 30-May 2 — Loreto Fest and Cruisers' Music Festival. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers for a chili cook-off, dinghy races and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit www.hiddenportyachtclub.com.

June 18-20 — Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe racing. Info, www.pacificpuddlejump.com.

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

February Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
2/06Sat	0453/6.0	1206/0.5	1919/3.9	2326/3.0
2/07Sun	0552/5.9	1315/0.3	2038/4.2	
	LOW	HIGH	LOW	HIGH
2/13Sat	0448/2.4	1045/5.8	1715/0.0	
	HIGH	LOW	HIGH	LOW
2/14Sun	0010/5.1	0522/2.1	1122/5.7	1742/0.2
2/15Mon	0031/5.2	0556/1.9	1159/5.4	1809/0.5
2/20Sat	0256/5.6	0942/0.9	1637/3.6	2056/2.7
2/21Sun	0343/5.7	1052/0.7	1824/3.6	2201/3.1
	LOW	HIGH	LOW	HIGH
2/27Sat	0347/1.7	1000/6.6	1626/-0.7	2318/5.7
2/28Sun	0438/1.2	1055/6.5	1707/-0.4	2352/6.0

February Weekend Currents

date/day	slack	max	slack	max
2/06Sat	0050	0347/2.2F	0642	0958/3.7E
	1418	1729/2.7F	2031	2242/1.4E
2/07Sun	0159	0455/2.0F	0742	1108/3.7E
	1522	1838/2.9F	2140	
2/13Sat	0110	0335/2.5E	0653	0943/2.8F
	1235	1541/4.3E	1935	2232/3.4F
2/14Sun	0140	0406/2.8E	0729	1019/2.8F
	1314	1616/4.2E	2004	2257/3.3F
2/15Mon	0208	0440/3.0E	0806	1056/2.8F
	1353	1652/3.9E	2031	2325/3.1F
2/20Sat		0155/2.1F	0444	0814/3.5E
	1211	1502/2.1F	1828	2043/1.7E
	2323			
2/21Sun		0250/1.9F	0535	0912/3.6E
	1322	1615/2.2F	1948	2146/1.4E
2/27Sat	0012	0243/3.4E	0558	0855/3.8F
	1150	1458/5.4E	1843	2141/4.5F
2/28Sun	0050	0328/4.0E	0648	0945/4.1F
	1245	1546/5.2E	1925	2221/4.4F

Cruising Repair Essentials:

- Sailrite Ultrafeed® Sewing Machine
- Thread Assortment Pack
- Snap Fastener Kit
- Repair Tape
- Sewing Palm
- The Canvasworker's Guidebook

Shop Sailrite

Sailrite

www.sailrite.com

Free Catalog • 800.348.2769 • 260.693.2242



Berkeley Marine Center

The yard that works for you!



Maintenance,
repairs &
construction
of yachts &
commercial
vessels

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

Committed to the tradition of boating, and a tradition of customer service in everything we do.



Chandlery & Fuel Dock Open 7 Days

Mon – Fri 8 to 5 • Sat & Sun 9 to 5

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



- 100% Epoxy-Infused Hulls & Decks
- Carbon Fiber Masts
- 15-Year Transferable Hull Warranty

See both of these beautiful boats in the water at the

January 29 – February 6

South Lake Union, Seattle, WA



NEW Tartan 3700 CCR #144

CLEARANCE SALE!
BLOWOUT

5 Sold!



WAS \$346,061 ~ NOW \$286,061 ~ SAVE \$60,000

NEW C&C 115 #76

CLEARANCE SALE!
BLOWOUT

8 Sold!



WAS \$281,871 ~ NOW \$231,871 ~ SAVE \$50,000

West Coast Dealers for:



Ask about our San Juan Islands 'Offshore Delivery Program'.
Cruise the beautiful Pacific Northwest sales tax-free*!



since 1977

**Marine
Servicenter**

Seattle • Anacortes, WA

(206) 323-2405

(877) 215-0560 (toll free)

www.marinesc.com

LETTERS

↑↓ WHY WAS MOONDUSTER EVEN IN FIJI?

I just read Wayne Meretsky's complete report on the loss of *Moonduster* at www.latitude38.com/features/moonduster.html and still cannot understand his decisions. He was a couple hours away from the practical hurricane hole — Blue Lagoon — that he had just come from. It would have been downwind to return there, and because he had a GPS track to follow, he could have done it in the dark. Having sailed these waters on our Lagoon 380 *Honeymoon* in October, I just cannot see why Wayne and Neria stayed where they were, in an anchorage that was good only in easterly winds.

Additionally, why were they even in Fiji, when the rest of the fleet — of insured boats — was in New Zealand or where we sailed to, Australia? I see this as a skipper's desire not to go backward — and it cost him his boat.

Seth Hynes

Honeymoon, Lagoon 380
San Francisco

Seth — Having never been to that part of Fiji, and not having been there when a tropical cyclone was approaching Moonduster, we don't know the answers to your first questions. But as we and many others can attest, Meretsky is a very bright and experienced sailor, so he obviously made what he believed to be the best decisions given the circumstances.

As for why his boat was in a tropical cyclone zone during tropical cyclone season, you might as well ask the same ques-



NERIA BRWERTON

We all do things with our boats that we later regret — even if they don't end with the loss of the boat.

tion of everyone who has a boat in the South Pacific, including French Polynesia, at this time of year. There are many hundreds of them.

Indeed,

you might ask the same question of everyone who has a boat in Florida, the Gulf Coast of the United States, or even the East Coast of the United States all the way up to Newport, RI. All these owners run the risk of their boats' being damaged or destroyed.

Most people who leave their boats in tropical cyclone or hurricane zones don't have any problems — but there certainly is a risk. Meretsky was fully aware of the risk, but it was his misfortune to have rolled snake-eyes. There, but for the grace of god, have gone we, for we've kept boats in active hurricane zones for 14 out of the last 24 years.

One also has to realize there is still plenty of risk in escaping hurricane season by sailing to New Zealand or Australia. A number of boats — and lives — have been lost during these often challenging passages, and that's not even counting the Queen's Birthday Storm of '94, which decimated the fleet of cruisers heading to New Zealand to escape the dangers of hurricane season.

All life is risk. If ultimate safety were the only goal in life, most people wouldn't leave their rooms. Would you rather have flown to Australia than sailed there?



Get Gold Medal Performance from
SVENDSEN'S

The Bay Area's full-service boat yard since 1963,
Svendsen's performs all aspects of marine repair on site, including:

**Fiberglass and Wood Repair | Custom Metal Fabrication | Engine & Electrical Repair
Full-Service Mast & Rigging | Wooden Spar Construction & Repair | Prop & Shaft Repair
Bottom & Topside Painting | Complete Custom Cruising Retrofits | Custom Hardtops & Enclosures**

Call today to schedule your haulout: **510.522.2886**

Or schedule your work online: **svendsens.com**

MORE SAVINGS! MORE CLASSES!

Winter Special!

Take **\$200** off any of the below courses*

Basic Keelboat (101) - \$645*

Feb 6,7,13	Feb 27,28 & Mar 6
Feb 13,14,20	Feb 28 & Mar 6,7
Feb 14,20,21	Mar 6,7,13
Feb 15,16,17	Mar 13,14,20

Basic Coastal Cruising (103) - \$845*

Feb 14,20,21	Apr 11,17,18
Feb 20,21,27	Apr 14,15,16
Feb 24,25,26	Apr 18,24,25
Mar 17,18,19	Apr 24,25 & May 1

Bareboat Chartering (104) - \$1045*

Mar 21,27,28	May 16,22,23
Apr 11,17,18	May 26,27,28
Apr 18,24,25	
Apr 25, & May 1,2	
Apr 28,29,30	



Take advantage of our 3 Class Package

(101,103 & 104) at **\$1895.00**

Call us for details! (510) 232-7999

www.TradewindsSailing.com



LETTERS

↑↓ RUN AT THE FIRST HINT OF SEVERE WEATHER

The loss of one's boat — such as *Moonduster* — is always sad, and those of us who weren't there will always wonder why somebody who lost his boat didn't make different decisions.

We're spending cyclone season in Fiji, like *Moonduster* was, but in our case, we're at the hidden paradise of Savusavu. We have spent other cyclone/hurricane seasons in areas prone to those storms. For instance, Grenada in '01 and the Sea of Cortez in '05. Thankfully *Mick* was the first cyclone we experienced while aboard. Here in Savusavu, *Mick* was a non-event. The most wind we saw was a gust of 32 knots, and we didn't have sustained winds over 25 knots.

I have never met the skipper of *Moonduster*, though I did see the boat when she was here in Savusavu. Since the loss of *Moonduster*, I've been waiting to hear the skipper's version of the incident and the reasons why he picked Likuliku as an



WEBB LOGG

The crew of 'Po Oino Roa' seek shelter from cyclones in Savusavu, Fiji.

anchorage in which to ride out a storm. We spent time there last August and, after having a forecast for light and variable winds, had 25 knots come up from the southwest. Being on a lee shore with three-foot waves rolling

through made for a long night on anchor watch. I personally would not feel comfortable in Likuliku with 25 knots of wind from any direction.

Monday morning quarterbacking is easy, but I'd like to share some of my thoughts and observations as *Mick* approached. It was on December 12 that we got the news in Savusavu that a tropical depression had formed and was projected to move southeast toward the Fijian group. My immediate thought was that it would intensify as it moved closer to Fiji and the warmer waters of the lagoons. Had I been in the Yasawas, I would have started to move toward a more secure area right then.

The weather report on the morning of the 13th upgraded the depression to a numbered tropical storm, which meant winds of 34 to 63 knots. According to my log entry that morning, the storm was located 300 miles northwest of Nadi, with a predicted track to the southeast between the two main islands of the Fijian group. For some reason, the crew of *Moonduster* did not get this information. Not only did I get this from the Nadi site, but also from the local Fijian FM radio station and the 'Rag of the Air' SSB. It's true that the SSB net can be difficult to hear in some parts of Fiji because of the frequency but, by this time someone on a vessel in Tonga was reading the high seas weather bulletins from Honolulu about the threats to Fiji.

The weather information *Moonduster's* skipper received while at the Octopus Resort was misinterpreted. A Category 1 tropical cyclone is the same as a hurricane. That means winds of 63 knots or greater. By then, as he said, it would have been too late to move, but that still would have been my choice.

Spending cyclone seasons aboard your boat requires that you have a plan of action. The first step in the plan should

Ask the Experts...

“How do I choose a bottom paint with a reduced environmental impact?”



Rusty Rutherford
Regional Sales Manager



Whether you are a boat owner applying your own paint or you're a boat yard that applies paint for a living, we all – as individuals and companies – have an interest in keeping our boating environment healthy, prosperous, safe and simply a pleasurable experience. By considering the environment in our day to day activities, we can examine ways of reducing our overall environmental footprint. Today, the topic is bottom paint and how to choose product(s) that deliver the results that are important to you. Look for products with multiple improvement* options such as:

- **Reduced Solvent Content:** a lower solvent content in the paint will reduce the amount of organic compound emitted into the air. Normally, you would also get a thicker film and improved longevity from a 'high solids' bottom paint
- **Polishing Action:** with self smoothing characteristics an abrasive paint will maximize on fuel efficiencies and the right product will help reduce green house gases by consuming less fuel
- **Copper-free Formulation:** Copper occurs naturally in all waters around the world and while high concentration levels can be harmful to humans and the environment, copper is an essential micronutrient to life and a certain amount is essential for the well-being of animals, including humans**. The accumulation of copper in some marinas has led to the demand for products that can help boat yards reduce the overall copper content collected when hauling & pressure washing boats. A copper free product can be suitable for professionals and consumers alike

Pacifica Plus from Interlux may just be the paint for you. Pacifica Plus is formulated with the latest biocide technology Ecomea™, which allows for a decrease in total biocidal content without compromising on performance. Even though we have added Biolux® technology to deter slime, Pacifica Plus contains approximately 80% less active biocide ingredients than other leading antifouling paints.

The product is the perfect choice for boat owners and boat yards seeking to reduce their environmental footprint.

For even greater environmental improvement, Interlux also offers Intersleek 900, a metal-free, biocide-free reduced emissions coating. Professionally applied by boat yards, Intersleek 900 is a foul release system with super low surface friction, leading to great fuel efficiencies if properly maintained.



* Compared to standard, old fashioned hard and abrasive antifoulings.

** For further details see the summary provided by the National Paints and Coatings Association on the 'Boating and the Environment' section of Interlux www.yachtpaint.com

© Akzo Nobel N.V. 2009. Interlux®, the AkzoNobel logo and other products mentioned are registered trademarks of, or licensed to, AkzoNobel.



AkzoNobel

Find more answers at yachtpaint.com



CONFUSED ABOUT SELF-STEERING?

We manufacture the RIGHT windvane for YOUR boat.

All serious bluewater sailors need a reliable mechanical helmsman that can take ALL the watches.

A windvane from Scanmar is a 24/7 workhorse at half the price of an installed under deck autopilot.

No impossible-to-fix electronics. No need to provide amps. No maintenance!

The more it blows the better it works.

See us at the
SEATTLE BOAT SHOW
Concourse Space
#2229

**THE ULTIMATE
GREEN
SOLUTION**

**MONITOR
WINDVANE™**

#1 in WINDVANES



Rated Best Windvane in the ARC Gear Test.
Uses the most powerful principle, servo-pendulum.
Can be converted to emergency rudder.

auto-helm
windvane

The additional rudder solution. No lines. Emergency rudder.

Saye's Rig

Pendulum Trintab on main rudder. For big boats with hydraulic steering.

Visit our website at www.selfsteer.com
Click on *Boats and Photos* and check out
5,000 installation photos.

FACTORY DIRECT
since 1977
SCANMAR
INTERNATIONAL

432 South 1st St. • Pt. Richmond, CA 94804
Tel: 510 215-2010 • Fax: 510 215-5005
Toll Free: 888 946-3826
email: scanmar@selfsteer.com

LETTERS

be to move to a secure location as soon as a potential storm develops — if you wait, it can be too late. If you must ride out a blow, you can make preparations to improve your chances. Covered sails should be firmly secured. Roller furling headsails should be removed and stowed below. As much windage as possible needs to be removed.

When *Moonduster's* second snubber broke, the skipper said it was the end. Under the conditions, I think it would have been impossible to secure another one. But prior to the blow, it would have been easy to have several snubbers connected to the rode so as one failed another would take up the strain. In addition, anti-fog ski goggles work much better than a dive mask and snorkel. I have a pair of goggles that were designed for operators of personal watercraft. Others who have stayed aboard will have more ideas on what can be done to prepare for such storms.

In closing, I'd like to mention what has become a pet peeve of mine. I don't feel that mileage under the keel necessarily relates to cruising experience. As I stated in my bio for the '99 Ha-Ha, I had over 100,000 miles under the keel — even though I'd never left Newport Harbor! It was true, as I'd been a member of the Harbor Patrol. Cruiser experience would be better gauged by nights at anchor in whatever conditions occur.

Jerry McGraw

Po Oino Roa, Peterson 44

Newport Beach / Savusavu, Fiji

More than 1,600 nights at anchor — and still learning!

Jerry — We fully endorse your recommendation that boats seek the most secure shelter possible at the first hint of hurricanes/tropical cyclones. It may result in many false alarms, but in the long run, it's probably worth it.



COURTESY MOONDUSTER

Wayne is a very experienced singlehander who has sailed more than 30,000 sea miles.

care and planning is required. Alas, this may not have been the same anchoring experience as avoiding and/or preparing for a tropical cyclone.

For the record, the skipper of Moonduster had lots experience on the hook in Mexico, Hawaii, Alaska, California, Mexico again, all the way across the Pacific to New Zealand, and back up to Fiji. And almost all of it was done singlehanded, when even more

↑↓ DO INDIGENOUS PEOPLE KNOW BEST?

I want to thank Wayne Meretsky, the owner/skipper of *Moonduster*, for being willing to share his blow-by-blow account of the loss of his 47-ft boat to Tropical Cyclone Mick in Fiji, and I also want to thank *Latitude* for providing such content so we can all learn from the experiences of others.

I do not consider myself experienced enough to second-guess any of the decisions made or actions taken by the skipper of *Moonduster*. However, I would like to highlight the fact that he had been warned of the hurricane by a Fijian boat man, one who is typically connected to the local environment

WESTPOINT HARBOR

Visit our new harbormaster house at
California's newest, most innovative marina.

FABULOUS DOCKS

- Innovative single-piece concrete floats with inboard piles and under-deck guides
- Ultra-wide slips and fairways
- Dock box, pumpout, dual 120/240 volt power *at every slip*

PRIVILEGES/AMENITIES

- Access to 38,000 sq. ft. Pacific Shores Health Club (pool, spa, gym, rock climbing wall, etc.)
- DSL phone lines and free wifi access

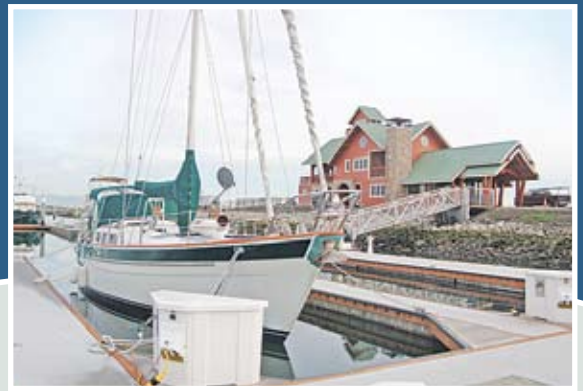
STUNNING NEW HARBORMASTER BUILDING

- 360° deck access with fireplace and views of Westpoint Slough wildlife
- Beautiful showers and rest rooms with granite countertops and ceramic tile
- Private meeting rooms

IDEAL LOCATION

- Redwood City enjoys 300+ sunny days a year
- Ample parking and easy access by land or sea

**More than 1,000 feet of guest dock:
Schedule your cruise-in today!**



**Accepting applications
for boats to 120'**

www.westpointharbor.com

650 224 3250 • 1529 Seaport Blvd. , Redwood City, CA 94063

Even Better!



NEW!

Third Reef Foul Weather Gear

When we decided to update the world's best-selling foul weather gear, we didn't mess around. So our new Third Reef gear is our best ever! The newly re-designed coastal jacket is fully lined, breathable, 100% water- and windproof Oxford nylon fabric. Other features include an articulated Hi-Vis hood with brushed mesh collar, one-handed shock cord aperture adjusters, gusseted cargo pockets, zipped handwarmer pockets, internal zip pocket with headphone port, adjustable cuffs, internal Dartex storm cuff, adjustable waist with internal shock cord adjusters. Bibs use the same Oxford nylon fabric and are thoroughly reinforced at the seat and knees.

Jacket - \$129 Bibs - \$109

West Marine[®]

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

Log onto westmarine.com to find the store nearest you.

LETTERS

on a different level and in a different way from those who forecast weather based on 'scientific' data.

I have heard other accounts of islanders — specifically aboriginal islanders off the northeast coast of Australia — who knew a hurricane was coming while the weather services predicted otherwise. I point this out not to argue that *Moonduster* could have been saved, but so that other cruisers may heed such warnings provided by indigenous islanders and give them more credit.

Jeff Steinmetz
Dana Point

Jeff — Thanks for the kind words, but the real credit goes to Wayne Meretsky, who had the courage to share his story, despite knowing his decisions would be second-guessed and/or criticized to the hilt.

Your suggestion to heed the weather advice of indigenous people is interesting for a couple of reasons. First, it would be intriguing if somebody could compare, over time, the record of indigenous people in predicting major weather events versus the record of weather forecasters using modern tools and techniques. Second, if it came down to an indigenous person saying you need to be on the south end of an island to save your boat versus Commander's Weather saying you need to be on the north end of an island, whose advice would you choose? A product of western science, we'd go to the north end of the island. But what about the rest of you?

↑↓ AT LEAST MOONDUSTER HAD BEEN WELL-TRAVELED

It was sad to hear about the loss of Wayne Meretsky's beloved S&S 47 *Moonduster*, and very interesting to read his account of the storm that wrecked her. I've enjoyed reading Meretsky's previous, well-written reports in *Latitude*, in part because I have been a longtime admirer of *Moonduster* — and came very close to buying her 20 years ago. All boats die at some point, and I'm sure everyone who toiled to create and maintain her is happy to know how well-cared for and well-traveled she was.

Peter Cullum
Nirvana, North American 40
York, Maine

Peter — As sad as the loss of Moonduster was, we think you're right; it was much more noble for her to be lost in action than to have died of neglect in some marina.

↑↓ MORE TEENS SHOULD RISK THEIR LIVES

I believe that 14-year-old Laura Dekker of The Netherlands should be allowed to carry on with her dream of singlehanded around the world. The Dutch government should not have the authority to prevent her making such an attempt.

It's true that she may indeed be too young and inexperienced to complete her trip, but that should be up to her and her parents to decide. This world needs more young people who are willing to put it all on the line.

Maybe she won't make it, and maybe she'll die trying, but that's what life is all about. I think she's a good role model.

J.R. Smith
Manhattan, Kansas

J.R. — If you think life "is all about" 14-year-olds risking their lives without having any concept of the hazards involved, you and we are on different pages. And could you please elaborate on how the world would benefit by ignorant teens risking their lives? In our view, the world needs kids to have loving parents,

NOW IN
SAUSALITO

Hanse 

THE NEW
HANSE 400

400* 

320 350 370* 430* 470* 540e 630e

*epoxy option

Compare our pricing
against the competition

- ⌞ Ground breaking interior design
- ⌞ Multiple layout options (Individual Cabin Concept)
- ⌞ Modern, award winning performance cruisers
- ⌞ Self-tacking jib engineered into the HanseYachts design
- ⌞ Epoxy hulls (option up to 54 ft)
- ⌞ Safe, comfortable, fast & easy to sail

Hanse Yachts US

New office:

Larry Mayne Yacht & Ship Brokerage
310 Harbor Dr., Sausalito, CA
(near West Marine)

www.HanseNorCal.com

Larry Mayne | 650-888-2324

George Higbie | 415-672-4123

John Saul | 415-332-6585

hansemayne@aol.com

Dealers for Moody Yachts



bemark YACHTS
Hanse & Moody Yachts of Northern California

*Select Brokerage Boats.
Personalized Service.*

Hanse 540e, 2008
Beneteau 47.7, 2002
Carver 45, 2002
Passport 42 Pilothouse, 1984
Custom steel 41 crab/fisher, 1973
Nordic 40 sloop, 1983
Cal 39, 1981
Californian 38 Sundeck MY, 1984

Hunter 36 Vision, 1994
Catalina 36, 2002
Hanse 350, 2008
Ericson 35 MkIII, 1987 & 1984
Contessa 34 Peterson, 1979
Cheoy Lee 32 Europa trawler, 1977
Hans Christian 33T, 1984
Alberg-Odyssey 30 fiberglass ketch, 1967
Pacific Seacraft 27, 1988
Wellcraft 31, 2x diesel, 1981

Cleaner Bottoms Start Here



Quality Antifouling Paints for Every Boat

No matter what kind of boat you have, or where you use it, there's a West Marine Antifouling Paint that's ideal for your needs. From our popular BottomShield modified epoxy, to the latest in ablative technology paints, including our CPP Plus and PCA Gold—we've got a West Marine paint that'll keep your boat's bottom clean! And since it's from West Marine, you know you're getting a great value!

West Marine®

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

Log onto westmarine.com to find the store nearest you.

LETTERS

and food and shelter in a safe environment, and to be damn near forced to get at least something of an education. Then, when they've turned 18, at least they'd have a tiny bit of the maturity they need to make wise decisions about which risks to take and which to avoid.



LAURA DEKKER

Laura Dekker may yet get to realize her dream — a Dutch court says it will consider allowing her to set sail if she meets a set of requirements.

As we write this, 16-year-old Jessica Watson of Australia has just rounded Cape Horn in the early stages of her attempt to sail solo non-stop around the world aboard her S&S 34 Ella's Pink Lady. We salute her for what she's accomplished, but still think of it as a foolish stunt that, even if successful, will bring discredit to sailing. Of course, now come the hard parts for Watson. The first part is whether she's able to endure the harsh conditions, both physically and psychologically. The second part is how she'll respond when things break down on her boat, as they surely will. Above all, we wish her good health.

⇓ FIRST ON MTV, NOW ON THE WATER, UNPLUGGED

Thanks for the escape. One of the reasons I go sailing is to escape the increasingly mad life ashore. There's nothing better than the moment you kill the engine, the sails fill with wind and tug at the sheets, and the boat starts moving forward with the just the sound of wind and waves. I'm realizing it's one of the reasons I enjoy reading *Latitude 38*.

For all the wonders of this digital world — which I enthusiastically and frequently use — I'm finding that I really enjoy my moments of being 'unplugged'. Sort of like enjoying the end of a commute.

I remember when I got my driver's license at age 16, and how much I loved to get on the road to drive anywhere and everywhere. For the last decade or so, my online life has been like that of a 16-year-old thrilled at being behind the wheel — except I've been thrilled being at a keyboard.

But now I'm feeling more like a worn down commuter at the keyboard. The world of Twitter, blogs, Facebook, Googling, downloading, YouTubeing, and so forth has become an enormous mass of info-tainment. A giant black hole for my vanishing time. At least when I started driving at age 16, I seemed to have all the time in the world.

But the whole planet seems to have gone ADD, as we rarely sit still, contemplate, think, or even sail or relax and read. There's a reason the blue type on your screen is called a 'hyperlink'. I've decided that it all leads to a hyperlife.

I'm not a Luddite, as I love the internet, love *Electronic Latitude*, and am thankful for my car. But what I really love is the time when my sailboat's engine is off and the sails are drawing. Or when I'm relaxed, reading and chucking through the pages of *Latitude*. Thanks for the relief!

Bob Smith
WYSIWYG, Catalina 30
San Francisco Bay

Bob — Thanks for the kind words, and you're welcome. We'd hate to live without either the natural world or the digital world, so the challenge for us is finding a balance.

⇓ I WOULD HAVE THROWN IN THE TOWEL

I am constantly impressed by your editorial patience

THE FINEST SAILS BEGIN WITH THE BEST SAILCLOTH

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

HOOD Sails & Service

HOOD New Sails

HOOD Sail Repairs

HOOD Furling Conversions

HOOD Pickup & Delivery



SAILMAKERS

*Outbound Yachts
New Outbound 52
with Hood Vektron
Vertical Full Batten
In-Mast Furling
Mainsail and 135%
Vektron Genoa*

PHOTO COURTESY
SWIFTSURE YACHTS

HOOD SAILMAKERS 466 Coloma Street, Sausalito, CA 94965

Call Robin Sodaro (800) 883-7245 (415) 332-4104 Fax (415) 332-0943 hoodsails@aol.com

Visit our website for Special Online Discount Pricing... www.hoodsailmakers.com

Simply Amazing



Coastal Explorer Gear

Bay sailing is tough on the sailor and tough on the gear. And it's precisely what we designed our new Coastal Explorer Gear for. It's built really tough, yet it's also remarkably lightweight and breathable. So it not only holds up to years of abuse, it'll help keep you from feeling abused.

We incorporated everything we've learned about building a great set of foul weather gear into this new Jacket and Bibs. But rather than give you a long-winded rundown of all the clever features, why not come in and have a look for yourself. Compare it to any other gear built for coastal use and we think you'll agree, getting all these features at prices like this is simply amazing.

Jacket - \$199⁹⁹ Bibs - \$149⁹⁹

West Marine®

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

Log onto westmarine.com to find the store nearest you.

LETTERS

with the bozos who write in complaining about one thing or another. For example, Dennis McMurty's accusation in the December issue that you were guilty of 'racial profiling' when you identified Oprah Winfrey as being African-American. I would have thrown in the towel by now, but you just handle all such letters with great aplomb. Amazing.

Rob Sisk
Boulder, Colorado

Rob — Thanks for the kind words. We enjoy responding to complaints, especially ones such as the one you refer to.

↑↓ THE CG SHOULD REVIEW HIGH-SPEED POLICY

As a licensed 100-ton captain, I was peripherally involved with the tragic and fatal accident during the Christmas boat parade in San Diego on December 20. I have a few comments.

I was on a vessel moored to the dock at Bali High when Sea Tow and other emergency vessels arrived with two of the adult victims and a load of children. I assisted the children off the boat and immediately told a woman, perhaps one of the mothers, to count the kids, take them off the dock, and get them to shore. None of the children were wearing life jackets!

Perhaps wearing a PFD would not have saved the life of eight-year-old Anthony DeWeese, but a PFD is required for all children under 11 when on the water. Why weren't the children wearing them?

I'm also troubled by the fact that there were apparently 13 people on a 26-ft boat.

We highly value and respect the Coast Guard for the service they do for us mariners, but I can't help wondering at all the racing around they do at high speed, and whether it's really required. Especially in crowded waters. Over the years on San Francisco Bay, in Newport Harbor, on Monterey Bay and here in San Diego, I have seen what I have considered to be dangerous and unsafe high speed maneuvers on boats by both the Coast Guard and the local marine patrol or harbor police. From what I could tell, these actions were not only dangerous, but unnecessary. And at times they have caused damage to boats I have skippered.

I'm sure the operator and crew of the Coast Guard boat that slammed into the small powerboat, killing young DeWeese, are devastated by what happened. But they screwed up. This was more than just spinning around and doing donuts; a young boy was needlessly killed and others were seriously injured.

There should be a policy review by all law enforcement agencies with regard to when high speed maneuvers on boats should be used.

Capt. Richard Stock, USCG 100T Master
God's Blessing, Lancer 48
San Diego

Capt. Stock — We think that the PFD issue and number of people on the small boat are all but irrelevant in this case. But we share your concern about how many high speed maneuvers by law enforcement are motivated more by thrill-seeking than by necessity. It would indeed be horrible if the Coast Guard vessel had been operated in a reckless manner simply to go more quickly to the aid of another vessel suffering from something so banal as a grounding. Where was the judgment? A policy review is indeed necessary.

Our heartfelt condolences go to the family of Anthony DeWeese, who needlessly lost his life. We pray that they'll be able to find peace.

Offshore Adventure Sailing

What we do best



LEG 1 - Newport Beach to Easter Island
 24 days 3800 mi. Oct 30 - Nov 23, 2010
 Fantastic open ocean sailing, an equator crossing and landfall in the world's most remote inhabited island. \$3950

LEG 2 - Easter Island - Puerto Montt, Chile
 19 days 2500 mi. Nov 24 - Dec 13, 2010
 Primal Moai statues make a dramatic backdrop as *Eagle* sails into the southeast trades toward Chile. There will be plenty of time to practice celestial and other traditional sailing skills. \$3050

LEG 3 - Puerto Montt, Ushuaia, Argentina
 23 days 1400 mi. Dec 19 - Jan 11, 2011
 This area is less traveled than Antarctica with some of the world's most spectacular scenery. Conditions are varied with literally sun and snow on the same day. Days will be spent exploring the inlets where glaciers, waterfalls and snowcapped peaks are found. \$3850

LEG 4 - Ushuaia - Cape Horn - Ushuaia, Argentina
 10 days 300 mi. Jan 18 - Jan 28, 2011
 Covering three hundred miles in ten days sounds easy unless the itinerary is a rounding of notorious Cape Horn. While on many sailors list, this is not a trip to be taken lightly. \$3000

LEG 5 - Ushuaia - South Georgia Island - Buenos Aires, Argentina
 31 days 2700 mi. Feb 4 - March 7, 2011
 Extreme sailing and an exploration of a magnificent sub-Antarctic island, followed by a grueling stretch of Southern Ocean sailing to Buenos Aires. \$6900

LEG 6 - Buenos Aires - Rio de Janeiro, Brazil
 14 days 1200 mi. Mar 14 - Mar 28, 2011
 Stopping in Punta del Este and Rio de Janeiro, *Alaska Eagle* will be returning to two of the ports that were part of her Whitbread Racing career. \$1950

LEG 7 - Rio de Janeiro - English Harbor, Antigua
 28 days 3500 mi. Apr 1 - Apr 29, 2011
 Southeast trades, an equator crossing, then on to the Northeast trades! Arriving in Antigua will be the culmination of nearly a month at sea and *Alaska Eagle's* South American adventure. \$2895

The School of
SAILING & SEAMANSHIP
 \ Orange Coast College



www.occsailing.com
949-645-9412
 1801 W. Coast Hwy,
 Newport Beach, CA 92663



This year's voyages are for those looking for extreme adventure. These voyages are the heart and soul of what *Alaska Eagle* was built to do: Sail extended offshore voyages to exotic destinations.

This year's applicants must have a strong sailing background, be in excellent physical condition and have a highly honed sense of adventure.

ALASKA EAGLE

Lay(er) Line



NEW!

Traveler Jacket & Vest

The thing about being on the water is that nothing ever stays the same. One minute you're too hot, the next you're chilled. Layering is the solution, and versatility is the key. That's what's so brilliant about our new Traveler Jacket and Vest. They're lightweight, breathable and water-repellent, with a bit of insulation to keep chills at bay. They're perfect alone in mild conditions, or under foulies when the breeze and spray start to crank. They're designed to let you move, with stretch binding and shockcord adjustable hems. We've got them in Men's and Women's cuts in good looking colors.

Vests (Men's or Women's) - \$79

Jackets (Men's or Women's) - \$89

West Marine[®]

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

Log onto westmarine.com to find the store nearest you.

LETTERS

↑↓ CLEAR LAKE REVISITED?

I recently read about the tragic Christmas Parade incident in San Diego when an eight-year-old was killed after a Coast Guard boat slammed into the boat he was on. I don't have all the facts, but was instantly reminded of the Clear Lake incident in which Sheriff's Chief Deputy Russell Perdock slammed into the sailboat *Beats Workin' II*, resulting in the death of Lynn Thornton.

Bill Demeter
Addie L, Yankee 30
Brisbane

Bill — We don't think the two incidents are that similar. In the Clear Lake case, Chief Deputy Perdock was off duty and operating his boat as a private citizen. He was also joy riding at an extremely high rate of speed with near zero visibility. In the case in San Diego, the Coast Guard vessel was being operated by a member of the Coast Guard, who was not only on duty, but apparently responding to a boat that had run aground. The operator's zeal to help the grounded boat may have been the motivation for what appears to have been operating the vessel at too high a speed for the conditions.

The two similarities in the cases are that they were both terrible tragedies in which lives were needlessly lost, and that too much speed and too little visibility were important factors.

↑↓ STILL UNDERAGE BY FIVE YEARS

Our '79 Cal 31 hull # 14 is ready to join the 'Over 30 Fleet'. Someone else owned her for the first five years, and I've owned her for the last 25. She's a classic wind/diesel hybrid of that era, utilizing solar venting and lunar-powered tidal assist. At 12 gallons per year, Max Ebb would approve of the fuel-to-passenger ratio, and the Prius people would be amazed.

Dave Peterson
Katherine, Cal 31
Edmonds, Puget Sound

Dave — We hate to be the bearer of bad news, but the 'Over 30 Club' is for people who have owned the same boat for over 30 years, not boats that are more than 30 years old. But keep the faith, as you're almost there.

↑↓ AN OUTBOARD WASN'T THE SOLUTION FOR ME

I had the misfortune of losing the rubber thrust bearing unit on my Cal 2-29's Farymann diesel upon delivery in '05. While waiting for a replacement from Germany, I installed a drop-down bracket and a short-shaft Yamaha 9.9-hp outboard. This sufficed to move my 8,000-lb vessel through the water at approximately 5 knots — and avoided cavitation in all but the worst conditions. I chose a short-shaft outboard so that it could double as my dinghy motor.

Now for the bad side: My wife affectionately referred to the Yamaha as "the egg beater," and for good reason. Reverse thrust was minimal at best, and maneuvering in close quarters in a breeze was always touch-and-go. And I mean that literally. Raising and lowering the engine and bracket was always a pain in my back, which has already had three surgeries. And hanging off the back of the boat at odd angles to start the outboard and adjust the throttle was risky and disorienting.

Having a long shaft deeper in the water might have alleviated some of the problems, but don't forget that most outboard props are pitched for higher — rather than lower — speed applications. Did I mention the drag created while sailing, even when both the bracket and engine were raised?



MODERN SAILING SCHOOL & CLUB

Sausalito, CA www.ModernSailing.com 800-995-1668

Are you happy with your sailing club?

Switch to Modern Sailing Club
*No initiation fee

Only \$35 a month!

- ▲ Discounts on a professionally maintained fleet of boats ranging from 30 - 42 feet, including a 38' Catamaran
- ▲ Discounts on ASA courses, clinics, and specialty programs
- ▲ Optional dual membership with Golden Gate Yacht Club for one monthly fee
- ▲ Frequent club sail, parties, BBQs, events and more...



★ Give up your current sailing club membership and pay no initiation fee

Upcoming Events

- February 14 - Club Sail and Hot Chili, 10am - 4pm
- February 15 - Member Appreciation Day
- February 25 - NOAA Presents Marine Weather
- February 27 - Night Sailing Clinic, 5 - 9pm
- February 27 - Winter Sailing League, Race #2
- March 20 - Refresher Course, 9am - 4pm
- March 21 - Farallones Day Trip, 8am - 8pm

Member Charter Rates (9am - 5pm)

	Value Fleet, 30 - 32 footers	2008 Hanse 350
weekday	\$95	\$240
weekend	\$150	\$295

Heavy Weather Offshore Course (ASA 105, 106)

Because of dynamic conditions that present challenges even to experienced sailors, the California Coast provides the perfect setting for training students at the advanced level. Join experienced instructor Stan Lander for a 7 day trip to Monterey and back. Space is limited to 4 students. Enroll today!

March 22 - 28

Includes ASA 105, 106.
Cost is \$1675

Adventure Sailing with John Connolly

SPAIN & MOROCCO

Get ASA 106 or ASA 108



- LEG 1: October 30 - November 8, 2010
(Mallorca - Gibraltar, via Spanish Gold Coast)
- LEG 2: November 11 - 24, 2010
(Gibraltar - Canary Islands, via Moroccan Coast)

Leg 1	Leg 2
\$2475 / berth	\$2900 / berth
\$4450 / cabin	\$5220 / cabin



with OPM Instructor
John Connolly

South Pacific - ONLY 1 SPOT LEFT

LEG 1: April 23 - May 3, 2010
(Raiatea - Tuomotus, ASA 108)

Cost
\$2700 / berth
\$4995 / cabin

Get your Coast Guard Captain's License.

February 15 - 27
2 week intensive

OUPV LICENSE
\$995

100 TON LICENSE
\$1195

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



CELEBRATING OUR 27TH ANNIVERSARY!



HOGIN SAILS

**Last month of
winter discount!**

10% OFF all new sails!
Through February 28.
Call or visit us today.

At Hogin Sails, we are dedicated to work with our customers to give them the custom designed sail they have always wanted. Call our sail designer for a free Consultation on how a new sail will improve the performance of your boat and ease of your sailing experience.

510.523.4388
1801-D Clement Avenue
Alameda, CA 94501
www.hoginsails.com

LETTERS

My advice to people hoping to get around fixing or replacing their diesel is to forget about it. Get the engine the boat was designed to have, thereby avoiding various hassles — and embarrassment at the dock.

Thanks to *Latitude* for a wonderful magazine, and to all the sailors who share their adventures for the rest of us to enjoy. I hope to have some adventures to share when the wife and I go to the 'dark side' and head 'south till the butter melts' in 2012.

Clinton Rogers
Minha Joia, Cal 2-29
Pt. Richmond

Clinton — Thanks for the kind words. We look forward to being out there with you in two years.

↑↓ **DON'T BE TOO POLITE WHEN ON STARBOARD**

In recent *Latitudes* there has been some discussion about who was required to stay clear of whom when the Marquesas 56 *Dolce Vita* was motoring during the last leg of the Ha-Ha and a boat under sail crossed a very short distance in front of her. While the boat under power had to give way, isn't it also true that the 'stand-on' vessel, meaning the one with the right-of-way, was required to maintain a predictable course so that the 'give-way' vessel could alter course appropriately and with confidence?

I mention this only because, in crossings between two well-informed skippers, there might be an inclination for the stand-on vessel to attempt to politely assist in making the crossing easier for the give-way boat by altering course slightly. I would be against this. While I'm all for politeness on the water, in most cases it would be better for the stand-on vessel to just hold its course, right?

Stewart Gilbert
Sea Castle, Tayana 42 PH Trawler
Loch Lomond Marina

Stewart — Timing is everything. If the skipper of the stand-on vessel decides to be polite a half-mile in advance of a crossing situation, that's just fine. But if he/she waits until the two boats are 150 feet or so from a collision, he/she better not be polite, but rather follow the rules of the road by sailing a consistent course in order to provide the give-way vessel the best chance to avoid a collision.

Oddly enough, even boats in mid-ocean are sometimes slow to avoid potential collisions. We remember covering a Pacific Cup about 15 years ago when one skipper grouched to us about having to make a crash jibe when on port halfway to Hawaii in order not to collide with a boat on starboard. "The shock load on the vang ended up bending our toerail," he complained. "That was you?" laughed Jonathan Livingston of the Wylie 38 Punk Dolphin, who had overheard the conversation. "You were on port," the Birdman cautioned, "so you never should have gotten close enough to me to require a crash jibe." He was right. Altering course to prevent collisions is sort of like reefing. As soon as the idea crosses your mind, you should probably act on it.

↑↓ **I MAY BE 'ABSENT', BUT THE CLUB ISN'T FORGOTTEN**

That was a great piece on the Royal Hong Kong YC in the January 4 *Lectronic*. In it, you said you knew two members. Well, you actually know three, because I've been a member since '86 — and am still a current member, although with 'Absent' status. I lived in Hong Kong for 10 years, and truly enjoyed the people, the club and facilities.

Voted the...
Best Marina in Mexico!



Summer Package*
Reserve Now!

Paradise Village™ MARINA

Treasure of the Mexican Gold Coast



Share with us our Successful combination:
Special Price | Service | Security | Location

Services:

- Electrical service, 110/30 amps
- 220/50 amps and 3 phase 100 amps
- Crystal Clear Potable Water
- Cable TV
- Garbage Collection
- Pump - out Station
- Fire Fighting Boat Protection
- 24 Hrs. Security
- Computerized gate access

***Summer Special**
June 1-Oct 31
At the Best
Marina in Mexico
38¢/ft/day + tax
Reservations Required

Additional Services:

- Vallarta Yacht Club
- Special area for marina guests
- Restrooms
- Lockers
- Showers
- Pool and jacuzzi
- Free access to all the facilities of our 5 star hotel
- White sand beach
- Dive tank refilled
- Propane refill
- Launch ramp



CONTACT US: marina@paradisevillagegroup.com
Phone & fax from U.S. 011-52-322-22-66728
www.paradisevillage.com



MORE SAVINGS! MORE SAILING!

Pay on the first day of the month for a charter:	\$245
Sail a second day:	No Charge!
A third day:	No Charge!
Fourth day:	No Charge!
Fifth day or more:	No Charge!
Grand Total:	\$245

How do you like our math?!

At *Tradewinds*,
More really means More!

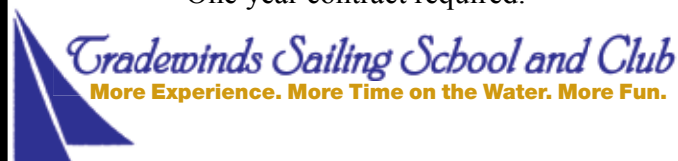


Since joining Tradewinds in July I have sailed on Tradewinds boats 68 times. It is not unusual for us to sail 8 or more times per month. That works out to about \$30 per sail. Additionally, the rest of our friends are sailing with us for free. That's cheaper than golf!

The best kept secret on The San Francisco Bay is no longer a secret at all!

Call us for details! (510) 232-7999
www.TradewindsSailing.com

*One year contract required.



LETTERS

But I want to point out that the club's main building was originally built as a munitions storage facility. You might have



LATITUDE / RICHARD

Now the most explosive thing at the bottom of the Royal Hong Kong YC is the curry.

gotten hints of that from visiting the 'cave' restaurant on the ground floor. It was built to store gunpowder, not to provide ambience for diners.

We miss being in Baja this year. We had a great time doing the Ha-Ha in '08 and met many terrific people!

Scott Brear
Samantha, Nauticat 38
Sausalito

WHAT TO DO AT THE YACHT CLUB IN WINTER

Some weeks ago in *Lectronic* you had a piece on the Royal Hong Kong YC in which you mentioned its bowling facilities. As a former member of the Grosse Pointe YC in Michigan, I'd



LATITUDE / RICHARD

like you to know that my club had six lanes to the Royal Hong Kong's four lanes. So much for inter-club rivalry.

The Grosse Pointe's bowling center is important to the club, as it provides a great opportunity for the

members to do something other than go crazy during winters in Michigan.

By the way, the club's roots reach back to 1914, when 25 men from Detroit formed a club to pursue their interest in ice boating and sailing on Lake St. Clair.

Paul Wehmeier
Victory, Islander 36
Palos Verdes

THE ROYAL HONG KONG YC FLEET NOT SO ROYAL

The Wanderer's *Lectronic Latitude* comments on the Royal Hong Kong YC brought to mind a day of racing there that I was fortunate to have experienced about 15 years ago. As you noted, the club's fleet is not all as 'royal' as the club's name might suggest, so I managed to get a ride on a 23-ft one design by showing up on a Saturday and making my availability known. About 20 boats competed in blustery conditions, so when it was all over, we were pretty tired.

What is most memorable about that day is what happened when we got back to the club dock. As the boats were dry sailed, I assumed we would be spending some time in the haul-out queue before heading to the bar for a rehash of the day. But after we tied up to the dock, I was informed that the club staff would attend to hauling the boat and there was no

COME VISIT COYOTE POINT MARINA:

The Peninsula's Complete Recreational Destination!



**Multihull
side ties available
up to 40 ft.**

BERTHING

- Slips to 40' available
- Inside ties from \$85 per mo.
- Multihull side ties available
- Check out our rates!



FUEL DOCK & PUMP OUT

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



COYOTE POINT RECREATIONAL AREA – HOME TO:

- Coyote Point Marina
- Poplar Creek Golf Course
- Coyote Point Park
- Captain's House Conference Center
- Beach, Picnic & BBQ Areas
- Coyote Point Yacht Club
- Dominic's Restaurant
- Magic Mountain Playground
- Coyote Point Museum
- Shoreline Trail

COME FOR A VISIT – WE THINK YOU'LL STAY

Call us and mention this ad for a FREE Weekend Guest Berth

COYOTE POINT MARINA ~ 1900 Coyote Point Drive • San Mateo

650.573.2594

TrawlerFest®

BOAT SHOW – EDUCATIONAL EXPERIENCE – RENDEZVOUS

Experience
the cruising-under-power lifestyle



San Diego, California

Join us at the Kona Kai Resort & Marina for an in-water boat show, seminars, and day and evening activities.

Seminar Highlights:

- Resources For Cruise Planning—*Ann Kinner*
- Passage From San Diego to Alaska—*Denis Umstot*
- Dreams & Realities Of Cruising Mexico—*Pat Rains*
- Diesel Engine Questions—*Bob Smith*

March 5-7, 2010

90-minute Seminars: 8:30 a.m. – 12 p.m. (Fri.-Sun.)

Boat Show Hours:

Friday & Saturday 10 a.m. – 5 p.m.

Sunday 10 a.m. – 4 p.m.

NATIONAL SPONSORS



REGIONAL SPONSOR



MEDIA SPONSORS



for pricing and event information:
trawlerfest.com 888-487-2953

LETTERS

need to wait around. I was also rebuffed when I attempted to pick up beer cans and other debris from inside the boat. I was informed that it was the 'boat coolie's' job, and he would be disappointed if we took away the empty cans. After all, the salvage value of those cans represented part of his bounty for clean-up services.

Ever since that day, I have always yearned for the time when I could have a 'boat coolie' of my own.

So while the Royal Hong Kong YC's boats aren't in a stature of the club's name, the members are accorded some royal treatment nonetheless.

Ed Fagan
Shebeen, J/30
Ipswich, Massachusetts

Ed — 'Coolie', which can be traced back to the Hindu word for 'day laborer', was first used in the early 1700s to describe dock laborers who unloaded Dutch merchant ships at Nagasaki, Japan. For a long time it was a descriptive word designating a low-status worker in the Far East. But over centuries of colonialism, it became a slur, and is now considered to be a racial epithet. So while we know what you mean, be careful what you wish for in public.

By the way, having just completed a month's tour of Hong Kong and Southeast Asia, we can't believe the amount of manual labor still being done in that part of the world. And much of it is done by middle-aged or older women. In fact, in a catfight between Kim Kardashian and a scrawny 45-year-old woman who walks around Hanoi with an entire small restaurant balanced on her shoulder with the help of an eight-foot bamboo pole, we're



POP A. RATZI

betting Kim gets her big, pampered bottom whipped. In any event, she'd surely lose the battle for dignity.

↑↓CLEANING WATERWAYS OR HARASSING MARINAS?

I just picked up my January issue of *Latitude* and am enjoying the great reading — especially the editorial replies to letters you receive.

But I just learned about a move by the State Water Resources Control Board to try to get the Legislature and the governor to allow it to get into the pollution regulation business for all coastal marinas. That would include all marinas in San Francisco Bay and the Delta.

I believe this would be a huge expansion of its role, and the role of the state government in general. I also think it's completely misguided, particularly at a time when the state is already suffering unprecedented financial distress. I have written to my state senator, assemblymember, the governor and the executive director of the Water Board to express my opposition to this plan.

I hope that the boaters in the state will get to see some coverage of this very serious issue in *Latitude* in the coming months.

Alan Bradley
Vivacia, Caliber 40LRC
Emeryville

Alan — We applaud your civic-mindedness and initiative in

MARINA VILLAGE YOUR HOST FOR...

Northern California
Boat Fest

Marina Village Yacht Harbor
Alameda, California

Feb 18-21 2010

Thu & Fri: 12-5 • Sat & Sun: 11-5

- Power & Sail
- New & Used
- 100+ Yachts For Sale
- Seminars
- Marine Exhibits
- Music & Food

Farallone Yachts



Ranger Tugs



Catalina 350



Catalina 445



Catalina 470

Passage Yachts



Alerion Express 28



Island Packet Estero



Beneteau 46



Wauquiez 41

Sail California



Sabre Spirit



J/122



Santa Cruz 37



Summit 40 (King 40)

Farallone Yachts (510) 523-6730 • Catalina

Sail California (510) 523-6730 • J/Boats • Sabre • Santa Cruz Yachts

Passage Yachts (510) 864-3000 • Beneteau • Island Packet • Wauquiez • Alerion

BROKERS: McGrath Yachts (510) 521-5020 • Orange Coast Yachts (510) 523-2628

Richard Boland Yacht Sales (510) 521-6213

**OPEN
BOAT
WEEKEND**
FEBRUARY
13&14

More new & pre-owned boats in one location – come see!

MARINA VILLAGE YACHT HARBOR
(510) 521-0905 • www.marinavillageharbor.com



SHAFT SHARK

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

Two piece unit

For both power and sail

**Now available for
sail drive systems.**



747 Aquidneck Ave.
Middletown, RI 02842

401-847-7960

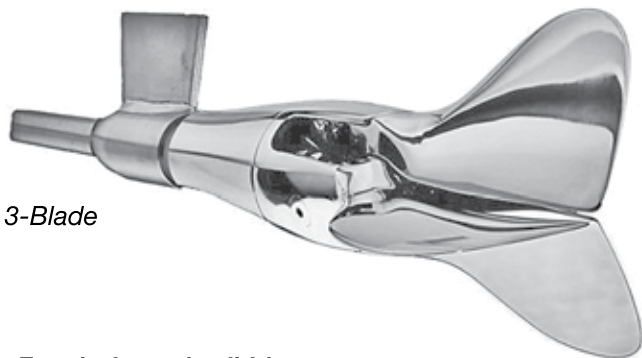
Fax: 401-849-0631

sales@ab-marine.com

www.ab-marine.com



Gori propeller



3-Blade

- For shafts and saildrives
- Both 2 & 3 blade available
- Lowest drag when sailing
- The champions choice



747 Aquidneck Ave.
Middletown, RI 02842

401-847-7960

Fax: 401-849-0631

sales@ab-marine.com

www.ab-marine.com

CALL US TODAY!

800-801-8922

LETTERS

contacting your lawmakers. We encourage readers to follow your lead. You can read more about this issue in Sightings.

↑↓ THE ARC IS NOT A RACE

In the January 8 *Lectronic*, you asked for comment on two incidents/actions in the most recent Atlantic Rally for Cruisers. The first was whether the skipper and crew of the Roberts 53 *Pelican* should have abandoned their boat after she was dismasted and lost the use of her engine 300 miles west of the Cape Verdes, and whether they should have scuttled the boat.

ATLANTIC RALLY FOR CRUISERS



'Pelican's skipper chose to not scuttle her.

The second question was whether the skipper of *Silver Bear* should have, as he did, slowed down and followed the 25-ft non-ARC boat *Star Fire*, which had lost her rudder, for the last 1,700 miles to the West Indies. Or he should have insisted that the crew abandon their boat and come the rest of the way across aboard *Silver Bear*.

With regard to *Pelican*, I think it would be arrogant to second-guess the skipper's decision to abandon the boat, but I would have scuttled her so she wouldn't have become a hazard to navigation.

In the case of the skipper of *Silver Bear*, I would have made the same decision and escorted the smaller boat across. The vagaries of the ARC make it problematic that helping another sailor rescue his boat would make any difference in the outcome of the race. Skipper Ray Lawry of *Silver Bear* has his priorities in order.

Bob Nowak
Columbia Defender
El Cajon

Bob — We'd like to remind everyone that the questions we asked were meant to be broad, hypothetical questions. There are so many details about the skippers, crew and boats that we don't know, that we asked the questions as a mental exercise, not as a way of setting up anyone for criticism.

It's also interesting that about one third of the people who responded to our questions assumed that the Atlantic Rally for Cruisers (ARC) is some sort of race. It's no more a race than the Ha-Ha is, and the Ha-Ha is no race at all. While there is a tiny racing division in the ARC, only a very small percentage of the 220 entries could give a hoot about who wins.

In addition, about a third of the respondents believe that racers in general are so crazed by the idea of victory that they'd never slow down or stop to help another boat in distress. We have no idea how this myth came to be, but it's just that, a myth. For one thing, racers do have their priorities in order, and on countless occasions have come to the aid of boats in distress, including boats that weren't racing. Secondly, they need not worry about its costing them the race, as race committees can credit them for the time spent coming to the assistance of another vessel.

↑↓ I WOULD HAVE STUCK WITH THEM

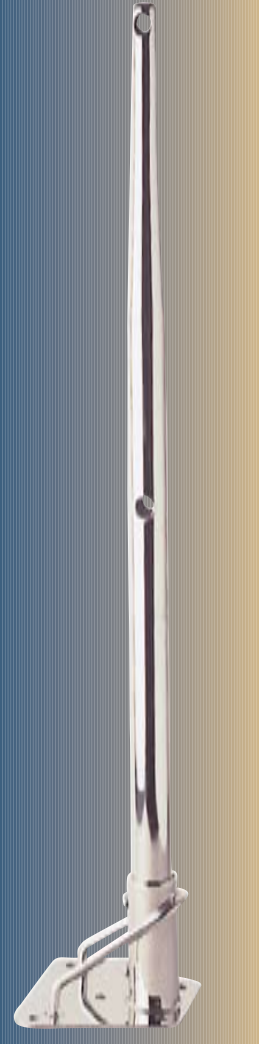
The questions you posed are damn good real-life questions.

Scenario #1: A relatively safe transfer in the middle of the

GARHAUER

MARINE HARDWARE

*GREAT
GEAR*



Quality stanchions and gates from Garhauer

Whether you are replacing one stanchion or upgrading your entire boat, we manufacture a complete line of stanchions, bases and gates.

- Stanchion tubes available in 3 different tip styles
- Stanchions and gates can be made removable or with fixed bases.



GARHAUER
MARINE HARDWARE

1082 West Ninth Street,
Upland, California 91786

Phone: (909) 985-9993
FAX: (909) 946-3913

email: garhauer@garhauermarine.com
<http://www.garhauermarine.com>

FREE polish & wax from Svendsen's with any bottom job.

With your bottom job from Svendsen's,
get a professional polish and wax – **FREE**



Call to schedule your service: 510.522.2886
or schedule online: svendsens.com



Svendsen's uses top-quality 3M products to give your boat a tough, unbeatably glossy finish. Schedule your haul-out today – by phone (510.522.2886) or online at svendsens.com.



Svendsen's now offers computerized engine diagnosis!



- Extremely accurate
- Fast and precise
- Saves time and money



**SVENDSEN'S
BOAT WORKS**
1851 Clement Ave. in the Alameda Marina

LETTERS

ocean beats an unknown future approaching a lee shore weeks later and hoping a tow can be planned. I vote for stepping off the boat when they did.

Scenario #2: A skipper has the right to stay in their boat until ordered off by an appropriate authority. I think it would have been all right for the owner of *Star Fire* to politely refuse aid, but if some of the crew had wanted off the boat, then they would have been welcomed aboard my boat.

Would I have stayed around and slowly escorted *Star Fire* as *Silver Bear* did? It would have depended on the skill of the *Star Fire* crew and their equipment. If they were very experienced and well-equipped — meaning food, SSB, EPIRB, sat phone and so forth. I probably would have been on my way as their speed was probably no slower than that of vessels a century ago. If they were novices and their boat was ill-equipped, I definitely would have been the Good Samaritan and seen them to port safely.

No, wait. The more I think about it, the more I think I would feel terrible if something happened to them and I could have helped. I'd have stuck with them either way.

Jay Sorensen
Mostly Harmless, Catalina 38
San Diego

↑↓ THEY ARRIVED TO THUNDEROUS APPLAUSE

Unless *Pelican* had been in imminent danger of foundering, I would have been inclined to try to jury rig some kind of sail, figure out an antenna for the radio, and press on. That said, the skipper was in the best position to make the call. My only real question about the incident regards his decision to abandon, rather than scuttle, her. There may have been reasons to leave her drifting, but to my mind they'd have to be good. From her photo, she looks like about 40 tons of hazard to navigation.



'Silver Bear' won the 'Spirit of the ARC' award for their escort of the disabled 'Star Fire'.

I heartily endorse the decision of Capt. Lawry on *Silver Bear* to escort *Star Fire* and her crew. Saving the crew is the first priority, just above saving the vessel. It sounds as if *Star Fire* was sound except for her rudder, so they'd make it to port, albeit slowly. Far more important, the two boats would make it to port together, still afloat and upright. And there would be one helluva victory celebration when they finally got there. I hope they kept the bars open late in St. Lucia on the night the boats arrived. I would imagine that escorting the smaller boat would have been more satisfying than winning the rally.

Bob Schilling
Tuckernuck, Cherubini 44
Long Beach

Bob — The members of the ARC fleet greeted the skipper and crew of *Silver Bear* as heroes, with a long and thunderous ovation when they pulled up to the dock.

But once again, there is no 'winning' the ARC. It's a cruising rally where the 'winners' are those who have the most fun going across.

↑↓ "... AND BE QUICK ABOUT IT"

I'll guess that Lawry spent more prepping *Silver Bear* for

ATLANTIC RALLY FOR CRUISERS

Get Pacific Cup Ready Now



Four Reasons You'll Go Fast and Stay Fast.

STRATIS is the latest in advanced sail technology from Doyle Sailmakers.

- **EASIER TO TRIM.** Doyle's 3-dimensional fiber-mapping program precisely aligns STRATIS fibers according to wind and stress loads.
- **FASTER.** The same sail designers that bring Olympians and World Champions their sails are behind every STRATIS design.
- **LIGHTER.** Doyle's unique pre-preg fiber and film lamination process precisely controls the amount of adhesive in each STRATIS sail.
- **MORE DURABLE.** STRATIS precision lamination

means strength; STRATIS yarn-laying precision means effective shape-holding across the wind range. The combination adds up to durability. For the full story on STRATIS custom made load-path racing and cruising sails, visit www.doylesails.com

Or contact your local Doyle loft today!

Doyle San Francisco

2035 Clement Ave.
Alameda, CA 94501

Tel: 510-523-9411

E-mail: sanfrancisco@doylesails.com

www.doylesails.com



1-800-94-DOYLE

BETTER ENGINEERED SAILS





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



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



For Reservations:
415.495.4911 (x0)
fax: 415.512.1351
sb.harbor@sfgov.org
www.southbeachharbor.com

LETTERS

the ARC than the two waywards on *Star Fire* spent on their entire boat. I'd have told the two to grab all their food, get on my boat — and do it now!

Bruce Conn
Trabuco Canyon

Bruce — While your opinion is definitely in the minority, if the boat in question was an unprepared and decrepit wreck, we might do the same thing.

↑↓WASTE NOT, WANT NOT

Not being a Wall Street or software zillionaire, nor having inherited a ton of money, and being a waste-not-want-not sort, I think I'd have stayed aboard *Pelican* and tried to jury-rig something or tried to buy a tow. Anything but abandoning her to become a navigation and pollution hazard and having to replace her.

Had I been the skipper of *Silver Bear*, I'd have done the same thing that he did — especially if it appeared the smaller boat meant a lot to her skipper. Had I been aboard the smaller boat and a 'rescuer' insisted I either come aboard or go to hell, I'd bid the rescuer bon voyage and watch them sail away. Assuming my small boat was still pretty sound, of course. It's easy to say what we'd do, of course, from the comfort of our homes.

Brooks Townes
Weaverville, North Carolina

Brooks — The interesting thing about Pelican's position is that she was 300 miles west of the Cape Verdes. That means she was already in the trades, and that a tow back to the Cape Verdes would have been almost as physically impossible as it would have been prohibitively expensive. Drifting to the Eastern Caribbean, on the other hand, would have been inevitable. That's assuming, of course, that one could put up with what would have been the terrible motion of the disabled boat. For the record, people have intentionally drifted this same course across the Atlantic in the prototype of a Zodiac inflatable and in an inflatable kayak, and in the case of Steve Callahan, unintentionally drifted across for 76 days in his liferaft after his boat was sunk by a whale.

We received many more responses to these questions than we could publish. While there was considerable disagreement about the Pelican situation, and in particularly about scuttling her, readers almost unanimously said they, like the skipper of Silver Bear, would have escorted Star Fire across the Atlantic to port. It's enough to give one faith in humanity.

↑↓DO WHAT WE SAY, NOT WHAT WE DID

You guys have a wealth of experience sailing in Mexico, and I'm wondering if you know of anywhere to keep a boat down there inexpensively. Is there anywhere one can purchase a mooring? Are there any safe places to leave your boat anchored for extended periods of time?

Name Withheld by Request
Planet Earth

N.W.B.R. — The most popular places to leave boats on moorings or on their own hooks are La Paz, the Waiting Room just outside Puerto Escondido, San Carlos, and to a lesser extent, Barra de Navidad, Tenacatita Bay and Punta Mita. But there are major risks. In recent years almost all of the boats driven ashore or destroyed by tropical storms in Mexico were unattended. Furthermore, obviously unattended boats seem to emit a siren's call to anyone with tendencies toward sticky fingers.

Come Visit Us Today!

SOUTH BEACH SAILING CENTER

at the
beautifully renovated Pier 40 in San Francisco



10% February Discount on:
Cushions + Cushions + Cushions
CALL NOW!



415.543.1887

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

Be Clean and Green



- Mobile Service: *We Deliver!*
- Washing
- Waxing
- Varnishing
- Interior Cleaning

Westwind
Complete Yacht Care
*Serving the entire Bay Area
for more than 20 years*

(415) 661-2205
Pier 40, South Beach on the Embarcadero • San Francisco
Call Toll Free **888-828-6789**
westwinddetailing@sonic.net
www.boatdetailing.com

South Beach Riggers

Join us for a special seminar:

HOW TO PROPERLY INSPECT YOUR OWN STANDING RIGGING

Wednesday, February 10, 5:30 p.m.
at our Sausalito shop, 399 Harbor Drive

Attendees will receive a **20% discount** (parts and labor) on replacement of their standing rigging at South Beach Riggers.

Call today for more info and to reserve your space!

TWO LOCATIONS

399 Harbor Dr. • Clipper Marina • **Sausalito** • 415.331.3400
Pier 40 • South Beach Harbor • **San Francisco** • 415.974.6063



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



- NEW
- USED
- REFINANCE



Boat Loans Made Easy®



Let our 29 years of experience go to work for you!

Richard Tressler
 866-377-3948 ext. 47008
 www.essexcredit.com

EQUAL CREDIT OPPORTUNITY LENDER

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

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

LETTERS

For short periods of time — maybe two months — it's not uncommon for one cruiser to watch over another cruiser's boat. And from time to time, some cruisers have watched over several

LATITUDE ARCHIVES



Some cruisers leave their boats off La Cruz, hopefully with someone looking after their boat.

unattended boats for a monthly fee. Under the table, of course.

Back in the mid-'80s, we left our Ocean 71 Big O unattended on the hook at Charlotte Amalie, U.S. Virgin Islands, for several months of hurricane season. Although nothing bad ever happened, we look back on it as

one of the most foolish and irresponsible things we've ever done. And that's saying a lot. There was no way that the tremendous risk to our boat and other boats was worth the comparatively paltry savings.

↑↓ FLYING IN TO THE HA-HA MID-RALLY

I know you're still recovering from last year's Ha-Ha, but we're planning to do our first next year and have a question. Is there an airport in Mexico where someone could fly to join us at one of the two Ha-Ha stops?

Alan Bradley
 Planet Earth

Alan — There is an airport at Turtle Bay, but you'd have to charter a plane from Ensenada. When we've had to fly people out with medical emergencies, the tab has come to about \$4,000. So unless you know a private pilot who would be happy to do it for fun or fuel money, it's probably cost prohibitive.

LATITUDE / ANDY



Let's hope Bahia Santa Maria never gets so popular that it gets an airport.

There is no airport anywhere near Bahia Santa Maria. However, there is one at La Paz, and every year the rock 'n roll band comes from La Paz to BSM to play for the fleet. It's a long trip and involves crossing the inland water-

way and driving many miles down the beach at low tide, but it can be done. Unfortunately, we have no idea how someone could arrange it.

↑↓ RELYING ON THE COAST GUARD

While reading the January issue letters, I came across the following comment. "I don't rely on the Coast Guard anymore."

I've been sailing for just four years, and maybe I've got it all wrong, but having been down the coast in all conditions, I never once found myself relying on the Coast Guard. I'm glad to know, however, that if I've prepared myself and my boat properly, and still have an emergency that I can't handle, I can call them and they will try to save my life.

But if anyone thinks the Coasties are there to save your property, they need to read up on the regulations. You don't call the Coast Guard for a leaky stuffing box, you only call them when your life is in the balance, and when you know



MARINA RIVIERA NAYARIT
AT LA CRUZ

El sueño hecho marina...

**MORE THAN 340 VESSEL
CAPACITY (30-400 Ft)**

FUEL STATION - DRY DOCK
150 TON TRAVELIFT - YACHT CLUB



**BOAT
SHOW**
LATIN AMERICA
RIVIERA NAYARIT
MEXICO 2010^{2nd}

www.boatshowlatinamerica.com



www.mexorc.com

✦ *Come and enjoy our beautiful marina with first class services surrounded by spectacular views of the Banderas Bay.*

✦ *"one of the best experiences, no hesitation in letting others know what a great place you have - thanks to all who made our stay so enjoyable"*

Andrew Linney, www.nokaoi2.info

LAT 20°45'N / LON. 105°24'W

Marina Riviera Nayarit, Marlin 39-A • La Cruz de Huanacaxtle, Nayarit, MX 63734 • harbormaster@marinarivieranayarit.com

Tel. (329) 295.5526 • Cel (322) 205.7467 • www.marinarivieranayarit.com

Not Using Your Boat?



STORE IT

Want to Sell Your Boat?



STORE IT

Want to Dry Out Your Boat?



STORE IT

Leaving the Country?



STORE IT

Want to Save Money?



STORE IT

DRY STORAGE
\$4.00/ft
Power & Sail



Happy New Year from your friends at

NAPA VALLEY MARINA

1200 Milton Road • Napa, CA 94559

(707) 252-8011 • Fax (707) 252-0851

www.napavalleymarina.com

Marina • Boatyard • Chandlery • Brokerage

Dealers for
YANMAR

Interlux
yachtpaint.com

Distributors for *Brownell*
Boat Stands

LETTERS

you've already done all that you can to save your own ass.

People who sail should respect the sea, know their boat, prepare for the worst and use their heads. If they do, they'll be very happy sailing. And in the event you do something like colliding with a whale, don't immediately jump to the radio and scream for help. Rather assess the situation, take control, make a plan and take action. It should take only a matter of minutes. If you feel that you can't do this, don't sail on the ocean.

As for the Coast Guard, I think of them as heroes, each and every one of them.

John Gardner
Mai Tai, Catalina 27
Owl Harbor, Isleton

John — We think what the reader who wrote that he no longer relies on the Coast Guard may have meant that he no longer relies on them as he did pre-'82 when they were like a watergoing AAA road service and did countless missions to save property. He's right to think that way.

We're not sure if you were making reference to the skipper of J World when you said that, just because your boat gets hit by a whale, it doesn't mean you should immediately get on the radio and "scream for help." For the record, Eugenie Russell, skipper of J World did exactly what you recommended a skipper in that situation do.

↑↓PUTTING TEETH IN THE REGULATIONS

Back in the '60s, a lot of boaters went out on San Francisco Bay knowing they might not have enough fuel, that their engine might not restart, or that their leaky boat might get worse in a seaway. Not to worry though, as the Coast Guard would bring them fuel, jump-start their engine, pump out their leaker, and/or tow them back to their marina for free. The Coast Guard was very busy on weekends, especially during the summer, running from one deadbeat boater to the next.

During those years I ran a shoestring towing and salvage operation out of Sausalito, and often picked up tows by monitoring the VHF. The Coast Guard could get so backed up with calls on a nice days that they might have to tell somebody who radioed them at 1 p.m. that they wouldn't be able to come to their aid until 5 p.m. — or later — because they had so many calls ahead of them. I would then chime in on the radio and offer my services, and as often as not, I would get the tow.

Laws were already on the books saying that the Coast Guard should give private towers and salvors priority unless life or limb were at risk. But the Coast Guard didn't always follow this rule, so much of the boating public treated the Coast Guard like a free AAA service on the water.

It was one day in the late '70s when a guy who ran a towing service, and who had made a verbal contract over the VHF to tow a yacht, arrived on the scene to find the Coast Guard ready to throw a line to the boat in need of help. The tow operator demanded that the Coast Guard give him the tow, citing both the regulations on the books and the fact that he had traveled to the scene based on a contract with the yachtsman.

The Coast Guard towed the yacht anyway, leaving the guy with the towing service hopping mad. It turns out the guy was a freshly retired Coast Guard officer of considerable rank who knew what he was talking about. He went to Washington and was successful in lobbying to have teeth put into the regulations giving priority to private towing services. That's when the era of licensed commercial towing of pleasure boats began.

John Dervin
Sausalito

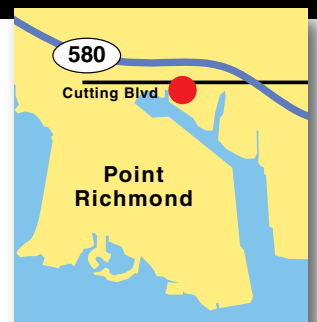


Tired of being talked down to by your boatyard?

If you own a sailboat, chances are, you know a little bit about how your boat works. But, apparently, not all boatyards think you do. At Bay Marine Boatworks, we're a full-service boatyard that's different. From bottom painting to complex fiberglass repair work, you will find we can handle all your sailboat maintenance and repair needs. Whether it's time to schedule a haul-out, or you just need something from our chandlery,

we'll give you one more thing you might not get elsewhere when you bring your sailboat in for service — respect. So call our new management team at Bay Marine today to see exactly what that feels like.

**BAY MARINE**
BOATWORKS Inc.
The Sailor's Boatyard



310 W. Cutting Blvd.
Pt. Richmond, CA
1-800-900-6646

ISLAND YACHT CLUB

Located adjacent to Svendsen's Marine in the Alameda Marina
1853 Clement Avenue • Bldg. 14
www.iyc.org • (510) 521-2980

SIGN UP!

29TH Annual

DOUBLEHANDED LIGHTSHIP RACE

Saturday, March 13

- Ease into the ocean racing season with us
 - Only two mouths to feed
 - Benefits United Cerebral Palsy

SADIE HAWKINS RACE

February 27

Part of the Women's Circuit

Warm, flat-water racing in the Estuary

Woman Skipper • Full Crew

And Chowder Challenge!

**Save the
Dates!**

Silver Eagle

July 10

Island Nights:

Friday Evening Estuary Races

April-September

For information, email

racing@iyc.org

or call

Race Chair John New (510) 521-2980



LETTERS

↑↓ CALLING OFF THE COAST GUARD

In September of this year, a friend and I were in a situation where, on the delivery of a sailboat from San Diego to San Francisco, we lost power. Then a chainplate broke, leaving us unable to sail. As a result, we were stranded in moderately heavy weather several miles off the coast of Monterey.

We called the Coast Guard, but since we weren't in a life-threatening situation — at least at that moment — they opted to call a tow service for us. Several hours later we were under tow by a local firm. Being towed in heavy seas at night was not a fun adventure, to say the least, but it beat the alternative of helplessly drifting around out there.

Approximately 12 hours after first contacting the Coast Guard, we were secured at a slip in Monterey. Should the Coast Guard have responded with their own vessel? I don't think so. Furthermore, I feel they did the correct thing by making an announcement over the VHF that a vessel was in distress and needed a tow.

My biggest criticism of the Coast Guard was the length of time and number of VHF discussions needed before they made their decision not to respond themselves.

I believe the Coast Guard is for rescuing people, not boats. Without getting into a philosophical discussion of 'big brother' and whether he should protect us from ourselves, it seems to me that the American public has grown to expect someone will always be there to help when we screw up. And not only help us as individuals, but help with our material possessions as well. I think that is a mistake.

John Joiner

Content, Pacific Seacraft 37
Mexico

Readers — About eight or nine years ago, we had an interesting non-incident with Coast Guard Monterey and Profligate. For reasons we never fully understood, our delivery crew decided to head north from Santa Barbara for San Francisco despite the fact that there were gale warnings flying from Oregon to Pt. Conception. The boat and crew got hit right around Pt. Sur. Despite winds of 45 knots with gusts to over 50 knots, and buoy readings of 23-ft seas, the crew decided to soldier into it, despite already having lost one engine. But since it was 9 p.m., to be on the safe side they called Coast Guard Monterey — not for assistance, but just to let them know they were out there in case something suddenly went bad.

The Coast Guard called us at our office, where we were working late. They wanted to advise us that they were going out to "rescue" our cat. When we asked what they meant by "rescue," they said they were going to tow her in to Monterey. Despite the gravity of the situation, the thought of anyone trying to tow a 63-ft cat into 45-knot winds and 23-ft seas made us laugh. So we asked them if they could wait a second while we called our crew.

Fortunately, we could reach our captain by cell phone. He told us they were fine and didn't need any help from the Coast Guard. They just wanted the Coasties to know they were out there. So either there had been some miscommunication, or Coast Guard Monterey was going to attempt to save our catamaran — despite the fact that no lives were in danger. When we called the Coast Guard back to tell them their help wasn't needed, they specifically asked if we were taking responsibility for calling off the rescue. We told them that we were.

Having taken care of that business, we called our crew back and told them to turn the hell around and run with the wind and seas. As soon as they did, Profligate 'sailed' downwind in relative comfort at five to 12 knots, powered only by the force

Need a weekend getaway for Valentine's Day?



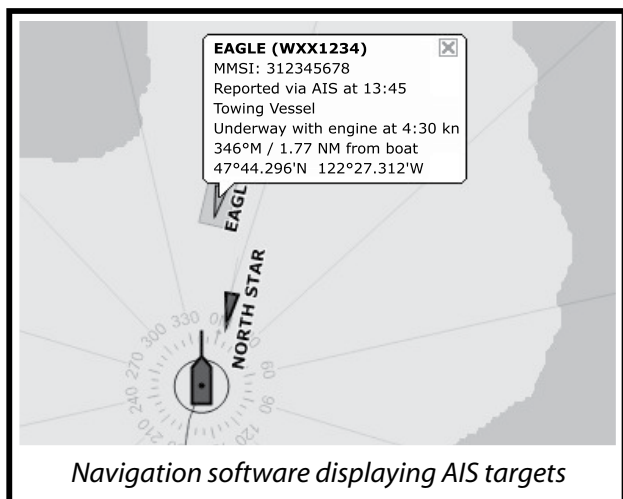
Free room reservations*
www.MarinaBayYachtHarbor.com

***Reserve a free guest slip and enjoy an
overnight escape to Marina Bay Yacht Harbor**

AIS Made Easy!

Latest, most cost-effective
collision-avoidance solution

AIS (Automatic Identification System) receivers enable AIS-capable chart plotters and navigation software to see other vessels. AIS transponders allow other vessels to see you.



Milltech Marine offers complete, low-cost AIS solutions. Visit our web site for information on:

- AIS Receivers - featuring the Comar AIS-MULTI
- AIS Transponders - including Class B AIS
- Navigation Software
- Antennas, cables and other accessories



Order any product online and use coupon code "LAT38" to get free shipping in the U.S.

For more information contact:



(866) 606-6143
www.MilltechMarine.com

LETTERS

of the wind on her structure. The crew stopped being seasick, and lived more or less happily ever after.

↑↓ 1,001 USES FOR DUCT TAPE

In the December 23 *'Lectronic*, you asked readers for examples of quick fixes employed for problems experienced while cruising. About eight years ago I anchored for a week's cruise in Tomales Bay, where for all practical purposes there are no dock or marina facilities with water deep enough for a keelboat. As a result, all errands had to be run by dink.

At the time, my dink was powered by a '69 Evinrude 6-hp outboard. At nearly 40 years of age, it almost qualified as an antique. And it had been a hard 40 years. While getting out of the dinghy ashore one time during the cruise in Tomales Bay, a crewmember accidentally stepped on the outboard's tiller handle. The handle, along with the twist grip throttle, snapped off! That left me with no way to steer or adjust the throttle.

Luckily, I had the most frequently used fix-it materials — duct tape, a metal coat hanger and a broom stick. All right, it was actually the wooden handle of a deck brush. I was able to shorten the 'broom stick' to the appropriate length using a hacksaw, and duct taped it to the stub of the broken steering handle. After straightening out a coat hanger and shortening it, I bent a loop in one end that allowed me — using some more duct tape and zip ties — to capture the remains of the throttle lever on the outboard's carburetor. I then ran the other end of the coat hanger along the 'broom stick' and secured it to the 'broom stick' with more zip ties. That allowed the coat hanger to slide in and out, and to work the throttle. Presto, we were back in business! Too bad we didn't take any photos.

By the way, while metal coat hangers do tend to leave rust stains on clothes on boats, they are great for many other things. For example, twisting a hook into one end and duct taping the other to a halyard — with a downhaul line, of course — to retrieve another halyard that goes up the mast. Or to clear clogs in sink drain hoses, or retrieve tools lost in the bilge.

Peter Hine
Enigma II, Catalina 27
Stockton

↑↓ DUCT TAPE TO THE RESCUE . . . AGAIN!

While I was sailing my Farrier trimaran in the Baha-



mas, my tiller parted company with my rudder. I found that my dinghy oars and duct tape came in handy in temporarily remedying the situation.

Bill Quigley
Tatiana
Farrier 32
San Francisco

Wait! Where's the baling wire?

↑↓ AN ELECTRIFYING SOLUTION

My brother and I did our Ha-Ha in '90. We called it Baja Ah-Ha, or Adventures in Insanity (*Insanity* being the name of our boat).

After the Ha-Ha, we spent some time in Tenacatita Bay. In fact, for the three weeks we were there, ours was the only boat. We continued on to Puerto Vallarta where, for the first time in five weeks, we tried to plug into shorepower. Unfortunately,

FOR THE RECORD

© Paulson Photo

- Acura Key West RW**
 IRC-1... 1, 2, 3
 Farr 40... 1, 2, 3
 IRC-2... 1, 2, 3
 Melges 32... 1, 2, 3
 PHRF 1... 1st
 PHRF 2... 1st
- Miami Grand Prix**
 IRC-1... 1, 3
 Farr 40... 1, 2, 3
 IRC-2... 1, 3
 Melges 32... 1, 2, 3
- CYC Fall Regatta**
 Cal 20... 1, 2, 3
 J/24... 1, 2
 Martin 24... 1st
 Melges 24... 1, 2
 PHRF... 1st
- Rolux Farr 40 NAs... 1st**
Boat of the Year
 Beneteau 36.7... 1st
 Beneteau 40.7... 1, 2
 J/105... 1, 2, 3
 Tartan 10... 1st
TransPac 2009
 Elapsed Time (new course record)... 1st
 Overall Handicap... 1st
 Doublehanded... 1st
 Aloha Cruising... 1st
 Div I... 1, 3
 Div II... 1, 2, 3
 Div IV... 1, 2, 3
 Div VI... 1, 2
 Div VII... 1st
 Unlimited... 1, 2, 3
 TP 52... 1, 3
 SC 52... 1, 2, 3
- Puget Sound Spring Regatta**
 P0... 1, 2, 3
 P1... 1st
 P2 - J/109... 1, 2, 3
 P3... 2nd
 P4 - J/35... 1, 3
 P6... 1, 3
 P7 - Melges 24... 1st
 P8... 1st
 P11 - San Juan 24... 3rd
- Lipton Cup Hawaii**
 ORR... 1st
- Kaneohe YC Summer Circ.**
 PHRF... 1st
- Screwpile Lighthouse Challenge**
 PHRF A0... 1, 3
 PHRF A2... 1, 2
 PHRF A3... 2, 3
 Beneteau 36.7... 1, 2
 J/35... 2, 3
 Sport Boat... 2, 3
- Seattle NOOD**
 C&C 115... 2nd
 J/109... 2nd
 J/105... 3rd
 J/80... 2nd
 6 Meter... 1, 2, 3*
 Thunderbird... 2, 3
 Etchells... 1, 2
 J/24... 1, 2, 3
 Melges 24... 1st
 Melges 20... 1, 2, 3
 Santana 20... 1, 2
- St. Francis YC J/Fest**
 J/105... 1, 2, 3
 J/120... 1, 3
- St. Francis YC Stone Cup**
 IRC A... 1, 2, 3
- IRC B... 1st
 J/105... 1, 2, 3
 J/120... 1, 2, 3
- Aldo Alessio IRC Pacific Coast Championships**
 IRC... 1, 2, 3
 J/105... 1, 2, 3
 J/120... 1, 3
- Rolex Big Boat Series**
 Melges 32... 2, 3
 Express 37... 3rd*
- J/105... 1, 2*
 Cal 40... 1, 2
 IRC A... 1st
 IRC B... 2nd
 IRC C... 1, 2, 3
 IRC D... 1st
- Balboa YC Club 66 Series**
 PHRF A... 1st
 PHRF B/Overall in Series... 1st
- Border Run**
 PHRF A... 1st
- Oregon Offshore**
 Class A... 1, 2, 3
 Class C... 1st
 Cruising... 1st
- PYC Grand Prix**
 Cal 20... 1, 2, 3
 J/24... 1, 2, 3
 PHRF A... 1, 2, 3
 PHRF B... 1, 3
 PHRF C... 1, 2
 Ranger 20... 1st
- Gainer Memorial Medium Distance Race**
 Cal 20... 1st
 Casual Racers... 1, 3
 J/24... 1, 2, 3
 Martin 24... 1st
 PHRF A... 1, 3
 Sport Boat... 1st
- CYC Summer Series**
 Melges 24... 1, 2
 Merit 25... 1, 2
 PHRF B... 1st
 PHRF Sprit Fleet... 1, 2
 Cal 20... 1, 2, 3
 Cruising Fleet... 1, 3
 J/24... 1, 2, 3
- SYSCO Spring Regatta**
 PHRF... 1, 2
 J/24... 1, 2, 3
 Cal 20... 1, 2, 3
 Merit 25... 1, 3
 Cruising... 1, 3
- Squan TriSail Regatta**
 PHRF Division A1... 1*, 3*
 PHRF Division A2... 1, 2, 3
 PHRF Division B1... 1, 2
 PHRF Division B2... 1, 3
- AHYC Blue Water Regatta**
 J/109... 1, 2
 J/105... 1, 3
 PHRF Division A1... 1, 2
- Race to Chicago-Mackinac**
 Overall... 1, 2*, 3
 Doublehanded Div... 1, 2
 Cruising Division... 1st
 Turbo... 2, 3
 GL 70... 1, 2
 Section 1... 1st
 Section 2... 1*, 2
 Section 3... 1, 2
 Section 7... 2*, 3
 Section 8... 1st
 Beneteau 36.7... 1st
 Multi Hull... 1, 2
- Cruising 2... 1, 2
 Double Handed... 1, 2
- Puget Sound Spring**
 P0... 1, 2, 3
 P1... 1st
 P2 (J/109)... 1, 2, 3
 P4 (J/35)... 1, 3
 P6... 1, 3
 P7 (Melges 24)... 1st
 P8... 1st
- Seattle NOOD**
 6 Meter... 1, 2, 3
 Thunderbird... 2, 3
 Etchells... 1, 2
 J/24... 1, 2, 3
 Melges 24... 1st
 Melges 20... 1, 2, 3
 Santana 20... 1, 2
- Swiftsure International Lightship Classic Overall... 2, 3**
 Cape Flattery Class 2... 2, 3
- Windemere Cup**
 A Fleet... 1st
 B Fleet... 1, 3
 Class 7... 1, 3
 D Fleet... 1, 2, 3
- Whidbey Island RW**
 P0... 1st
 P2... 1, 2, 3
 Melges 24... 1st
 P6... 1st
 P8... 1, 3
- CYC PSSC**
 Fleet 1... 1, 2
 Fleet 2... 2, 3
 J/35... 1, 2
 Fleet 5... 1, 3
 Fleet 7... 1, 3
 Melges 24... 1, 2
 J/35... 1, 2
- Round County Div... 1, 2, 3**
 Division 0... 1st
 Division 1... 1st
 Division 3... 2, 3
- Lake Ontario 300**
 Beneteau 10R... 1st
 J/100... 1st
 Beneteau 36.7 N.As... 1st
- Chicago Verve Cup**
 Farr 40... 1, 2
 GL 70... 1st
 Beneteau 40.7... 1, 2
 J/105... 1st
 PHRF 5... 1, 2
 PHRF 6... 1, 2
 PHRF 7... 1, 2
- Chicago NOOD**
 GL 70... 1, 2
 Beneteau 40.7... 1, 2, 3
 Beneteau 36.7... 1st
 GL 36... 1, 3
 T/10... 1, 2, 3
 J/105... 1, 3
 S2 9.1... 1, 2, 3
 PHRF 3... 1, 2
 PHRF 4... 1, 2
 J/35... 2, 3
- Long Beach Race Week**
 J/80... 1st
 Farr 40... 1st
- 12 Meter Worlds**
 Grand Prix Div... 1st
 Vintage Div... 1st
- ILYC Distance Race**
 IRC Class A... 1st
- NYC Annual Regatta**
 IRC 1... 1, 2, 3
 IRC 2... 1, 3
 IRC 3... 1, 2
 IRC 4... 1, 2
 Swan 42... 1, 2, 3
 J/122... 2, 3
- Park City Regatta**
 Division A... 1, 2, 3
 Division B... 2, 3
 Division C... 1, 2
- Mayors Cup**
 Class A... 1, 2
 Class C... 1, 3
 Class D... 2, 3
- Greenwich Cup Fall Series**
 PHRF Navigator... 1st
- American YC Fall Series**
 IRC 50... 1, 3
 IRC 40... 1, 2
 NYCY Swan 42... 1st
 J/44... 1, 2, 3
 Beneteau 36.7... 1st
- Block Island Race Week**
 IRC Class A/Overall... 1st
 IRC 0... 1, 2
 IRC Super 0... 1, 2, 3
 IRC 45... 1, 3
 IRC 40A... 1, 2
 IRC 40B... 1st
 IRC 35... 1, 2, 3
 Double Handed... 1, 3
 PHRF Division 3... 3rd
 J/44... 1, 2
 J/109... 2, 3
 J/105... 1st
- Lake Ontario 300 IRC... 1st**
Atlantic Nationals... 1st
A Scow ILYA... 1st
Buccaner 18 NAs... 1st
Coronado 15 NAs... 1st
- C Scow Blue Chip... 1st**
C Scow ILYA... 1st
Daysailer NA... 1st
E Scow Nationals... 1st
E Scow Blue Chip... 1st
E Scow ILYA... 1st
Etchells Worlds... 1st
Etchells NAs... 1st
Finn Gold Cup... 1st
Flying Scot NAs... 1st
470 Kiel Week Men... 1st
470 Kiel Week Women... 1st
Hobie Wave Nats... 1st
Interclub Nationals... 1st
J/22 Midwinters... 1st
J/22 East Coast... 1st
J/24 NAs... 1st
J/24 East Coast... 1st
J/24 Buzzard's Bay... 1st
J/24 UK Nationals... 1st
J/80 Midwinters... 1st
J/80 Long Beach RW... 1st
J/105 NAs... 1st
J/105 Block Is. RW... 1st
J/105 Buzzard's Bay... 1st
Lightning Worlds... 1st
Lightning So. Circuit... 1st
Lightning Mids... 1st
MC Scow NAs... 1st
MC Scow Black Tie... 1st
MC Scow ILYA... 1st
MC Scow Blue Chip... 1st
Melges 17 Nationals... 1st
Melges 24 Worlds... 1st
Melges 24 Nationals... 1st
Melges 32 Euro... 1st
Melges 32 Miami RW... 1st
Melges 32 Key West... 1st
Melges 32 E. Coast... 1st
Optimist Pacific Coast... 1st
Optimist Great Plains... 1st
Optimist Heavy Air... 1st
Sabot SD Jr. A Fleet... 1st
Sabot SD Jr. B Fleet... 1st
Sabot SD Jr. C2 Fleet... 1st
Shields Nationals... 1st
Snipe Bahamas Nats... 1st
Snipe SCYA Mids... 1st
Soling Worlds... 1st
Sonar Worlds... 1st
Star Europeans... 1st
Star Miami OCR... 1st
T-10 NAs... 1st
Thistle Nationals... 1st

When performance counts, the choice is clear.



Better by Design

- Sausalito 415-339-3000
- San Rafael - Sail Care 415-453-2142
- Channel Islands 805-984-8100
- Marina Del Rey 310-827-8888
- Long Beach 562-795-5488
- Costa Mesa - Sail Care 949-645-4660
- San Diego 619-224-2424
- www.northsails.com

The list above represents a fraction of the racing success North Sails customers enjoyed in 2009. To show our appreciation, we are offering a **FREE North Spinnaker Hat** to every North customer who finished 1st, 2nd or 3rd in a North American regatta in 2009, whether or not they are listed here. To register for your cap, log on to www.northsails.com, then complete the online registration form.



FREE!

One hat per customer. Offer expires April 1, 2010.

LETTERS

SAIL TO OUR NEW MARINA

**NEW SLIPS
COMING SOON**
Limited Availability
**RESERVE
TODAY!**

**Great Long-Term
Lease Deals**

- Up to 15 Years •
- electricity
- deli facilities
- fire fighting system
- waste disposal
- fuel dock
- 24/7 security
- wi-fi

LAT. 20°41' 22"N • LONG 105°17' 28"W

The NEW
MARINA
nuevo vallarta
Bahía de Banderas, Mexico

WWW.MARINANUEVOVALLARTA.COM

MONITORING VHF 16

PH: 52 (322) 29 77 000

HARBOR MASTER: JUAN S. ESTRADA

JUAN@MARINANUEVOVALLARTA.COM

our plug didn't fit the dock receptacle. We were standing around pondering our fate when another cruiser came by and asked what the problem was. When we explained, he said, "No problem, I have an international adapter that will work. Give



BARNEY VAN FLEET

A shocking solution — This 'international adapter' is NOT approved by UL, CSA, NFPA, NRA or Latitude 38.

me your cord and I'll be right back." We were stoked. The accompanying photo says it all about his solution. All we had to do was plug the two bare wires into the receptacle, and we had power.

There was only one problem. The arrangement wasn't grounded, so when

it was wet, the whole dock gave us a tingly feeling.

P.S. I go up to the Cabrillo Monument every year to watch the start of the Ha-Ha. I always wish that I could join the fun.

Barney Van Fleet
Sequestered, Hunter Legend 35.5
San Diego

Barney — We're glad your solution worked for you, but we're always hesitant when it comes to getting too creative with wiring around water. Maybe it had something to do with a sailor's being electrocuted when swimming at the docks in Las Hadas a couple of years after that marina opened. And could there not be reverse polarity issues that could cause significant damage to one's boat electronics?

↑↓ MURPHY'S LAW OF SHOREPOWER OUTLETS

In the 16 years of our partially completed westabout circumnavigation, we've visited about 30 countries. In doing so, the only thing we've found consistent about shore power plugs is that there is no consistency at all. On a couple of occasions, we've had to plug bare wires into shorepower outlets as a matter of desperation.

When we plan to spend more than a day or two in a marina, we break down and buy whatever plug fits the local outlet. Having completed three-quarters of our circumnavigation, we've accumulated quite a collection of 20-odd plugs of various



GEORGE BACKHUS

A plethora of pigtails makes marina stopovers practically painless.

shapes, sizes, colors, pin patterns and amp ratings. And along the way, I installed a step-down transformer on *Moonshadow* so that we could convert 240 volts to our 110 volt house system.

In some parts of the world blessed with 'nautical stairways' of marinas, we've nonetheless still found there was no consistency in the shore power outlets. In this case, Murphy's Law states, "The plug that you used in the last marina will not work in the next marina." Furthermore, you will have

SVENDSEN'S SALE!

SolidNav.com
The first alternative for everyone

Explorer Electric Motor



Powerful alternative to fueled engines, for vessels 33 feet and under.

Now just

\$3995

(normally \$4,495—
you save \$500!)

20% OFF
Life Vests
from



20% OFF  **AIGLE**
Sailing Boots



Shown: The **Maramu** boot. Lace-up, with non-slip, non-marking sole.



Sale ends 2/28/10

While supplies last

**SVENDSEN'S
MARINE**

1851 Clement Ave., Alameda | 510.521.8454

LETTERS

to get out the screwdriver and change the plug before you can plug into shorepower, delaying sundowners for at least a half an hour.

It was more from being lazy than being a genius that I made up three pigtails with various plugs to attach to a standard U.S.-type male shorepower plug end. The couple of hours of work during a calm passage has saved us many times when we arrive tired — and thirsty — at a new marina. The attached photo shows three of the most common plugs used in Mediterranean marinas.

George Backhus & Merima Jaferi
Moonshadow, Deerfoot 62

Lying Monsastir, Tunisia / Auckland, NZ / Sausalito

↑↓ TALK ABOUT MARLINSPIKE SEAMANSHIP!

While I was motorsailing my Hunter 54 *Topaz* from La Paz back to San Diego, the water pump-alternator belt broke. With no spare belt aboard, and my being hundreds of miles from anywhere, it was going to be a long Bash under sail alone. My solar panels could charge my batteries, but without a water pump to keep the engine cool, there was no way I could motor into the swells.

My solution was to practice my splicing skills on three-strand nylon line to make a 'belt' that would at least turn the water pump. After several tries to get a tight belt with no means to adjust the tension, I achieved success! In fact, one such spliced 'belt' lasted almost all the way from Bahia Santa Maria to San Diego — and was still going strong.

I now have several sized spare belts, including a 'universal', aboard. Nonetheless, I kept the three-strand belt as a memento.

Thomas W. Todd
Topaz, Hunter 54
San Diego

Thomas — Brilliant! But of all people, we can't believe that someone like you would start a Bash without the most basic of spares. We'd have thought you'd be more likely to show up for work without your pants.

Of all the 'creative fix' responses we've gotten, we were disappointed that nobody wrote in explaining how they compression-started their diesel after the starter battery died. Maybe next month.

↑↓ I'D BE HAPPIER IF THEY WERE WEARING PFDs

I don't want to rain on anybody's parade, but take a look at the photo in December 23's *Lectronic Latitude* of the kids enjoying their first sailboat ride at last year's SailFest in Zihua. I'd feel a lot happier for them if they were wearing PFDs. I don't know or care if it's the law in Mexico, it's the right thing to do. I've got a funny feeling that I'm not the only person to bring this up.

Steve Brenner
Necessity, Ericson 25
Santa Cruz

Steve — Actually, you were the only one to bring it up.

For the record, California law requires only children 11 and younger to wear PFDs if riding on boats 26 feet or smaller (unless they're harnessed in or in an enclosed cabin). We searched the internet, scoured several Mexico cruising guides, and even emailed some contacts down south, but could not find a single mention of such a law in Mexico. If there is one, it's a well-kept secret.

Of course, the fact that the law doesn't require kids to wear

Why settle?



Ballena Isle Marina

Alameda 510.523.5528

Jack London Marina

Oakland 510.834.4591

Treasure Island Marina

San Francisco 415.981.2416

Martinez Marina

Martinez 925.313.0942

You don't settle for less, why do it with your marina? Join one Almar marina and gain access to seven Bay Area marinas. Almar's reciprocal program takes the hassle out of your boating weekend. A simple call to the marina office and you can spend the weekend at Jack London Square or Treasure Island. Maybe a trip to a few of Almar's seven Southern California marinas. We make it so easy you may find yourself using your boat.

Almar boaters receive a 10% discount on any fuel purchase at Jack London Square and Ballena Isle Marina. Jack London Square Marina has just upgraded it's fuel dock with high speed fuel dispensers and now has the fastest pumps in the Bay Area. You don't have to settle anymore.

Almar is the largest operator of saltwater marinas in the country. Almar Marinas provide a wide range of services and programs that few marinas or yacht clubs offer. Some of these programs include: monthly boating seminars, boat handling classes, navigation courses and organized outings to local anchorages. Each marina offers wireless high speed internet access, which can be used with your reciprocal privileges at any Almar Marina. To see the difference, visit one of our marinas this weekend.



almar.com

LETTERS

PFDs doesn't mean they shouldn't. We can't imagine anything more tragic than losing a child when it could have been easily prevented.

↑↓ A GREAT TIME ONCE AGAIN

It's a little late, but we wanted to tell you how much we enjoyed the Ha-Ha again, and how much we appreciate the many hours of hard work put in by the Poobah, Andy, Doña and all the staff. I wouldn't think it's much of a vacation for



LATITUDE / ANDY

any of you, but all of you continue to work so hard for the continued success of a great rally for us sailors, both beginners and veterans.

Mary Ferro & Steve Coleman
Bluzz, Swan 42
Vets of the '07 and '09 Ha-Ha's

We hope to see two-time Ha-Ha vets Mary and Steve again soon.

Mary and Steve

— Thanks for the kind words. It was great having you along once again. Putting on the Ha-Ha is indeed a lot of work, but it's really satisfying work. We hope that you can join us again sometime.

↑↓ MAY OUR PATHS CROSS AGAIN

We just wanted to say how much we enjoyed the Ha-Ha. The rally was an important goal of ours, and we're so proud for having accomplished it. Having such a great experience so early in our cruising life has made for great memories that we will treasure and will enjoy telling often.

As we look back on the time we spent preparing for the event, it seems like a blur, and not much thought — probably a good thing — was given to departure day. So when the Grand Poobah said it was time to go, we didn't think, we just went! Had it not been for that deadline, I'm sure many of the boats in the Ha-Ha would still be tied up to the docks in California, talking about how they still needed to repair the watermaker or apply another coat of varnish.

As many have said before, making what will be lifelong friends was the most precious part of the Ha-Ha. Based on meeting the Poobah, Doña de Mallorca and the crew of *Prof-*



LATITUDE / ANDY

ligate, it was clear that you all put your hearts into making it a special event. Although the Poobah does a good job of stressing the need for boats to be self-reliant, we enjoyed many of

Thousands of fond memories and wonderful friends are made every year in the Baja Ha-Ha.

the responses the Poobah gave on the morning nets to people who weren't as self-reliant as they could have been. The Poobah must have been shaking his head at times.

And let's not forget the jam sessions, which were great fun.

Not being from the Bay Area, I'd only read *Latitude* from

ATTENTION CRUISERS! MEXICAN LIABILITY INSURANCE ONLINE

MARINERS GENERAL INSURANCE GROUP

Now with six offices offering you local insurance service and global insurance coverage.

SEATTLE
(800) 823-2798 • (206) 281-8144
Fax (206) 281-8036

NO. CALIFORNIA
(800) 853-6504 • (650) 373-0595
Fax (650) 548-1585
email: boomeins@aol.com
Lic. # 0A99058

L.A./ORANGE COUNTY
(800) 992-4443 • (949) 642-5174
Fax (949) 642-0252
Lic. # 0D36887

SAN DIEGO
(800) 639-0002
Fax (619) 226-6410
Lic. # 0A96346

BRADENTON, FLORIDA
(800) 914-9928
Lic. # E051940

New! PUERTO VALLARTA
(949) 274-4111

We insure racers and cruisers all over the world with prompt, reliable service.
www.marinersins.com

ASK ABOUT OUR NEW RACING SAILBOAT PROGRAM!

It's a Mariner's Fact:
A longshore current is a current paralleling the shore largely within the surf zone. It is caused by the excess water brought to the zone by the small net mass transport of wind waves. Longshore currents feed into rip currents.

Northern California

Boat Fest

Marina Village Yacht Harbor
Alameda, California

Feb 18-21 2010

Thu & Fri: 12-5 • Sat & Sun: 11-5

**Winter Sales Event &
Boating Celebration
for the Whole Family!**
Free Admission & lots of Free Parking

- Power & Sail
- New & Used
- 100+ Yachts For Sale
- Seminars
- Marine Exhibits
- Music & Food

For complete information

www.BoatFestival.BlogSpot.com

HARKEN'S RADIAL WINCH LINE

COMPLETELY NEW DESIGN INSIDE AND OUT



1. SAFER OPERATION

No moving parts on top

2. BETTER CONTROL

Patented Radial grip drives wraps down for smooth, controlled easing

LONGER LINE LIFE

Shaped Radial grip surface reduces wear on the line cover

3. EASY MAINTENANCE

Corrosion-proof bearings snap securely onto the center stem and never need to be greased

INCREDIBLE WEIGHT SAVINGS

High-load bearing materials and composites in noncritical areas make Radials ultra-lightweight—only carbon racing winches are lighter

4. EASY INSTALLATION

A patented mounting system makes installation a fast, one-person job—you don't even have to remove the drum

2-speed sizes 20, 35, 40, 46, 50, 60, 70, and 80; 3-speed sizes 60 and up; aluminum; chrome; plain-top; self-tailing; powered; Quattro; UniPower

HARKEN®

INNOVATIVE SAILING SOLUTIONS

► For the inside story on Radial winches: www.harken.com/usa
More questions? Contact our Tech Service Team:
262-691-3320, harken@harken.com

LETTERS

time to time. But having met the Poobah and Mr. Puddle Jump Turpin, we find it now even more enjoyable to read.

After the Ha-Ha we had a great time stopping at all the anchorages on the way from Cabo up to La Paz. We had a wonderful crossing to Mazatlan, and will stay here for a week before heading down the coast to Puerto Vallarta. Having friends and family visit — we never thought they'd take us up on our offer — has been keeping us in touch and connected to our roots.

We hope our paths will cross in other wonderful ports around the world.

Vicki & Larry Byers, Andrew Bartels
Rocinante, Passport 40
Seattle

Vicki, Larry and Andrew — Thanks for the very, very kind words. Every time somebody got on the net and asked us what might have seemed to many to be a question with an obvious answer, we just recalled the days when we first sailed to Mexico. We'd have asked the same stuff. So the questions never bother us.

For the record, Latitude doesn't solicit letters praising the Ha-Ha. If anybody who has done a Ha-Ha would like to write a negative letter, we would publish it. We even publish letters critical of the Ha-Ha by people who haven't done one — and therefore don't know what they're talking about — provided they aren't riddled with factual errors and libel.

↑↓ RIGHT OR WRONG, YOU ARE NOW ON RECORD

I want to go on record as being against the U.S.-based environmental organization Sea Watch's soliciting cruisers to report any illegal fishing practices they might see while in Mexican waters. Asking cruisers to be snitches increases the chance of cruisers — who may not even understand the issues — being attacked by those who are fishing illegally.

I believe that enforcement ought to be left to Mexican authorities who are trained, equipped, and paid to enforce Mexican fishing laws. No good can come from recruiting foreign cruisers to spy on Mexican fishermen and report on possible violations.

Steve Knight
Wandering Star, Islander 37
San Francisco

Steve — We don't recommend that cruisers 'spy' on Mexican fishermen, but we do recommend that they report significant violations. The Mexican government doesn't have the resources necessary to monitor all fishing within its waters, and therefore has — at least indirectly — asked for assistance. For the full story on this topic, see this month's Sightings.

By the way, is there a word whose pejorative connotation has cost more lives than 'snitching'? In too many communities around the United States — and the Bay Area — it's considered less heinous to kill someone than it is to report a murder to the police because the latter would be 'snitching'. It's therefore half-tragic and half-comedic to listen to the residents of those devastated communities wonder why so many members of their neighborhoods end up dead. What part of the relationship between cause and effect don't they understand?

↑↓ NEVER 'STEP UP' INTO A LIFERAFT

I just finished reading the article about the sinking of *J World* after hitting a whale during November's Baja Ha-Ha, and would like to make a few comments. First, thank goodness everybody survived and no serious injuries were incurred.

**SEATTLE
BOAT SHOW**
INDOORS + AFLOAT

NORSTAR 40

BUILDERS: GARY AND STEVE NORDTVEDT
DESIGN BY ROBERT H. PERRY



NORSTAR YACHTS

819 HARRIS AVENUE / BELLINGHAM, WASHINGTON 98225
360 223-2399 / SALES@NORSTARYACHTS.COM / WWW.NORSTARYACHTS.COM

OFFSHORE CRUISER / SUPERIOR WINDWARD ABILITY
LUXURIOUS ACCOMMODATION / SOLID SAFE PERFORMANCE / HEAD TURNING GOOD LOOKS

WORLDWIDE DEBUT AT THE SEATTLE BOATS AFLOAT SHOW JAN 29 - FEB 6, 2010

Sail a Small Boat Day

Richmond Yacht Club



Saturday, March 6
11 am to 4 pm



"The small-boat sailor is the real sailor."
– Jack London

See and enjoy **FREE** sails on small boats like:

29er	49er	Coronado 15
CFJ	El Toro	International Canoe
Laser	Lightning	International 14
Snipe	Sunfish	Thistle
Wabbit	Weta	

...and more!

Fleet representatives will be available
to talk to you about boats.

For information visit the RYC website:

www.richmondyc.org

See us at the
Seattle Boat Show
Jan 29 - Feb 6

HYDROVANE

SINCE 1968

Survive Your Dream

'Great Atlantic Gear Test'
Always rated #1 or #2!



YACHTING
MONTHLY
October 2006

100 YEARS OF
YACHTING
MONTHLY
100
Best bits of gear - ever.

HYDROVANE included twice!

HYDROVANE IS BOTH:

- ★ Self Steering
- ★ Best Emergency Rudder

SHOWERS EVERY DAY!

ECH₂O Tec Watermakers

BUILT TO LAST!

604-925-2660

www.hydrovane.com

info@hydrovane.com

License #0E32738

TWIN RIVERS MARINE INSURANCE

AGENCY, INC.

"Your Boat Insurance Specialists"

7 Marina Plaza • Antioch, CA 94509
At The Antioch Marina

Insurance made simple, affordable and effective.

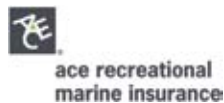
- Mexican Liability • Broad Navigational Areas
- Shop Your Renewal & Save ~ Flexible Survey Requirements
- Liveboards • Agreed Value Policies



Get a quick quote today at:
www.BoatInsuranceOnly.com
 (800) 259-5701

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

Representing...



LLOYD'S

Worldwide Coverage
 West Coast □ Mexico □ East Coast
 Caribbean □ Pacific □ Atlantic

LETTERS

Second, who came up with the stupid 'rule' that one should only 'step up into a liferaft'? A liferaft has a freeboard of what, a foot or maybe 18 inches? When a boat is holed and starts sinking, either the hole can be plugged or it can't. In the case of *J World*, only a watertight compartment would have prevented her from sinking. And when there is a hole, the water pressure increases as the boat gets lower in the water, making it sink even faster.

Deploying the liferaft early allows time for the ditch bag, supplies and people to get into the raft without panic. Also, a sailboat is full of hazards — halyards, sheets, lifelines, stays and shrouds. Getting into the liferaft before the decks are awash allows time to get away from these hazards. So I'm still amazed when I hear 'professionals' talk about "stepping up into the liferaft!"

I was also interested to read that the crew was concerned whether or not their EPIRB signal had been heard, since they couldn't contact anybody via VHF or SSB. I'm not sure if *J World* had DSC capability or if that was tried. I believe that an Iridium satellite phone is critical for safety when going offshore. Had the *J World* crew had such a phone, they could have called the Coast Guard to confirm that their emergency was real and to find out what the Coast Guard's response time would be.

A second call could have been made to a shore contact. During our crossings, we always have one person on land who is the point person for contacting the rest of the crew's family, friends, and so forth. And when the crew in a liferaft has a satphone, they can make regular calls to the Coast Guard to let them know how they are doing and to get updates on when help might arrive. Battery management is important.

I hope my comments will help people think about and practice ditching, and to have multiple methods of communication with shore.

Dave Mulmat
Flying Shadow, Beneteau First 47.7
 San Diego

Dave — It's our understanding that the 'only step up into a liferaft' recommendation is a result of liferafts being launched prematurely, either in cases where the boat ultimately didn't sink and those who got into the liferaft died — as happened in the tragic Fastnet Storm of '79 — or in cases where a prematurely inflated liferaft simply blew away. As Capt. Russell told us after the *J World* experience, the circumstances in a particular emergency situation often dictate that the normal 'rules' not be followed.

J World almost immediately lost the use of their SSB from the electronics getting wet. Her VHF calls for help probably weren't heard because she was somewhat out of sync with the rest of the fleet, having previously put into Ensenada overnight because of battery charging issues.

Noting how psychologically beneficial it would have been for the *J World* crew in the liferaft to know if their EPIRB signal had been heard and when help was coming, in the same issue of *Latitude* we reviewed the pros and cons of each of the methods that can be used to call for help. The downside of the Iridium is that it's not a waterproof phone, so in the case of *J World*, it may have been two hours or more before they'd gotten enough water out of the raft to risk exposing the phone to the elements. That said, we always carry an Iridium on *Profligate*, and highly recommend that others do, too. They can be rented by the week or month for events such as the Ha-Ha.

Having never used a Spot Messenger, another widely used way to alert friends and authorities onshore of the need for

Yacht owners can trust **PACIFIC CREST CANVAS*** for the best in design, service and quality.

• **Offshore Dodger™**

Welded aft handrail
Bolt-on side handrails
Lexan windshields

• **Baja Awning™**

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

15% Winter Discount: Still the Highest Quality Products at the Best Prices



Pete Fuller, a professional Bay Pilot with good taste in both fine sailing yachts and offshore dodgers!

• **Coastal Dodger™**

Affordable designs
Same high quality materials
Same superior workmanship

• **Cruiser's Awning™**

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

Open Monday-Friday 8:00-4:00
Saturday by appointment
(510) 521-1938



2021 Alaska Packer Place
Alameda, CA 94501
Grand Marina

**Former owner at Pacific Coast Canvas*

Ultra Anchor

**Quickest Setting!
Highest Holding!**

Quickline USA —
Marine Products
from the World,
for the USA

- Highly polished 316L stainless steel
- Self-aligning and self-burying
- Always lands in attack position
- Sets quickly and holds tight in the most challenging conditions

As strong as it is beautiful, Ultra Anchor is produced for the discerning yachtsman who wants *only the best!*

Ultra Anchor's self-righting design is simply better. The shank is hollow, and the lead-filled base keeps the center-of-gravity right at the tip—so when the Ultra Anchor hits the sea floor, it is automatically in penetrating position.

Why settle for a dull galvanized, ineffective anchor? No need, when you can set your vessel apart with Ultra Anchor!



8700 Warner Avenue #110
Fountain Valley, CA 92708
Phone: 714-843-6964, Fax: 714-843-6906
www.quickline.us or sales@quickline.us

40 Years of Exquisite Trimarans



**Just
Introduced...
DRAGONFLY
28!**

**2 more
recent
West Coast
deliveries!**



28 • 35 • 40

See what all the excitement's about:

www.trimarans.com
908•656•4342



Your Sailing Resource!

- Custom Rigging
- Specialty Hardware • Technical Apparel



Contact us for all of your Rigging Needs!

888-447-RIGG

or visit our Onsite Rigging Locations in:

Alameda, CA

730 Buena Vista Ave.
(510) 521-4865

San Diego, CA

1250 Rosecrans St.
(619) 255-8844

Seattle, WA

1275 Westlake Ave. N
(206) 926-0361

Annapolis, MD

113 Hillsmere Dr.
(410) 268-0129

Rock Hill, SC

860 Marine Dr.
(803) 909-6280

Fl. Lauderdale, FL

2300 S. Federal Hwy.
(954) 527-5540

westmarine.com/rigging

LETTERS

help, and also to pass along other messages, we asked readers who have used them to comment on their usefulness. Several of those letters follow.

THE SPOT WAS THE SOLUTION FOR ME

In the December issue you asked for real world experiences with the Spot satellite GPS messenger, particularly as the device may have been helpful in situations such as the sinking of *J World* during the Ha-Ha.

I bought one of the units on sale at West Marine a year ago, after a two-week cruise to Santa Cruz, San Miguel and Santa Rosa Islands. A friend of mine had wanted me to stay in touch, as she was concerned about my sailing alone so far from my home base of San Pedro. I thought I had explained that I would probably be out of cell phone range once I left Catalina, but probably didn't make it clear about how long it would be before I could check in, or just how isolated these islands are.

After being roundly chastised by my friend for "at least not using a pay phone," I promised to come up with a way to communicate better, and that was the Spot. The Spot couldn't be easier to use. You just turn it on and push a button, though it does take a few minutes to get a fix before you can press one of the three buttons.

I can't say I use the Spot frequently. However, if I have mentioned to my worrying friend that I'm going sailing, I make sure to push the 'OK' button when I arrive at my destination, and also when I return home.

I haven't had a need to use the 911 or Help buttons, but I have set up the call parameters for these. In addition to my friend, I also email/text my brother, who is a competent sailor and knows my boat. My brother likes that the GPS position for my boat comes with the message and pastes it into Google Earth for a graphic of where I am. In general the web interface for Spot is pretty good and getting better.

With 406 EPIRB units now for under \$500, I am seriously considering buying one of those as well. But the Spot does at least two things the EPIRB doesn't do. It lets me send 'I'm OK' messages to people and, for an annual premium, it lets me record a track of my passage using a multi-button sequence on the Spot. I don't need this for myself, as I regularly download the GPS track from my Garmin 276C, but when I retire this year and start doing extensive cruising in the Channel Islands and, hopefully, join the Ha-Ha, it will be nice to let folks at home see where I am.

Jeffrey A. LaBarre
Imagination, Cal 31
San Pedro

WHERE I GO, SPOT GOES

I've had my Spot personal tracker for almost two years now, and have liked it so much that I've convinced several other people to buy one. I am not a dealer nor do I work for Spot, but I am a true believer in the unit. Let me expound on some of the main functions and how I use them.

Each Spot unit can be programmed with up to three different profiles, and I utilize all three. Each profile allows me to enter different information including an 'OK' message, a 'Help' message, and then emergency information for the '911' message. You can also enter up to 10 different email addresses for both the 'OK' and 'Help' messages, so when that particular button is pushed on the unit, your pre-installed message is sent to the email list. In addition to the message, your latitude and longitude are included, and a link to Google Maps graphically pinpoints your position.

ULLMAN SAILS OFFSHORE CHAMPIONSHIP

SAN CLEMENTE • SANTA CATALINA • ANACAPA

March 12-13, 2010



May 29-30, 2010



"Around Catalina"

July 30-31, 2010



www.ullmansailswestcoast.com/USOFFSHOREhome.html



Ullman Sails
An Investment in Performance

What do these three events have in common?

1. An overnight racing experience
2. A finish destination other than where you started
3. Islands as marks
4. SPECTACULAR parties at the finish!



ULLMAN SAILS LOFTS

Newport Beach

(714) 432-1860
2710 S. Croddy Way
Santa Ana, CA 92704
Dave Ullman
Bruce Cooper
Steve Beck
Erik Shampain

Long Beach

(562) 598-9441
6400 Marina Drive #9
Long Beach, CA
90803
Bryan Dair
Steve Beck
(562) 243-9710

Marina del Rey/ King Harbor

Mike George
(310) 645-0196
Steve Beck
(562) 243-9710

Ventura

(805) 644-9579
3639 E. Harbor Blvd. #111
Ventura, CA 93001
Gary Swenson
Deke Klatt

Santa Barbara

Ken Kieding
(805) 965-4538
Gary Swenson
(805) 644-9579

Santa Cruz

Brent Ruhne
Ruhne Racing
(831) 295-8290 mobile

San Francisco/ Sausalito

(Racing Sails Only)
Robin Sodaro
466 Coloma St.
Sausalito, CA 94965
(415) 332-4117

www.ullmansails.com



\$95K Ready to Sail

LOA	LWL	Beam	Draft	Displ.	Spar
27' 10"	25' 0"	7' 6"	6' 0"	4,073	Carbon

Introducing the LS-30 performance daysailer from The Landing School. Only two available annually.

landingschoolboats.com

207-985-7976



Contact our new NorCal Rep – Barry Demak (408) 905-7245 norcal@opensailingusa.com to schedule your demo today!

Pure One Design!

One Design Starts Now Available on San Francisco Bay



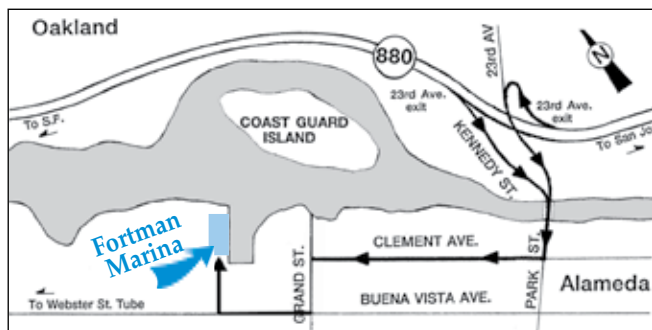
310-928-6570

www.OPENSAILINGUSA.com

Your Sailing Home Port



PEACEFUL, PROTECTED FIRST-CLASS YACHT HARBOR



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

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

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

LETTERS

There is nothing that says your 'Help' message actually has to be a call for help. So this is how I use my unit when I am on the water:

I have an email list of people with whom I file my float plan. My float plan information has previously been sent to these individuals as a Word document along with attached photos of my boat. The float plan has all the descriptive information about the boat, as well as all the emergency equipment on board. It includes marina information and phone numbers, as well as vehicle information. Since this information is static, when I activate a float plan, the only additional information I usually have to include is information about who is on board with me.

When I leave the dock, I send an 'OK' report with the Spot, which says I'm on the water and that I will send a report every 30 minutes. If no report is received for one hour, my friends try to reach me by cell phone or ham radio. If they can't, they are to contact the Coast Guard to start a search. So every 30 minutes, I just reach over and push the 'OK' button. If something does happen, people will have a very good idea where to start their search. When I return to the dock, I send a 'Help' message, which isn't a call for help at all, but is just another message that says I safely made it back to the dock and my float plan can be closed out. People can also look at the link to the map and see that I am where I said I was.

I did not purchase the tracking function that is available with Spot. Why? Assume you activate the tracking function, which sends an 'OK' report every 10 minutes, and then something happens — such as an unintentional jibe and the boom hitting you in the head, or your deciding to let it all hang out over the transom, followed by your falling off the boat without a safety harness. In that case, the boat merrily goes on her way with you not really being OK. By the time a search starts, your boat is miles away from where you really are, since the tracking function lasts for 24 hours.

As I mentioned, there are three different profiles you can put in each unit. I have one for when I am on the boat, one for when I am out running around or traveling by ground, and one for when I am volunteering with the American Red Cross for disaster relief all around the United States. Each email list is slightly different depending on whom I want to inform about my whereabouts.

There is also a Spot share page, the link to which you can give as many people as you like, and they can go to the linked page for a map of where you are now, as well as where you have sent reports from for the previous week. On my 911 profile, I have included all emergency information, including medical conditions, allergies and prescription drugs being used. You want to give the responders as much information as you can before they reach you in an emergency so they can react appropriately.

I use Spot, even though I have a cell phone, because it works where cell phones don't. And I live in one of those areas. My Spot always gets through. Spot also allows you to at least let people know you are all right when there may be no other form of communication such as SSB or telephones. And if you can't make your schedule for one reason or the other, a simple push of the button lets people know you are fine even if you can't talk directly with them.

Unlike an EPIRB, you can send Spot reports as often as you wish to let people know your status without activating a worldwide search and rescue response. In the case of a true emergency, you can bet that I will activate my EPIRB as well as my Spot. If I really need help, I'll use everything at my disposal to get it.

Own a dock on San Francisco Bay! Perfect Location - Great Investment

Just dredged
40' monthly rent \$342

EMERY COVE
YACHT HARBOR

BUY A SLIP – Save money & earn equity! Save 1/3 of your rental cost. Enjoy big tax savings as a slip owner. Emery Cove Yacht Harbor is the only marina on the Bay with FEE SIMPLE (not a grounds lease) dockminium ownership.
OR RENT A SLIP – 35-60' slips, rates from \$8.55 to \$9.55.
MARINA GUARD® – cutting edge electrical ground fault monitoring system.
FREE – Wireless Internet

Mathiesen Marine
Michael Wiest Yacht Sales
Emeryville Yacht Club
on premises



CALL FOR A MARKETING PACKAGE • 510-428-0505
3300 Powell Street, Emeryville, CA 94608 • www.emerycove.com • Email: info@emerycove.com



MATTHEW GARDNER YACHT PORTRAITS
WWW.GARDNERPORTRAITS.COM
SEE WEB SITE FOR SPECIAL OFFERS AND DISCOUNTS
707 567 6892

Northern California
Boat Fest
Marina Village Yacht Harbor
Alameda, California
February 18-21

ULTIMATE POWER MANAGEMENT

The Most Reliable
Power for Cruisers!



victron energy

3000W True Sine
Wave Inverter
120Amp Four Stage
Adaptive Charger
Dual Battery
Bank Charging

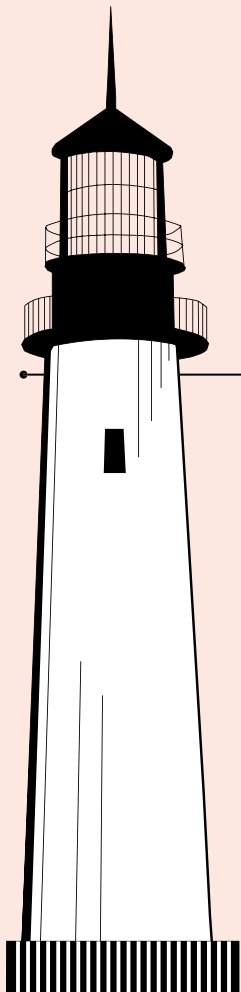
Dealer Inquiries Welcome



SWEDISH MARINE

1150 Brickyard Cove Rd., #B6, Pt. Richmond, CA 94801
(510) 234-9566 • info@swedishmarine.com

BLUE WATER YACHT INSURANCE



Blue Water Yacht Insurance covers more active cruising boats than any other marine agency in the Western Hemisphere, and is the leading innovator of insurance products for the offshore sailor.

Our Insurance Programs Provide:

- Crew of two anywhere
- Worldwide Navigation
- Hawaii
- Caribbean
- South Pacific
- Mexico
- Charter Boats
- Multihulls
- Liveaboards
- Racing Boats

Quality Rated Insurance Companies

Boats aged 1 to 40 years • "Agreed Value"
"All Risks" • "New for Old" replacement partial losses
Hulls valued \$50,000 to \$2,500,000

Worldwide Health Insurance

International and USA health insurance plans
at affordable prices.



BLUE WATER
INSURANCE
JUPITER, FLORIDA • USA

Call Toll Free
(866) 463-0167
Fax: (866) 795-3707
sales@bluewaterinsurance.com

Quote requests
Visit our website

www.bluewaterinsurance.com

LETTERS

There are some cons about Spot. It seems to take a long time to update the profile information. Any change to the profiles or the contact information requires internet access, so you normally cannot make changes on the fly. Spot coverage is extensive, but it's not worldwide. For example, Hawaii is on the fringe of coverage, and only about 20% of my messages got through. In the South Pacific, there isn't much coverage except in New Zealand.

My Spot goes with me wherever I go. It is always on and stuck on the dashboard of my vehicle or in the cockpit of the boat. If I come across an emergency, just a push of the button will initiate a response from first responders. For a hundred bucks a year, it's a hell of a deal.

Ken Reynoldson
Gualala

↑↓ IT'S A GREAT COMFORT TO OUR AGING PARENTS

We've had a Spot for about a year now, and use it for checking in and tracking when we are sailing or flying. Although we've thankfully never had to use the Help or 911 features, we still absolutely love the unit — and would highly recommend it to anyone who travels, whether by boat, plane or foot.

Our family and friends have fun tracking us and seeing where in the world we are. And our aging parents take a large amount of comfort from the manual check-in feature. Not only does it let them know where we are, they know that we had to manually push the button, telling them that the unit is actually with us and not floating off by itself.

We've found Spot easy to use and their customer support is great.

Donna & Scott Harris
ex-Seasons, Island Packet 45
Fort Worth, Texas

↑↓ SPOT COULD BE A REAL LIFE SAVER

I've been using the Spot for a couple of years in both boats and airplanes. In my opinion, the track function is the most important. Unlike an EPIRB for marine use, where you only activate the unit when you're in trouble, the Spot's track function shows your track via GPS fixes every 10 minutes. In addition, you can send the 'I'm OK' message to anyone on your list of contacts via email or SMS text.

The track function can be set up on your own track page through Spot, where the fixes will be stored for 30 days.



Spot's Personal Tracker retails for \$99, while the new Satellite Messenger runs \$149 — not including the \$99 annual service subscription.

You can email a link to the page to interested parties or post it to a website as a direct link URL. The Spot page uses Google Maps, and has a feature to download the track via a KML file for Google Earth or a couple of other formats which I'm sure could be plotted onto electronic nautical charts.

With that background, I find the advantage of the Spot is that when I start my plane for taxi, I send a message via Spot that says I'm OK, which tells a list of people I'm flying or sailing somewhere. From there I start the tracking function. If something were to happen and I was not able to 911 with my Spot or fire up my EPIRB — I carry both — then at the very



Beautiful 20 acre greenbelt park in the Heart of the Delta

- Up to 30' no power/inside tie @ \$4.50 per foot
- 30'- 50' berths @ \$5.50 per foot
- Home of Andreas Cove Yacht Club

Located on Seven Mile Slough, just off the San Joaquin River

1550 W. Twitchell Island Road • Isleton, CA 95641
916.777.6055 • www.owlharbor.com



CDI
Cruising Design, Inc.

The best value and reliability

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

607.749.4599
www.sailcdi.com
sailcdi@verizon.net



TITANIUM FASTENERS & PRODUCTS

IMPROVES BOAT SPEED
CHEAPER THEN STAINLESS STEEL OVER TIME

By using titanium fasteners you obtain the following advantages:

- Half the Weight of Stainless Steel
- Reduced Boat Displacement
- Reduced Tipping Moment
- Non Corrosive- More corrosion resistant than stainless steel
- Carbon Fiber Compatible
- Durable and Reusable
- High Strength Levels- Minimum Ultimate Tensile Strength 130-190Ksi

WWW.METTEC.COM
Carson City Nevada, USA (775) 246-8200

WHALE POINT MARINE & HARDWARE CO.

A FAMILY OWNED & OPERATED BUSINESS FOR THREE GENERATIONS
MARINE PARTS & ACCESSORIES, PLUS A COMPLETE HARDWARE STORE

Go to **WhalePointMarine.com** for additional discounts!

STEARNS Cold Weather Gloves



NOW \$19⁹⁵

AQUA MAT

6 pack of 1 sq. ft. tiles.

List \$42.99
Now \$35⁹⁹



FLEECE LINED JACKET

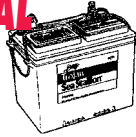
Fleece lined. A most have for any sailor, or anybody living in the Bay Area with our multi-climates.



NOW \$49⁹⁹

TROJAN & CENTENNIAL Batteries

MARINE DEEP-CYCLE BATTERIES



24TM • 85amp..... **NOW \$99⁹⁹**
 27TM • 105amp..... **NOW \$109⁹⁹**
 6 Volt **NOW \$139⁹⁹**
 8D • 12 Volt **NOW \$169⁹⁹**
 Other amp sizes available.

FORESPAR Mini-Galley

NOW \$139⁹⁵

Mini-Galley comes with tangle cooking frame, perfect for any boat and uses standard propane cylinders.



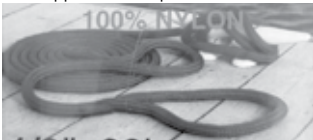
WHALE GUSHER Titan Pump

BP4402: 286PM, 1.5" hose
 West \$177.99 • Whale Pt. **\$149⁹⁹**
 Optional thru deck plate cover **\$29⁹⁹**



GOLDBRAID Nylon Dock Lines

With approx 12" loop in 1 end.



3/8" x 15'..... **\$10⁹⁵** 1/2" x 20'..... **\$16⁹⁵**
 3/8" x 20'..... **\$12⁹⁹** 5/8" x 20'..... **\$24⁹⁵**
 1/2" x 15'..... **\$14⁹⁵** 5/8" x 25'..... **\$29⁹⁵**

CHART BOOKS



The convenience of many charts combined into one book that fits on your chart table.
 No. California: **Now \$49⁹⁵**
 So. California: **Now \$39⁹⁵**
 Panama - Mexico: **Now \$89⁹⁵**
 Pacific Northwest: **Now \$89⁹⁵**

205 Cutting Blvd, Corner of 2nd, Richmond
510-233-1988 • FAX 233-1989
 Mon-Sat: 8:30am - 5pm • Sun: 10am - 4pm • whalepoint@acehardware.com
 Go to **WhalePointMarine.com** for additional discounts!

LETTERS

least my track could be plotted with the oldest possible fix being 10 minutes old. That's good stuff if you want somebody to come and find you.

I fly with a group of backcountry pilots, and we all share each other's Spot pages and emails. If something were to happen, we could launch a search far sooner than it would take for Search and Rescue to go through their procedures of verifying data by calling airports and so forth. You can apply the same logic to a boat offshore. The Coast Guard is fast, but having a good track and data, especially if an EPIRB could not be activated, could be a lifesaver.

Mark Banks
 Semiramis, Columbia 8.7m
 Stockton Sailing Club

IT ALLOWS MY WIFE TO KNOW WHEN I'LL BE HOME

I have a Spot and use it on ocean races. It updates a website so friends can track my progress, and my wife gets a good idea of when I'll be home. There is little difficulty keeping the unit going. But if it's in the tracking mode and you send an 'OK' message, it will stop tracking. You have to remember to re-enable it.

I like the Spot concept more than the EPIRB concept, but understand that EPIRBs are a more reliable and simple solution. Spot says the batteries only last 14 days, but I haven't changed mine since the '09 Coastal Cup.

Bob Gardiner
 Spellbound, Olson 40
 Sausalito

LIMITED COVERAGE IN THE PACIFIC

Elizabeth and I have been using Spot for over a year now, and we've really been impressed with the service. We put a link to it on our blog, and it has been the best and most accurate way for people to keep track of our whereabouts. We used a similar service for the Caribbean 1500, but the Spot has a better interface with Google Maps, and the end result is much more entertaining for our parents, friends and blog readers to view. They can get a good feel for where we are and how long the beach we are anchored off of really is! And the added safety feature of the 911 call has been comforting, although we — thank goodness — have never had to use it.

Every product has its downsides, and the Spot device lost all transmission halfway into our Pacific crossing, causing quite a few worried blog readers to think that we might have become an insurance statistic. Spot finally regained its ability to transmit our position again in Suvarrow off the Cook Islands. Aside from the lack of coverage in much of the Pacific, we love the device.

Seth & Elizabeth Hynes
 Honeymoon, Lagoon 380
 San Francisco

Readers — Spot does not offer coverage to a huge area in the Pacific. Check their website for coverage.

DOES SPOT REALLY USE GLOBALSTAR?

I did a Lauderdale-to-British Virgins delivery of an F/P 60 catamaran that was equipped with the Spot, and found it to be brilliant. When we take our Leopard 47 up to the Chesapeake for the summer and back to the British Virgins in the fall, we'll certainly have one along.

No, the Spot is not an EPIRB or a replacement for one. And yes, we will always have an EPIRB aboard, if nothing else, for its waterproof and floating characteristics. What the

SAL'S

INFLATABLE SERVICES, INC.

ATTENTION OFFSHORE SAILORS!



Participants Wanted for Live, Saltwater Liferaft Safety Class

This is a unique opportunity to get the best possible experience with a liferaft *before* going offshore.

Limited space is available to join an actual liferaft deployment and boarding class immediately preceding the *Latitude 38* Crew List Party.

Location: Golden Gate Yacht Club, San Francisco

Date: Wednesday, March 10 **Time:** 3:00-5:00 p.m.

Bring a lifejacket, swimwear (wetsuit or foulies), a towel, and dry clothing.

No cost, but reservations and a refundable \$25 deposit are required.

PHONE (510) 522-1824 FAX (510) 522-1064

1914 Stanford Street, Alameda, CA 94501

salsinflatables@sbcglobal.net • www.salsinflatableservices.com

Advanced LED Navigation Lighting



Super Bright
Waterproof
Multiple Color Configurations
Excellent Viewing Angles
Lifetime Warranty

Available at:  SVENDSEN'S MARINE

Call or visit our website to learn more about our quality lighting products.

www.LunaseaLighting.com
1.800.272.0170

RoHS compliant   

 LUNASEA LIGHTING



Service of the Month

POLISHING

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

Call for a buff!

ADDITIONAL SERVICES

Bilge Cleaning • Detailing • Maintenance
Washdown • Carpet & Cushion Cleaning

Fully Insured & Marina Approved

Serving the Bay Area Since 1986

Call now for a Free Estimate

510 428-2522 or 415 457-6300

www.seashine.net

DURABLE GOODS

Better Materials
Thoughtful, Innovative Designs
Top Quality Workmanship



All sewing in Tenara thread

- Classic dodgers and biminis
- Wavestopper hardtop dodgers
- Drop-top folding dodgers
- Enclosures • Custom canvas

1230 Brickyard Cove Road, #106
Pt. Richmond, CA 94801
In Brickyard Cove Marina

(510) 234-4400

Quality
Yacht
Canvas

LETTERS

Spot does best is let everyone know you are fine, meaning you don't have to make a lot of reassuring phone calls. It would also provide valuable instant corroboration to an emergency EPIRB signal.

We had some awful weather on the delivery that required our diverting to Nassau. Thanks to Spot, Google showed that we had pulled into a fuel dock and then moved in to a slip in a marina. So friends knew something was up, but not to worry. They could see we had spent the night, and then carried on.

We later had to abort our passage across the northern coast of Puerto Rico and make a 90-degree turn south to get into the lee of Puerto Rico. Again, everyone saw us move slowly, then divert dramatically and pick up speed and carry on. So no worries. This is particularly valuable when you have non-boat relatives, particularly older ones who are prone to worrying.

I singlehanded for many years and miles before getting together with Marsha, and I think the Spot would be a particularly valuable piece of gear for solo sailors.

I'm not certain, but I think the Spot would be helpful in emergency situations, if only by updating a GPS position through its satellite connection. If memory serves, this goes to 911, not the Coast Guard directly, which might cause a very short delay in some cases, but be more worthwhile in others.

The odd thing is that I think the Spot signal goes through Globalstar, which I hate, and have found to be hugely unreliable. They do say it will get better, and it was certainly good enough for the Spot tracker when we used it.

Tim Schaaf
Jetstream, Leopard 47
Tortola, British Virgins

Tim — The Spot does not use the Globalstar system, which we've found to be as frustrating and unreliable as you did.

↑↓ **WATCH OUT FOR THE AUTOMATIC RENEWAL**

I used the Spot during a delivery from St. Martin to Rhode Island. In my opinion, the pros are that it's small, compact, waterproof, uses two AA batteries, and worked as advertised. It's great for the personal grab bag. It's a great backup way to call for help if your 406 EPIRB gets lost/damaged/sinks with the vessel and/or its battery dies.

On the negative side, the battery life is limited, although one set lasted the whole delivery, including a continuous 24-hour tracking mode. The website for setting up messages and who gets emails and such wasn't intuitive to me, and became a pain to deal with. But billing was my main complaint, as when you sign up, they apparently renew automatically. So I was surprised with a renewal charge of \$157.93.

In my mind, Spot does not replace VHF/SSB/ham/406 EPIRBs for primary means of communication or ways to call for help.

Ray Catlette
Reno, Nevada

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.

McDERMOTT COSTA

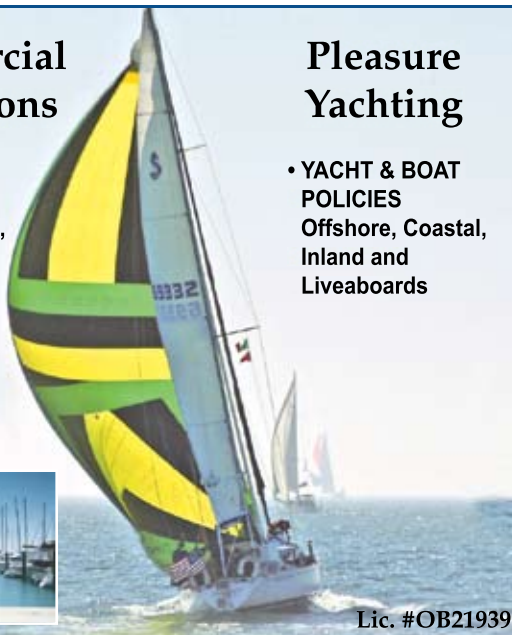
insurance brokers - est. 1938

Commercial
Operations

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

Pleasure
Yachting

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



Lic. #OB21939

Bill Fowler

McDERMOTT COSTA INSURANCE
(925) 606-6606 Fax (510) 357-3230
bfowler@mcdermottcosta.com



*In addition to a full service boatyard, we have
**MORE THAN FOUR ACRES OF SAFE, SECURE
 AND PAVED BOAT & RV STORAGE***



RATES

Boat Length	Rate per Month
0-16'	\$48
17'-20'	\$58
21'-24'	\$68
25'-28'	\$78
29'-32'	\$98
33'-36'	\$125



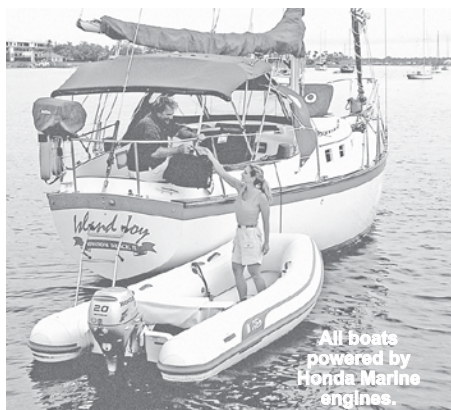
*Conveniently located:
 Just take the Santa Rosa Ave.
 exit off Hwy. 101*

**4185 Santa Rosa Ave., Santa Rosa
 (707) 586-7900**

www.santarosaboatcenter.com



THE RELIABILITY'S BUILT IN!



All boats powered by Honda Marine engines.

**HONDA
 MARINE
 PROVEN**



We offer complete service on all Honda outboards and inflatable boats and take pride in providing the kind of customer satisfaction that you expect from Honda.



The Dinghy Doctor
 1271 Scott Street
 San Diego, CA 92106
 Tues-Sat, 9am-5pm
(619) 804-6921
 www.thedinghydoctor.com

**2 blocks
 off Shelter
 Island**

**AB, Achilles, Zodiac, Walker Bay,
 repair kits, engine parts, and
 everything you will need in Mexico.**

- BF20**
- Unsurpassed fuel economy
 - Shallow water drive
 - Largest displacement in its class (21.4 CI)
 - Hi Output alternator (12 amps)

Always wear a personal flotation device while boating and read your owner's manual.

SAVE
 on North Sails
 quality, durability
 & performance!

**NORTH SAILS
 direct**

It's easy to measure your own boat and SAVE on the world's best cruising and racing sails. Log on to northsailsdirect.net or call **888-424-7328**.

Free tape measure with every order!

SEA FROST®



COOL IT YOURSELF!

Refrigeration has never been easier. Sea Frost's compact and powerful, 12-volt BD refrigeration conversion kit comes pre-charged and ready for owner installation.

Sea Frost...Quality at an affordable price!

Local Dealers:

**Anderson Refrigeration Co. • Alameda, CA
(510) 521-3111**

**Poole Refrigeration Service • Alameda, CA
(510) 523-3495**

www.seafrost.com

SAILBOATS ONLY



www.hiddenharbormarina.com

LOOSE LIPS

Awards Season.

Awards season isn't just for movies, and while the ISAF and the US Sailing awards usually garner the lion's share of the press, they aren't the only ones out there. Here are a few with an established pedigree received by some established recipients.



Sir Robin Knox-Johnston.

Pardey, whose first circumnavigation consumed some 47,000 miles. They've racked up a combined 400,000 sea miles aboard their now iconic, engineless Lyle Hess-designed *Seraffyn* and *Talesin*. The Pardeys hold the record for the smallest boat to have circumnavigated contrary to the prevailing winds around all the great southern capes, and are the only couple to have circumnavigated both east-about and west-about on boats they built themselves, using traditional means of navigation and having no engine or sponsorship.

Former Bay Area sailors Maurice and Sophie Conti received the club's Rod Stephens Trophy for their '08 rescue of the crew of the 32-ft ketch *Timella*. The Conti family — including two young children — were sailing near Suva, Fiji, aboard their Catana 471 *Océalys* when they heard *Timella's* mayday call that they'd hit a reef and their boat was sinking. The Contis upped anchor and sailed for several hours to reach the site, with Maurice taking a dinghy through a treacherous reef to effect the successful rescue of all three crewmembers. (Read the full story in the February '09 edition of



Sophie & Maurice Conti.

Latitude 38.)

Beth Leonard and Evans Starzinger were awarded the Ocean Cruising Club's Vasey Vase award, given to a club member who has carried out a "a voyage of an unusual or exploratory nature." The pair have been cruising at high latitudes since building their Van De Stadt 47 *Hawk* in 1997, and won the award — their second — for their passage to South Georgia Island last year.

Congratulations to all these accomplished sailors for their well-deserved recognition.



Larry & Lin Pardey.



Beth Leonard & Evans Starzinger.

CLIPPER VENTURES

LATITUDE / LADONNA

LATITUDE / LADONNA

LOCH LOMOND MARINA

**Completely Rebuilt Marina • Gas & Diesel Fuel Dock
Free Pump Out Station • Modern Launch Ramp
Guest Slips Available • Marine Mechanical Boat Repair
Arena Marine Supply Store • Loch Lomond Market**

110 Loch Lomond Drive, San Rafael, CA 94901

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

www.lochlomondmarina.com

Harbor Master – Pat Lopez • pat@lochlomondmarina.com



BETA MARINE WEST

Beta Marine Diesel Engines and Generators

With Dealers in:

- Los Angeles
- San Pedro
- Wilmington
- Santa Barbara
- Newport Beach
- Morro Bay
- Ventura
- San Diego
- Hawaii



HIRSCHFELD YACHT LLC

Marine Repair and Installation Specialists

Full Service Shop with Dockside Access

Electrical Engines Outdrives
Generators Inboard/Outboards Propellers
Controls Installation Transmissions

www.betamarinewest.com

415-332-3507

39 Liberty Ship Way, Sausalito 94965

**REPAIR
REPAIR
REPAIR**

**ROOSTER SAILS
A REPAIR LOFT**

**NOW AT
GRAND
MARINA**

**YOUR ROLLER
FURLER UV COVER
SPECIALIST**

ROOSTER SAILS

2021 Alaska Packer Place, Box 18, Alameda
(510) 523-1977

www.roostersails.com • rui@roostersails.com
Open M-Th 9-6 • Fri 9-5 • Sat by appt.

Owned and Operated by Rui Luis • Experienced Sail Repair and Fabrication

NOW OFFERING NEW CRUISING SAILS!

SAIL REPAIR SPECIALISTS • COMPETITIVE RATES • RECUTS • CONVERSIONS

SIGHTINGS

get wet at the crew list party

Last year, we moved the date of the *Latitude 38* Spring Crew List Party a month earlier in an effort to help those needing crew — or those looking for a position on a boat — get a head start. It was an unparalleled success with more than 200 skippers and prospective crewmembers

packing themselves into Golden Gate YC to make connections for the quickly approaching sailing season.

The party's timing was so perfect that this year's event will once again be held in March — Wednesday, March 10, to be exact — at GGYC from 6-9 p.m. We'll offer the usual spread of munchies, no-host bar and ubiquitous liferaft demo, as well



PETER LYONS / WWW.LYONSMAGING.COM

With a little help from your friends — Sailing the Bay is more fun with a crew. Find yours at the Spring Crew List Party.

as all the sailing connections you can handle, for just \$7 (\$5 for sailors 25 or under with ID).

Something a little different this year will be a Liferaft Safety class presented by Sal's Inflatables from 3-5 p.m. at GGYC's docks. Sal Sanchez and J World instructor Barry Demak, who personally experienced several hours in a liferaft after the sinking of the *J/120 J World* during the last Ha-Ha, will teach the seminar, then give participants the opportunity to find out what it's really like to jump into the frigid Bay waters and climb into a liferaft. While the class is free, space is limited so reservations and a \$25 deposit are required. Call (510) 522-1824 or email salsinflatables@sbcglobal.net for details.

Before you do any of that, though, be sure to surf on over to our website at www.latitude38.com and click on 'Crew List'. Not only will you find forms specific to your situation but you can view the current lists of boats looking for crew, or crew looking for boats — in real time. You don't even have to fill out a form to contact someone who's already on the list. But the best part of the crew list is that it's totally free!

— *ladonna*

cat scratch fever

When we sailors think of Corsair Marine, we think of the hundreds of folding performance trimarans between 24 and 37 feet they've built. When we think of Reichel/Pugh, we think of the San Diego firm that has designed many of the world's fastest and most technologically advanced monohulls. And when we Americans think of Vietnam, we almost always flash to the tragic conflict that claimed so many lives.

But during a recent trip to Saigon, we learned that it's time to change our thinking about a lot of things. At the Australian-owned Corsair facility in the socialist republic, we saw hulls #2 and #3 of the Reichel/Pugh-designed Corsair 50 cruising catamarans being worked on in a facility formerly used to build Stomp 38 monohulls. Hull #1, 'the baby' of San Diego yacht broker David Renouf, had already been launched in Vietnam, and was taken to Thailand for shaking down and testing by her Portland owners. Hull #2 will go to the Caribbean, while hull #3 has been purchased by a San Francisco owner who is not sure where he'll take delivery. Both of those boats should be completed in the next few months. The base price is \$1 million. In addition to making the 50s, Corsair is still making 28s (now up to #256), 31s (now up to #298), and 37s/38s (now up to #30).

continued on outside column of next sightings page

plan your

Every longtime sailor has considered the 'what ifs' of falling overboard at sea. And many of us take substantial precautions to up the odds of survival should we someday end up in the drink — wearing PFDs, insuring that lifelines and stanchions are sound, and keeping throwable flotation devices at the ready.

But have you ever considered how



exit strategy

you'd save yourself if you slipped and fell in at your marina? A nearly tragic incident last month put that topic in the spotlight. Late one stormy night, a heavy-set, middle-aged sailor slipped and fell into the water while checking his docklines, and became wedged between his boat and the dock, unable to pull himself out. Luckily,

continued in middle column of next sightings page

cats — cont'd

Given the very low labor rates in Vietnam — the average worker makes \$1/hour, while the 125 Corsair employees get a 50% premium on that — China, South Africa and other parts of the world, there's a multihull miracle going on in Southern California's Orange County. While paying enormously higher rates for labor than in much of the rest of the world, Westerly Marine in Santa Ana is operating at full capacity, building two 65-ft high-performance cruising cats designed by Morrelli & Melvin. And prospects are good for a third client.

continued on outside column of next sightings page

The '09 Rolex Sydney Hobart Yacht Race was a small-boat affair with three boats in the 40-ft range taking the top-three spots overall. See this month's Racing Sheet on page 116 for more.



SIGHTINGS

cats — cont'd

Westerly is a great boatbuilding success story in a very small area of Orange County that has seen the rise and collapse of the likes of Cal, Columbia, Ericson, Islander, DownEast, Coronado, Newport, Yankee, Westsail, Ranger, and so many other familiar brands. The company had the most humble of origins in the early '70s when Lynn Bowser, then 23, and Stan Lee, who worked with Bowser at Ranger, pooled their meager resources — a combined \$1,000 and two tool boxes — to start their own company. Their capital was so limited that Lynn had to live on his 26-ft Dutch-built sailboat. The two had to take out a loan to buy their first piece of equipment, an \$800 Rockwell Unisaw. Tellingly, the saw is still used at the 45-person company, and Bowser and Lee still get along after all these years.

In the first decade of business, Westerly did all kinds of work, from building Crealock 37 hulls to Capo 26s and 30s. By the end of

continued on outside column of next sightings page

exit strategy

a couple of liveboards heard his cries for help above the roar of the wind and rain, and pulled him out without injury.

Unless you've tried to climb up onto a dock finger from the water, you probably have no idea how difficult it is to do — especially when the dock is rain-soaked and slippery. And unless you're in excellent physical condition, it's very tough — in fact, nearly impossible — to haul yourself over the toerail of a boat from the water.

So we'd urge every boater to make a mental game plan for exactly how they'd save their own lives if they suddenly found themselves treading water in our bone-



Clockwise from lower right: We hope to be on hand to watch Westerly take this monster from Santa Ana to the ocean for launching; M&M designed reverse bows for the Westerly 65 before they appeared on BMW Oracle's A-Cup challenger; a Corsair 50 nearing completion in Saigon; Lynn Bowser holds up the carbon fiber toilet seat lids for one of the new cats; Phil Medley, formerly of San Diego and now production manager at Corsair, stands in front of a Corsair 50.



PHOTOS LATITUDE / RICHARD

— cont'd

chilling Bay waters. Very few marinas have emergency ladders at the end of docks, so your best bet would probably be to head for the closest powerboat with a swim step on its transom, or a sailboat with either a sugar scoop close to the water's surface, steps up a reverse transom, or a permanently mounted swim ladder.

Even if you feel that falling in at the dock is an 'it-could-never-happen-to-me' scenario, do us a favor and make an exit plan anyway. We really hate writing 'Eight Bells'.

— andy



cats — cont'd

the decade, they had about seven employees. During the '80s, they built a number of Wylie 38s and 39s, plus custom boats such as the Schumacher 52 *Swiftsure II*, and had about 20 employees. By the end of the '90s, they had about 35 employees. The last two boats they built at their original facility were the two *America One* boats for Paul Cayard's America's Cup effort on behalf of the St. Francis YC.

Once Westerly moved into a new 20,000-sq-ft facility in Santa Ana, business continued to pick up, and they built grand prix racing boats such as the TP52 *Rosebud* and her STP65 successor, as well as the R/P 65 *Stark Raving Mad*, and many others. Then there were custom cruising boats, such as Randy Repass's Wylie 65 *Convergence*, the Perry 59 *Free Range Chicken*, and the late Roy Disney's R/P 60 *Pyewacket*. They also did major refits on the legendary *Windward Passage* and Disney's MaxZ94 *Pyewacket*.

"The secret to our longevity," the soft-spoken Bowser told us, "is that Stan and I were careful to never let the company grow too fast, and were always diversified." So in addition to more typical sailboats, they've also built powerboats, five water taxis for Catalina shoreboat service, and several large catamarans for the Hawaiian charter trade.

But the new 65-ft M&M catamarans currently under construction at Westerly are very high performance cats — nothing like the 'cattlemarans' for Hawaii. Built of the most technologically advanced materials, the Westerly cats are projected by M&M to be 15% faster than the Gunboat 62/66 cats, which M&M also designed. According to Bowser, Westerly is able to attract buyers from around the world — hull #1 is going to a Swiss, hull #2 is going to an owner from Hawaii — because they can beat the likes of Gunboats not only on performance, but also on price. He tells us that the Westerly 65, built in Southern California, sells for about \$3.4 million, significantly less than the South African-built Gunboat 62/66s which go for \$4.1 million. That despite much higher labor costs in California.

In an industry known for boatbuilders going bankrupt, how has Westerly managed to stay afloat — and even thrive — in the toughest of times? "High quality at a fair price," Bowser answers matter-of-factly. He also notes that all work on Westerly boats is done in-house rather than being outsourced, giving them complete control. Bowser says it's also helped that he and Lee have personally had to keep pace with the many technological advances in boatbuilding materials and techniques rather than relying on outside experts. Once again, it's been all about staying on top of and in control of their business.

One of the most interesting things about the Westerly 65 cats is that they are built in two parts. Not two hulls that are later joined by crossbeams, but rather entire half-boats split down the middle fore and aft, then joined together. This is done because only half a cat will fit into the Westerly curing ovens at a time. It's only possible because of the incredible strength of modern materials. In one funny incident, we asked Bowser to point out where the mast step would be on one of the partially finished cats. He pointed to intersecting one-inch or so vertical panels. Looking in disbelief, we asked where the mast step would go two more times. "Those panels are stronger for their weight than steel," Bowser finally chuckled.

Yeah, things continue to change.

— richard

practicing what he preaches

H.L. Mencken once wrote, "Those who can, do. Those who can't, teach." Mencken obviously never met John Connolly, owner of Sausalito's Modern Sailing School & Club. Since joining the school as head instructor in the early '90s, Connolly has personally led 104 advanced coastal trips from the Bay to Monterey and back — that's nearly 16,000 nautical miles. And that doesn't even take into account the two round

continued on outside column of next sightings page

SIGHTINGS

connolly — cont'd

trips to the South Pacific on his Islander 53 *Polaris*, the 147 overseas ocean passage-making charters, or the 200-plus classes on the Bay that he's taught. Mencken be damned — this teacher is doin' it.

Connolly started sailing on Long Island Sound on an 18-ft Pennant at the age of eight, and was singlehanded the boat by the time he was 10. "Looking back on it, I wouldn't dream of chartering a boat to a 10-year-old," he laughed. "As a matter of fact, 25 is pushing the limit!"



John Connolly.

But things were different when Connolly was coming up, so he and a buddy would take that little boat out and try their hardest to give their parents heart attacks. "We loved to find heavy weather," he recalled. "The Coast Guard was sent to find us twice."

Despite a passion for sailing, John didn't sail professionally until he moved to California in the late '80s. Instead, he built a career as a rock show promoter. "I was one of Bill Graham's main competitors," he recalled with a smile. "But that was many, many years ago — a story for another day."

After getting out of rock and roll, Connolly began a business that dealt in English sports cars. "During that time, I became a full mechanic," he said. When

he sold the business and moved to the West Coast to be close to his family — his parents and siblings lived in the Bay Area — that skill set landed him his first job in the marine industry as a diesel mechanic.

Though he moved on to become a sailing instructor John says his aptitude for fixing things has been extremely valuable, especially on the overseas trips he started leading after buying *Modern Sailing* in '96. "I always bring a vast quantity of spare parts and tools, despite what the charter companies say," he noted. Unfortunately, such preparedness comes at a price. "We take them in checked bags, which cost us \$650 in extra baggage charges on the last trip to the Marquesas. It was outrageous!" But he considers that a small price for peace of mind, and says he'll continue the expensive practice.

In fact, preparedness is one of the most important things Connolly drills into his students' heads. "I tell them that when you're a skipper of a boat, you're in the risk management business. We've developed a whole series of emergency procedures, especially for the coastal trips because they have a much higher degree of difficulty due to bigger seas, fog and shipping." Part of his arsenal are methods to prevent hitting whales, and ways to slow or stop water ingress should the boat be holed, whether by whale or container.

And of course *Polaris* herself — aboard which Connolly lives — is meticulously outfitted for offshore work, from built-in preventers to five bilge pumps to a hardwired fog horn. "In the last 10 years, she's the only boat I've encountered on the West Coast — besides freighters — with proper automatic sound signals," John boasted.

In fact, Connolly's interest in safety prompted him to develop a device to recover unconscious overboard victims. The Lifescoop isn't practical for small boats, so Connolly — who holds a patent for the design — plans to market it to the commercial sector. He hopes success there will lead to a smaller version for recreational boaters.

Perhaps because of his obvious zeal for teaching, Connolly claims that, while many people have problems with crew, he doesn't. "Maybe

continued on outside column of next sightings page

a rash of

As the world watched Abby Sunderland, 16, set out in light winds from Marina del Rey on January 23 on her quest to become the youngest solo circumnavigator, her rival for the title, Jessica Watson, was getting her ass kicked in the Southern Ocean. Ten days after her January 13th rounding of Cape Horn, the 16-year-old Aussie expected a gale to hit but what she experienced was far worse.

"None of the computers or forecasts picked up that it would reach the 65 knots that I recorded — before losing the wind



What a sight — Spread, John Connolly (far right) teaches students how to take a noon sight. Above, spoils from *Modern's* latest overseas trip to Morocco, which Connolly counts as one of his all-time favorites.

records

instruments in a knockdown,” Jess wrote in her blog. Before it was all over, her S&S 34 *Ella's Pink Lady* would suffer three more knockdowns, one completely inverting the boat. Jess was safely strapped in below, and the boat suffered surprisingly little damage.

Meanwhile, Abby's experience as this issue went to press has been the complete reverse. It seems her biggest struggle has been keeping her Open 40 *Wild Eyes* moving in frustratingly light winds.

continued in middle column of next sightings page

connolly — cont'd

one or two times in all these years has someone been really annoying on a personal level. It's so rare that it's almost never,” he noted. But wouldn't he prefer to, every now and then, sail by himself or with just one friend? “We keep people busy so, frankly, I don't have to do a lot of work,” he joked. “Honestly, teaching is less work. If it was just me and someone else, I'd be working much harder.”

As for what keeps John inspired to continue traveling around the world after 19 years, he says it's just that. “There's the experiential aspect of sailing; the wind, the waves and all that. Then there's the adventure of going places — either to new places or visiting places again that I've enjoyed. That's what motivates me.”

Take that, Mencken.

— *ladonna*



SPREAD: MOLLY WINKELMAN / MODERN SAILING; INSET: DOROTHY LLOYD

SIGHTINGS

turf war over cartagena cruiser haven

The historic Colombian port of Cartagena has long been a favorite stopover for cruisers transiting the north coast of South America. And the recent construction of the highly praised Club Nautico Marina has made layovers there more pleasant than ever. Last last month we heard from Marlene Verdery of the Sausalito-based Manta 42 cat *Damiana* that there were "over 100 boats here from at least 10 different countries." But the management's bitterly contentious struggle with the local mayor has deteriorated to the point where the property is said to be in danger of being bulldozed soon — as was the fate of the Panama Canal YC in Colon, Panama, last February.

John Halley of Club Nautico explains, "I think that marinas, wherever they are located, live in an uncertain world. It took this marina nearly 10 years to battle for a new public concession which was given

continued on outside column of next sightings page

records

One of the many things that differentiate the teens are their blogs. While Abby's postings (soloround.blogspot.com) are what you'd expect from a 16-year-old, Jessica's writings (youngestround.blogspot.com) belie her age. With the exception of her fondness for exclamations points — who can blame her? — Jess writes with a surprising maturity. She draws readers into her world, sharing her experiences in a way that leaves them anticipating her next post. If she doesn't make a career as a sailor, she could as a writer.

Lest anyone think only teenage girls



ROD WITEL

— cont'd

are trying to set records, Alessandro di Benedetto is out for one of his own. In fact, Benedetto, an experienced singlehander, is no stranger to setting them. In '02 he crossed the Atlantic on a beach cat, and in '06 he sailed from Japan to the Bay in 19-ft plywood sport cat. Both voyages earned him World Sailing Speed Record Council ratifications as being done on the smallest boats. On October 25, Benedetto left Sables d'Olonne, France, aboard his 21-ft Mini, *Findomestic Banca*, in a bid to set the record for the smallest boat to

continued in middle column of next sightings page

If you've ever sailed in the tropics, this photo by Rod Witel says it all — chillin' in the turquoise waters of the British Virgins, warmed by the Caribbean sun. The shot was a winner in our 'World of Chartering' photo contest. Check out our other favorites on page 124.



cartagena — cont'd

two years ago. . . Seven months into the project, the local mayor responsible for the Historic and Tourist district paid a visit requesting that the work be halted due to non-compliance of some 'act' on his books." After construction continued, the mayor eventually sent in a police riot squad to shut it down.

From our distant perspective, this messy situation seems to be a sort of turf battle, with the marina operators insisting that their site is on national — rather than city — property (tidal waters). In any case, the battleground has now moved into the courtrooms, where we can only hope a reasonable compromise can be reached. Closure of Club Nautico would be a devastating shock to westbound cruisers heading to the Canal, as well as for eastbound sailors heading for the islands of the Eastern Caribbean. (See www.clubnauticocartagena.com for more info.)



CLUB NAUTICO CARTAGENA

Although it is undergoing reconstruction, Club Nautico currently serves as a comfortable base for cruisers.

— andy

build it and they will come

Would you swim in your marina's water? Not intentionally, right? But there is at least one Bay Area marina where the water is so clean that it's suitable for a high profile swim competition. On the 26th of this month, 800 athletes will swim a course within Redwood City's Westpoint Marina as part of the Stanford triathlon.

That's a pretty impressive factoid, but then Westpoint's 300-foot-wide harbor mouth allows for a lot more flushing action than most marinas — and its waters are a lot cleaner to begin with due to the fact that sewage pumps are accessible from every slip.

As we've reported in previous updates, ever since the project began 22 years ago, developer Mark Sanders has vowed to make this one of the classiest marina facilities on the West Coast. And now that the harbormaster's building is finally built — featuring massive redwood beams and artful stonework — we can see that Sanders' masterwork will meet his goals. As reported earlier, boats have been occupying slips there for a while. But the purpose of this update is to tell you



LATITUDE / ANDY

Westpoint Harbor's finished harbormaster's office.

that all the fundamental infrastructure is now in place: heads, showers, office facilities and walkways, not to mention facility-wide high-speed DSL and WiFi. And an agreement with the neighboring office facility gives tenants free access to an amazing fitness center.

Soon to come are more king-size slips — 60- to 80-footers will be common here — a fuel dock, and a wide variety of marine-related businesses that will line the perimeter of the 408-slip basin. For all South Bay boaters, the eventual addition of a full-service, 8-acre boatyard will be a godsend, as there is currently none in the South Bay.

— andy

SIGHTINGS

more misguided marine legislation

For months there have been grumblings in marinas all over the Bay Area about a new state proposal that, while undoubtedly well-intentioned, seems extremely ill-conceived. If passed, the legislation would give the State Water Resources Control Board the power to hold marina operators and yacht clubs responsible for the quality of water flowing into and out of their facilities — sort of like making San Bernardino responsible for the smog that blows over it from L.A. — and would mandate that the marinas themselves pay roughly \$100,000 to \$200,000 annually for required water tests. That burden would surely put some small operators out of business, while causing others to jack up slip fees dramatically.

Beyond the fundamentally illogical nature of the plan, there is evidently no solid evidence that boats in marinas are causing water quality problems. So, this proposal almost seems like a vendetta against boaters, while ignoring the larger issues of industrial, agricultural and waste-treatment plant pollution.

As an alternative, why not proactively expand the existing Clean Marina plan, which has already proven to be successful in improving the marine environment by making it easier for boaters to dispose of sewage and potential pollutants such as used oil and solvents? But hey, that idea is probably too logical.

If you'd like to learn more about the proposal, read the Call to Action at www.rboc.org. And if you'd like to voice your opposition, we suggest you contact the Governor at (www.gov.ca.gov), your local legislators (www.senate.ca.gov or www.assembly.ca.gov), and the Executive Office of the SWRCB (www.swrcb.ca.gov).

— andy

cruisers to help reduce illegal fishing

Like many longtime Mexico cruisers, Chuck Houlihan and Linda Edeiken of the Allied 39 *Jacaranda* get frustrated when they observe illegal fishing practices which greatly impact Mexico's fragile marine ecosystem, especially since enforcement of existing laws is inadequate. But a new citizen-funded, citizen-staffed vigilance program called

Observatorio Ciudadano (OC) encourages cruiser input. "It's a small step," says Chuck, "but at least it's a step in the right direction, and it's working!"

Thanks to legislation passed last year, fishing with hookahs, gill nets, and longlines (in near-shore waters) are all now illegal in Mexico, and cruisers are being encouraged to report law-breakers to authorities.

In near-shore waters, such as the southern Sea of Cortez, the herding of fish by hookah divers is said to have decimated many reef areas. According to the conservation website SeaWatch.org, "It is estimated that 90% of the reef fish are eliminated by this means of fishing. Today, the fish count is at a dangerously low level and on the verge of collapse."

How can cruisers help? "The goal," according to SeaWatch, "is to get the cruising fleet in the Sea of Cortez and western mainland Mexico to help gather information on any hookah fishing and/or gill net and longline fishing on near-shore reefs in or rocky areas. Another important fishery being abused is that of the dorado. Panga longliners are illegally taking fish reserved for sportfishing. Please report any of these pangas with surface longlines that you see. Pictures are very

continued on outside column of next sightings page

records

circumnavigate non-stop. At this writing, he was in the middle of the Indian Ocean. Follow his track at www.alessandrodibenedetto.net but polish up on your Italian if you want to read his blog.

In other wacky record news, on January 16 Reid Stowe accomplished what he set out to do on April 21, 2007: spend 1,000 days at sea. The arbitrary goal has something to do with how long it would take to fly to Mars, though we honestly don't understand the connection. Regardless, spending 700 days alone (his sailing



Dale Williams' 'Wasabi' was the only finisher in the IRC division on Saturday.

LATITUDE / ANDY



Many types of fishing are legal in Mexico, but hookah fishing and near-shore long-lining are not.



— cont'd

companion, Soanya Ahmad, left the boat after 306 days due to her unexpected pregnancy) is no picnic.

Though he's set his record (actually, there are several that he claims, including 'Longest Space Analogous Experiment on the Ocean'), Stowe won't return to port until June 17 — the North Atlantic isn't known for being kind to sailors in the winter. Anne is currently bobbing off the coast of Peru. Follow her remaining days at www.1000days.net.

— ladonna

illegal fishing — cont'd

important."

Cruisers or vacationers may report violators via email, and their identities will remain confidential. The info gathered will be used to determine where additional patrols are needed, and to pressure government officials to enforce existing laws.

Reports should contain: 1) date and time; 2) your lat/long location; 3) location of observed illegal fishing; 4) type of illegal fishing; 5) type, color and Mexican ID number of vessel; 6) number of people onboard; 7) any specific identifying characteristics; 8) type of engine; 9) photos of vessel (critically important, and can be submitted later when in WiFi range); 10) additional descriptive info. For details, see: <http://seawatch.org/en/Resource-Library/359/report-illegal-fishing>.

— andy



The starting line was moved off the club on Sunday and created some confusion, you can read about that in this month's Racing Sheet on page 116.



'Can O'Whoopass' enjoying life.



Once again, the Corinthian Midwinters drew a big crowd. Spread, the first weekend of the series presented it with a little of just about everything; for Sunday that meant breeze.

SIGHTINGS

drumming up opportunities

Life is about opportunities. Some people have them offered up on carbon fiber platters while others work hard to make their own. Sausalito sailor Alex Pearce, 24, is one of the latter. Having grown up in Dallas, Texas, with little disposable income, Pearce was faced with few choices as high school graduation approached. An accomplished drummer, he was naturally drawn to the idea of music school, but his family couldn't pay for it and he didn't want to be drowning in debt by the time he graduated. He'd already started playing drums professionally but, even if he could earn a living at it, he knew there was no way such gigs would pay for school. So he researched his options. Then he walked into an Army recruiter's office.

"I basically recruited myself," he laughs. "The recruiter didn't even know the job of percussionist existed." Alex had discovered that every military branch has a band — professional musicians who play

continued on outside column of next sightings page

changes in

When you've got one of the most idyllic places on earth, you certainly don't want outsiders coming in and screwing it up. Perhaps that's why French Polynesia is the only country or territory on earth that requires a bond, in the amount of an exit air ticket to your home country, to be posted by every entering (non-EU) sailor.

Last year for the first time, the Tahiti YC sponsored the Pacific Puddle Jump fleet in getting every boat a bond exemption — a big deal, as it saved these international sailors time, hassle and cash.

This year, sadly, the Club has declined



SPREAD: LATITUDE / LADONNA; INSET: ALEX PEARCE

tahiti bonds

to do so due to the potential liability. And we can't blame them.

The solution for fleet members is to work with a yacht agent who can get all crewmembers the exemption, clear the boat in and out, plus get them a \$2-per-gallon discount on fuel. The fee for registered fleet members will be as low as \$98 per boat, regardless of crew size. Such a deal! Another change is that Americans now get 90-day visas instead of 30-day visas. See details at www.pacificpuddlejump.com.

— andy

A sailor in love — Alex Pearce may love his Cal 29 'Shrimp Louie', but he loves his fiancée Tara (inset) even more.



opportunities — cont'd

everything from embassy functions to jazz concerts. "I found out that not only would they give me musical training, but the G.I. Bill would pay for school after I got out," he said. On top of this, Pearce would be eligible for the Yellow Ribbon Program — additional educational assistance for those who signed up for the military post-9/11.

He was offered his choice of postings. "I could have gone to Florida, Alaska, Georgia," he recalled. "But I wanted to go as far away as possible, so I chose South Korea." Pearce spent two years stationed in Uijongbu, just north of Seoul — the first year of his three-year stint was filled with basic training and military music school — where he honed his craft, took college courses, and planned his future. "I knew going in that I'd only do three years," he said, so when they offered him yet another promotion to re-up — he'd already been promoted from Private to Specialist to Sergeant, an unusually fast progression — he politely declined and beat feet back to Dallas.

After a two-month European backpacking trip, Alex joined dad Ted Pearce, a Messianic rock performer, on a tour of the U.S. and Europe. "The experience really enhanced my music skills," Alex said. "But it also made me realize that I didn't need to go to school to play music. I was already doing it professionally." Determined to go to college, he started casting about for possible careers, and got hooked on film.

Pearce considered a number of excellent film schools around the country, but the Academy of Art University in downtown San Francisco had one thing the rest couldn't offer: kick-ass sailing on the Bay. "I was introduced to sailing in high school on a buddy's boat," he recalled. "He read *Latitude* and always talked about how great it would be to sail on San Francisco Bay. Plus pretty much every sailing book has a picture of the Bay on its cover." So Alex and then-girlfriend Tara Singleton, 26, drove out, bought a Cal 25 the day they arrived, and set up camp in Brisbane Marina. "When I got here, I realized how awesome it really is," Alex recalled. (Tara had to return to Dallas to continue her graduate studies in occupational therapy.)

It wasn't long before Alex upgraded from the Cal to an O'Day 27 that he kept in Sausalito. Not a month later, he found a great deal on a Cal 29 — a boat he and Tara could live on together, and that could really handle the ocean. Since buying *Shrimp Louie* in early October, Alex has fixed about 1,000 leaks, upgraded systems, and generally made her the perfect home for a college student who's never there.

But it's when things seem to be going perfectly that life throws you a crash gybe. In mid-November, Pearce's stepmom called to tell him he'd received a letter from the Army. "As soon as she started reading it, I knew," he said. Alex was being recalled as part of Operation Enduring Freedom — in other words, he will be one of the 30,000 additional troops President Obama has ordered to Afghanistan. And he won't be playing music; Alex ships out on Valentine's Day to train for his new job as a Civilian Affairs Specialist.

Both Alex and now-fiancée Tara are surprisingly stoic about his impending departure. "If this had to happen, the timing couldn't be better," said Tara. By the time the remaining 1.5 years of Alex's contract are up, Tara will have finished school. After their summer 2011 wedding, they'll take a three-month honeymoon — "Sailing will fit in there somewhere," Alex insists — before returning to the Bay, where Tara will intern for a hospital and Alex will return to film school.

As for this young couple's future, they hope to travel the world by boat, using her training to help local communities and his filmmaking to enlighten the rest of the world. If their hard work and determination up to this point are any indicator, there will be no limit to the opportunities they'll create for themselves.

— ladonna