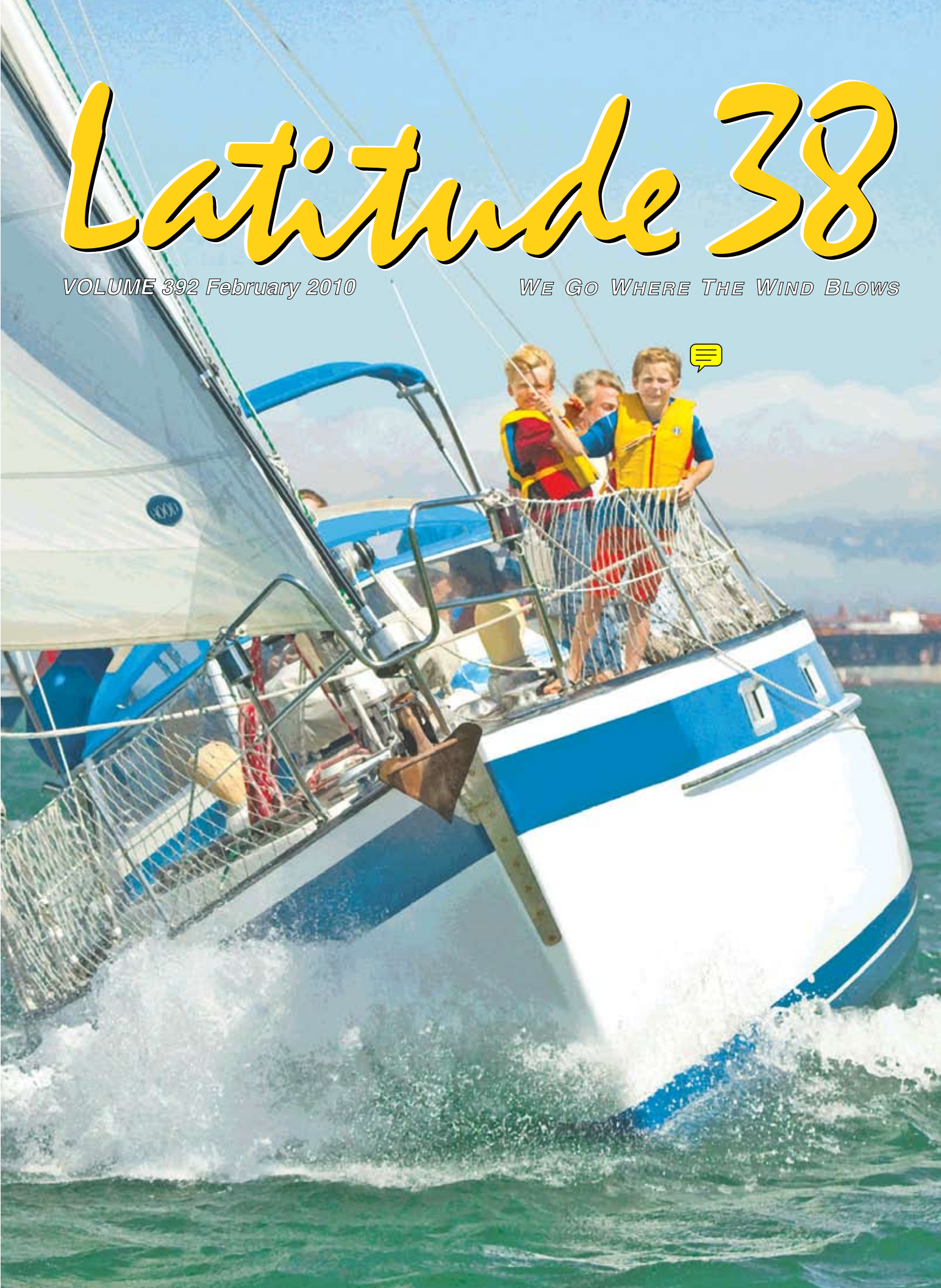


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VOLUME 392 February 2010

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FEBRUARY 2010

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Cover:

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

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

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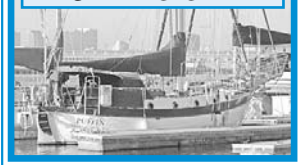
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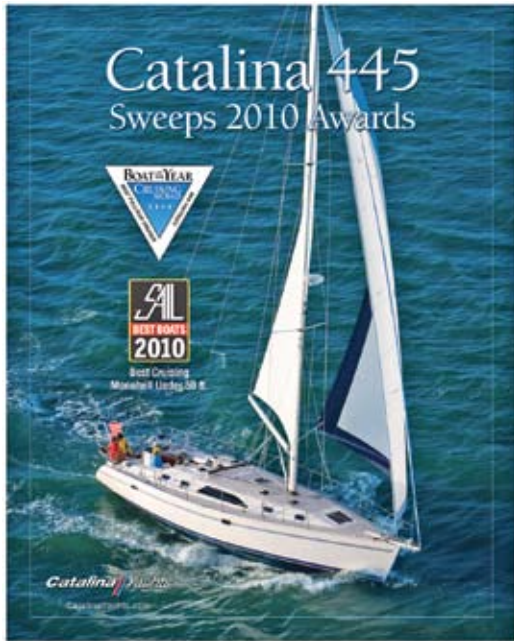
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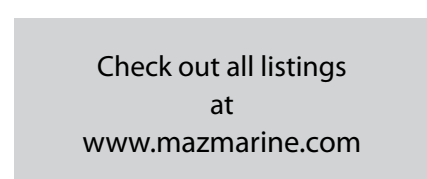
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## CALENDAR

### 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](http://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](http://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](http://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](http://www.stfyc.com).

**Feb. 6** — 21st Annual Women's Sailing Convention at Bahia Corinthian YC in Corona del Mar, \$165. Info, [www.scya.org](http://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](http://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](http://www.historicalseaport.org).

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

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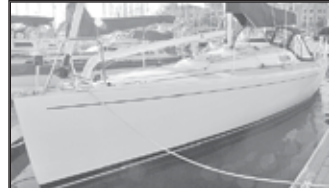
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56' Andrews, '94, Charisma	SOLD
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52' Santa Cruz, '98, Hula	\$575,000
52' Santa Cruz, '99, Renegade	\$595,000
52' TransPac with IRC mods, '03, Braveheart	Just Listed \$499,000
48' J/145, Hull #9, '03**	\$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

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# 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](mailto:FSO-PE@flotilla17.org).

**Feb. 27-28** — US Sailing-approved Safety at Sea Seminar in Seattle. Go to [www.thesailingfoundation.org](http://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](mailto: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](mailto: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](http://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](http://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](http://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](http://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](http://www.strictlysailpacific.com).

### Racing

**Feb. 6** — Double Up & Back. CPYC, [regatta@cpyc.com](mailto:regatta@cpyc.com)

**Feb. 13-14** — Londerville Cup. Half Moon Bay YC, [www.hmbyc.org](http://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](http://www.sdy.org/pv).

**Feb. 20** — Singlehanded #1. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Feb. 20-21** — BAYS Winter Opti #3 & 4. EYC, [www.bayarea-youthsailing.com](http://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](mailto:iycracing@yahoo.com).

**Feb. 27-Mar. 7** — MEXORC Regatta, held in conjunction with Copa Mexico. Info, [www.mexorc.com](http://www.mexorc.com).

**Mar. 6** — Coyote Point YC's Jack & Jill Race. Info, (650) 347-6730, [www.cpyc.com](http://www.cpyc.com) or [regatta@cpyc.com](mailto:regatta@cpyc.com).

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

**Mar. 13** — Island YC's Doublehanded Lightship. Proceeds benefit United Cerebral Palsy. Info, [www.iyc.org](http://www.iyc.org).

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

**Mar. 26-30** — Corona del Mar to Cabo Race, an 800-mile downwind dash. Balboa YC, [www.balboayachtclub.com](http://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](http://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](http://www.pacificcup.org).

### Midwinter Regattas

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

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## 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](mailto:racing_chair@cal-sailing.org).

**CORINTHIAN YC** — Midwinters: 2/20-21. Donal Botkin, [racing@cyc.org](mailto: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](mailto:rearcommodore@encinal.org).

**FOLSOM LAKE YC** — Winter Series: 2/13, 3/13, 4/3. Mark Erdrich, [fusion927@gmail.com](mailto:fusion927@gmail.com).

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

**HALF MOON BAY YC** — Midwinters: 2/21, 3/21. Info, [sailing@hmbyc.org](mailto:sailing@hmbyc.org) or [www.hmbyc.org](http://www.hmbyc.org).

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

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

**OAKLAND YC** — Sunday Brunch Series: 2/7, 2/21, 3/7. John, (510) 522-6868 or [j\\_tuma@comcast.net](mailto:j_tuma@comcast.net).

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

**RICHMOND YC** — Small Boat Midwinters: 2/7, 3/7. Tony, [amcastruccio@sbcglobal.net](mailto: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](mailto:race@syconline.org).

**SEQUOIA YC** — Winter Series: 2/6, 3/13. Redwood Cup: 2/28, 3/28. Mike Garl, [mikegarl@sbcglobal.net](mailto:mikegarl@sbcglobal.net).

**SOUTH BAY YRA** — Midwinters: 2/20, 3/20. Jocelyn Swanson, [regatta@cpyc.com](mailto:regatta@cpyc.com)

**SOUTH BEACH YC** — Island Fever Midwinters: 2/20, 3/20. Info, [www.southbeachyc.org](http://www.southbeachyc.org).

**TIBURON YC** — Midwinters: 2/13, 3/13. Ian Matthew, [ian.matthew@comcast.net](mailto: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](http://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](mailto:andy@latitude38.com) or go to [www.pacificpuddlejumps.com](http://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



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# CALENDAR

[www.banderasbayregatta.com](http://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](http://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](http://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](http://www.pacificpuddlejump.com).

Please send your calendar items by the 10th of the month to [calendar@latitude38.com](mailto: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

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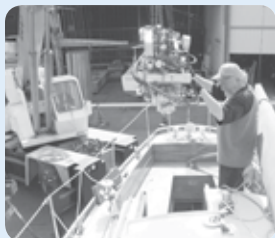
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## LETTERS

### ↑↓ 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](http://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?*



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## 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

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**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:

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\* 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](http://www.yachtpaint.com)

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## 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



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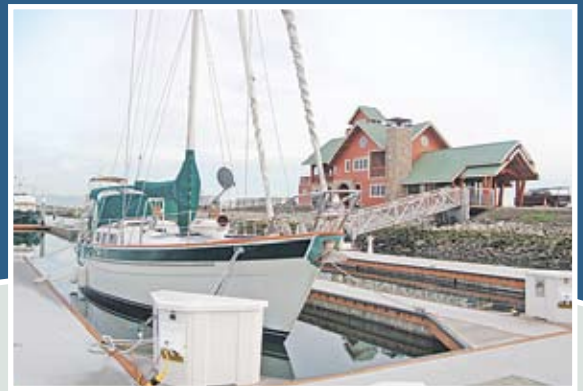
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## LETTERS

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,*

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## 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

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## 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.*

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## 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?





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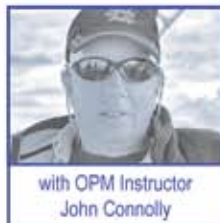
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## LETTERS

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.

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## 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

**With more lanes, Grosse Pointe was favored in the yacht club bowling regatta.**

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

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



POP A. RATZI

**In a catfight, the Vietnamese woman would cane Kim's behind.**

*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*

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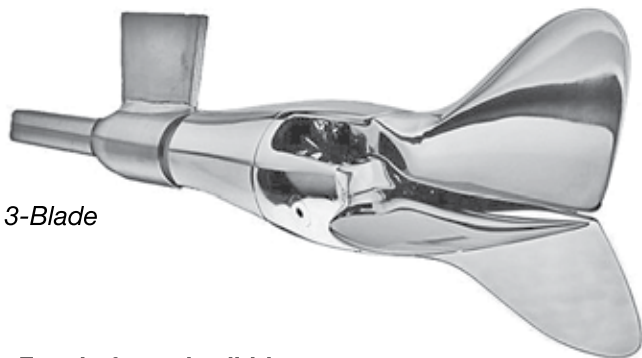
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## LETTERS

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.

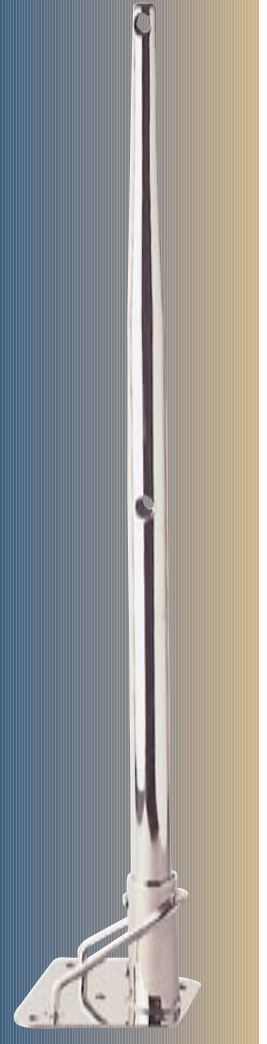
Scenario #1: A relatively safe transfer in the middle of the



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## 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.



ATLANTIC RALLY FOR CRUISERS

'*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

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## 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.*

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## 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

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

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

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

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-

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

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



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## 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





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## 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*

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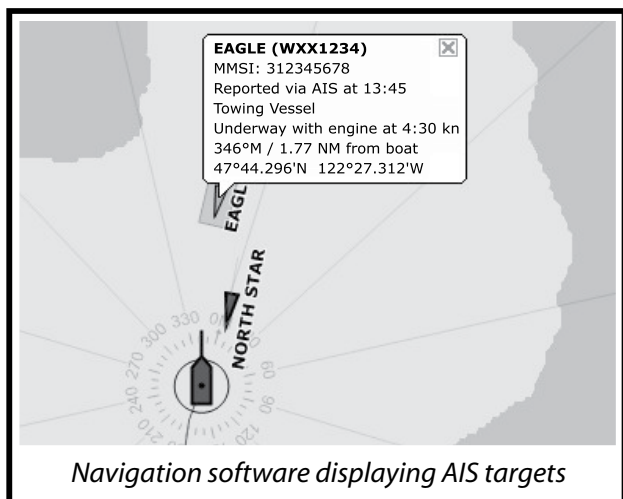
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## LETTERS

*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-



BILL QUIGLEY

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
- 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**

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# LETTERS

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 me your cord and I'll be right back."



BARNEY VAN FLEET

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

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

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

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

**A plethora of pigtails makes marina stopovers practically painless.**

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

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## 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*



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# 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

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## 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.

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## 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*

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## 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.



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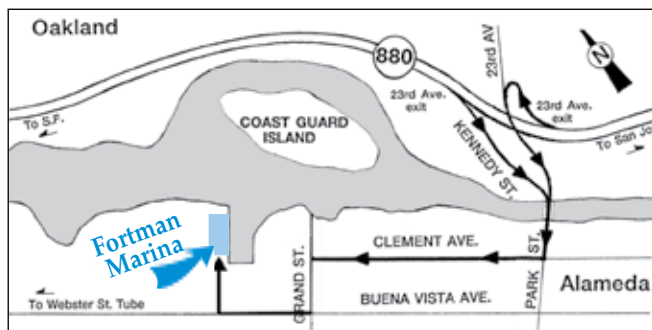
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## LETTERS

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.

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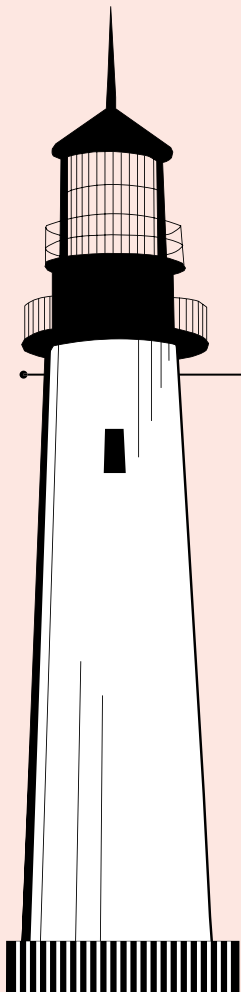
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## LETTERS

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



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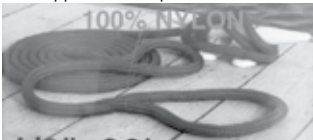
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## LETTERS

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

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## 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.*

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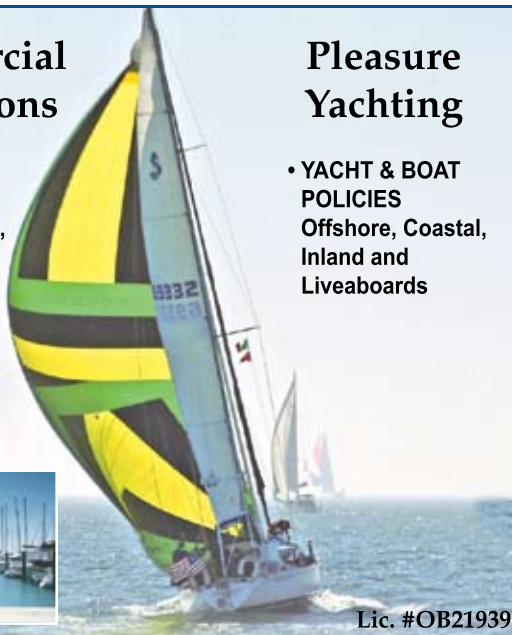
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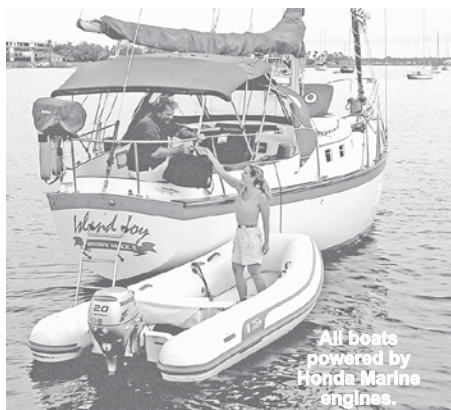
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## LOOSE LIPS

### 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.**

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# 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

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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](mailto: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](http://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.

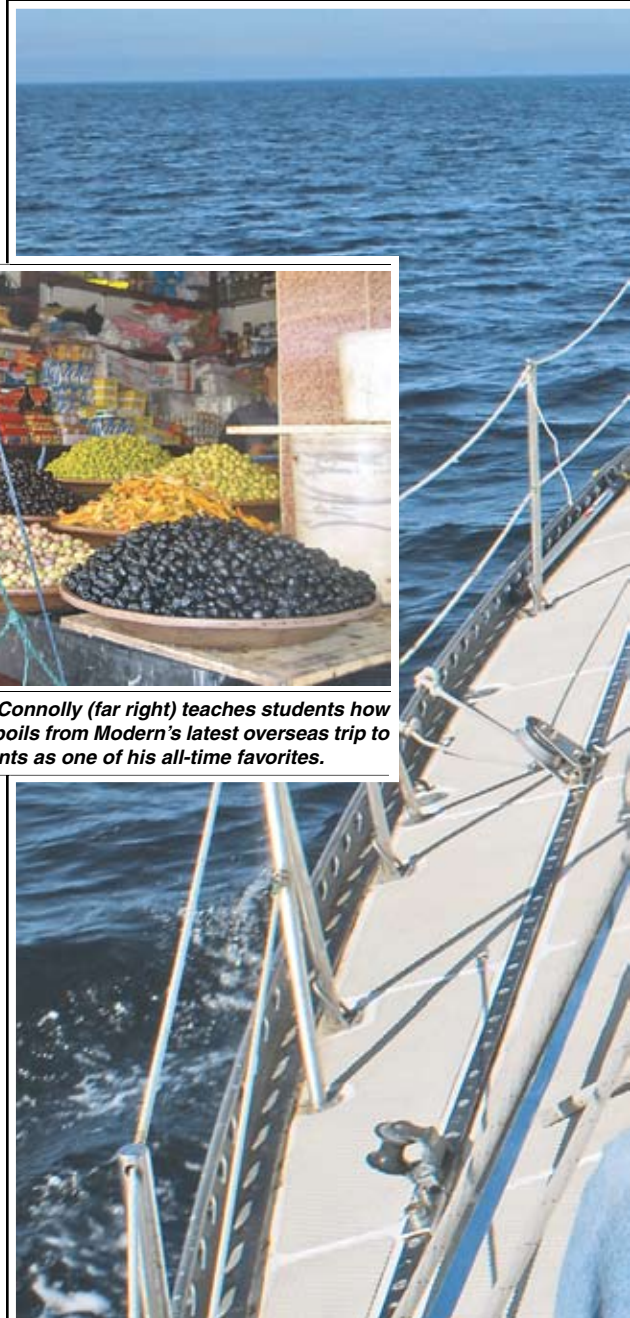
Perhaps because of his obvious zeal for teaching, Connolly claims that, while many people have problems with crew, he doesn't. "Maybe

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](http://soloround.blogspot.com)) are what you'd expect from a 16-year-old, Jessica's writings ([youngestround.blogspot.com](http://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](http://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](http://www.rboc.org). And if you'd like to voice your opposition, we suggest you contact the Governor at ([www.gov.ca.gov](http://www.gov.ca.gov)), your local legislators ([www.senate.ca.gov](http://www.senate.ca.gov) or [www.assembly.ca.gov](http://www.assembly.ca.gov)), and the Executive Office of the SWRCB ([www.swrcb.ca.gov](http://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](http://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](http://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](http://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

# SHORT-TERM CRUISING WITH KIDS —

**B**efore we left on our eight-month cruise to Mexico, we read about families with children who seemed to be in it for the long haul, but rarely did we read about those who were 'checking out' for less than one year. We had been talking about going cruising, in an abstract way,



ALL PHOTOS BAY WOLF

**Romi shows the self-portrait of her trip up the mast. Art was an important part of the on-board curriculum.**

for over five years, but we weren't ready (emotionally or financially) to totally pull the plug for a long-term multi-year cruise. So we decided to limit ourselves to one season (fall/winter/spring) in Mexico. There was a lot of effort and some cost required to extract ourselves for eight months. Was the price of extraction from the life we know worth the effort for eight months of cruising? Absolutely!

This article details our experience and some of the lessons learned in undertaking an eight-month cruise with our daughters Romi (3rd grade) and Miya (5th grade) aboard our Santa Cruz 50 Baywolf.

There are lots of small and large barriers that keep a family from cruising — financial, social, logistical, etc. The list of barriers is long and daunting. On the plus side, we already owned a boat that was more or less cruise-ready from having been raced to Hawaii and Mexico. Prepping a boat for cruising is, of course, a topic worthy of another article (or book). But we found that having less stuff was fine for us. We weren't ready to make significant investments

for creature comforts and were willing to sacrifice some comfort for performance, because we were cruising for a short time. With a boat in hand, here is how we tackled some of the other barriers to departure.

## How we got loose

We got homeschooling materials from the local school, cleaned out our condo of nine years of accumulated junk (it is liberating to get rid of stuff), stored the remaining stuff in the garage, rented out our condo (furnished) through a rental agent, we parked one car in the garage and loaned one car to a friend, got a home equity loan to pay for bills, got the boat ready with essential gear, forwarded our mail to a friend's house, Sachi took a leave of absence from her job, and we left.

We did the '08 Baja Ha-Ha, which worked out well for us for two reasons: 1) Doing the Ha-Ha sets a deadline. This helped us to limit the "must do" projects and get to San Diego in time to leave. 2) Being part of the Ha-Ha class of '08-'09 introduced us to many other cruisers, some with kids and others who were 'kid-friendly'. This was helpful as our daughters looked forward to meeting up with other kid boats. During our eight-month cruise, we ran into members of the '08-'09 class many times and made some great friends.

## Why do a short-term cruise?

The list of reasons to go cruising with kids is long and varied. One of the best things we gained from the trip was unstructured time spent with the kids. Our lives in the Bay Area are pretty busy, and we spend much of our time with the kids as pissed-off chauffeurs barking at the kids about schedules for getting to and from school, karate lessons, meals, parents' work schedules, homework, and bedtime. The next day is largely the same.

Cruising allowed us to relax with the kids and not worry about schedules. One of Kirk's favorite times was three hours on an evening watch when he could tell Romi the entire story of how mom and dad met — from our first date to when we got married, to when we adopted Romi. She kept saying "and then what?" and he had the time to tell her. We never get that kind of time at home.

Cruising allowed us to really learn the boat. Both of us are fairly experienced sailors (with most of our time having been spent daysailing, racing,

and crossing oceans). But our aptitude and confidence with boat systems and cruising skills grew as a result of the trip. Everything from anchoring to standing watch to charging systems and minor breakdowns. It all worked out fine and it all added to our understanding of the boat.

*Spending time with new friends* — We didn't do a lot of planned buddy-boating, but really enjoyed meeting the people where we anchored or moored. The kids would push us to go out and meet some of the other boats around us, and the prospect of a dinghy ride helped to get us through school for the day. There was always someone to hang out with. Meeting kid boats in an anchorage was always a plus, but we also enjoyed making friends





# IS IT WORTH IT?

with folks who were welcoming of the kids.

*Experience of long-term cruising, not just a two-week charter* — Two-week charters are great as an introduction to the cruising life, but after several months you learn things and develop a pace that is not possible in a shorter charter. We liked the pace of the longer cruise — no schedules, no cell phones, no job — just hanging out with the family. Most days we would start the day by asking, "What shall we do today after school? Should we stay or move on?" Rarely did we have a schedule that couldn't be flexible enough to accommodate an unexpected invitation.

*Benefits of living in a foreign country*

— We enjoyed being able to introduce the kids to another country and another culture. The Mexicans we met were all very warm, friendly and glad to have us as guests in their country. The kids were always welcome and were often entertained by the locals.

*Exposing the kids to different ways of life* — Our daughters are growing up in suburbia and we wanted to show them how people in other countries live. Truth be told, they probably enjoyed the trips into 'fake' Mexico (i.e. marinas with pools and areas near resorts) a little bit more because of the amenities, but we also went to markets, small towns, fish

*After logging 5,100 miles in eight months of cruising, the 'Bay Wolf' crew arrived home safe and sound — and all were still smiling.*

camp, and other places that represent a simpler kind of life than we typically live.

## **What does it take to leave?**

*Timing* — Going south for one season worked out well for us since it's the off-season for Kirk's San Francisco-based

*The Mexicans we met were all very warm, friendly and glad to have us as guests in their country.*

sailboat charter business and coincides with a school year. This amount of time was also as long as Sachi thought she could ask her company for a leave of absence from her engineering consulting job. Sachi has a great relationship with the company and there had been others who set the leave-of-absence precedent a few years ago. Going sailing for many years is somewhat overwhelming, but going for eight months is much easier.

*Homeschooling preparations* — Home-schooling sounds difficult, but we found it fairly easy. In California, when you take your kid out of school you kind of fall off the radar. We did not have to go through any special hoops to home school, no paperwork or mandatory reporting or anything. The school in Palo Alto was very supportive of us taking the kids sailing. The teachers thought it would be a great learning experience. They gave us some of the textbooks and lots of the lesson plans, and sat down with us and told us what topics were covered and what ideas might work well for the kids. We purchased a math curriculum (Singapore Math) for our older daughter to use.

We actually started the school year at home, as the school likes it if you stay through the 10th day since it sets the enrollment head count for the year. We took the kids out of school about two weeks before we left, which had the upside of starting the home-schooling before we got on the boat, and the downside of no child care while we were trying to finish packing the house, cleaning, moving onto the boat, etc.

With two parents and two kids, we had a student-teacher ratio of 1 to 1. We are not professional teachers, but given just one student each we could cover the material. The kids could cover most of the required material in about 2-3 hours per day. Some of it they did on their



# SHORT-TERM CRUISING WITH KIDS —

own; other topics required some hand-holding. When we were doing a passage we did not push schooling, but days at anchor or in a marina were school days. This resulted in times when we were doing school for 7–9 days in a row. Making sure that schoolwork got done every day was probably the biggest schedule driver for us.

Everything was potential homeschooling material: boat repairs, navigating, catching fish (dissecting fish parts), making homebrew (math, chemistry, biology),

talking on the VHF radio, dinghy rides in the jungle, etc. All these were homeschooling opportunities. We found that some kids' books were available in the cruiser paperback libraries, but it was also worthwhile bringing some of our own.

Our daughters gained the essential skills in most of their subjects. We were unable to teach some topics as they would have been taught in a traditional classroom, but with subjects like reading, writing, history, social studies, language, and a smattering of Spanish, the

*Clockwise from upper left: Miya concentrates, as she drives 'Bay Wolf' downwind to La Paz during a norther; Romi goes aloft to fetch a halyard; (middle) a refreshing dip at Frailes; a plant I.D. field trip north of La Paz; putting 45 lbs of body weight to good use; watching an 'educational' DVD with other cruiser kids after a potluck; fun with water toys; Romi thinks varnishing is big fun.*



# IS IT WORTH IT?

kids learned a lot. More than anything, the experience gave us a clearer idea of what the kids are learning in school.

The teachers encouraged us to set up a blog, and we were occasionally able to get the kids to write on it as part of their school assignments. They would do some composing on the laptop, and we would help them edit their writing. The teachers had the class read the blog periodically, and afterwards our kids

got emails from their classmates. This helped our kids feel connected to their buddies back home. ([www.sfbaysail.com/mexico.htm](http://www.sfbaysail.com/mexico.htm))

It's helpful to check with your school (assuming you're trying to get back into the same school) to find out when registration starts for the following school year. We had to reregister in February and had to get a copy of a property tax bill to reregister. Thanks to Skype, a

cooperative clerk at the county assessor, and help from the admin in Sachi's office, we were able to get the document to the school in time for registration.

*Making sure that school-work got done every day was probably the biggest schedule driver for us.*

## Other details of extraction from normal life

**Condo Rental** — At the advice of a realtor friend, we hired a rental agent which turned out to be a great decision. We had made some effort to rent the furnished condo on our own, but there were many details — lease documents, credit checks, management of the funds, what to do about problems, etc. — that we weren't prepared to manage. When we left in October, the condo had not yet rented, but it wasn't our problem! Fortunately, our agent found some good renters and we pretty much covered our condo expenses for the time we were gone.

## A VARIETY OF APPROACHES

We know from interviewing dozens of cruising families that there are a wide variety of approaches to the challenge of teaching while cruising. Some stick to the popular Calvert or American School courses. Others work out customized programs with their hometown school system, and still others improvise as they go. Surprisingly, each of these methods has the potential to keep kids engaged in learning, and to test above grade level.

When we asked for input from other cruisers, Behan Gifford of the Stevens 47 *Totem* wrote: "Sometimes it feels like every day is a field trip. The kids have the opportunity to see firsthand the places their peers will only read about or see in magazines. Some highlights are having language exposure in a meaningful way; learning self-reliance and the importance of taking responsibility by having very real and meaningful responsibilities aboard.

"Cruising kids we meet tend to be more articulate than their peers because they tend to be socialized among adults instead of other kids. They can look a grown-up in the eye and have a conversation, instead of looking at their feet and trying to find an excuse to get away."



ALL PHOTOS BY WOLF

# SHORT-TERM CRUISING WITH KIDS

*Finances* — We paid most of our bills electronically using 'bill pay'. In addition, a friend checked through our mail, and would pay bills as required. While cruising, we were able to get enough online access to manage most of our financial life. The large non-living expenses that we had to cover were health insurance and other insurance such as auto, homeowners, and life. (Sachi's leave of absence included health coverage for her, but we had to pay for the family coverage)

To make sure that we had sufficient cash flow for these non-living expenses and any unexpected outlays, we established a home equity line of credit as a back up. One of the reasons we were able to make this trip was that our basic living expenses are pretty low. Our cars are paid for, and we have relatively low debt for our income.

We kept pretty good track of the *pesos* we spent on basic living expenses while cruising. We averaged about \$1,300/month for food (including beer), fuel, marinas (about one week/month), water, eating out, minor repairs, buses/taxis, etc. The *peso* was pretty weak (from



BAY WOLF

**Reading is a big part of learning. Believe it or not, Romi actually spent time perusing 'Latitude' during a passage.**

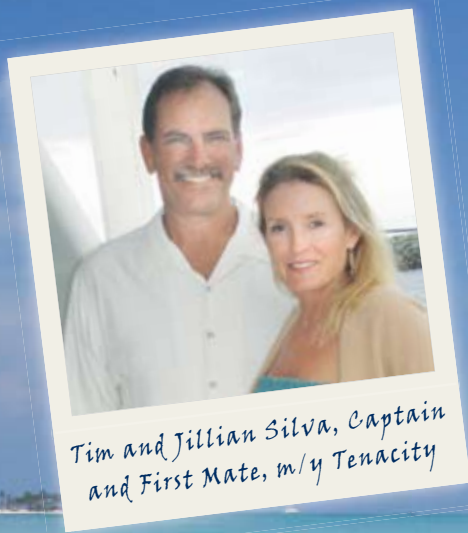
12-15 pesos/\$) during the time we were away (November '08 – May '09), so we definitely benefited from the strong dollar. We didn't drink too much (having

kids keeps you closer to the boat) and held a lot of cruiser potlucks, as well as movie nights on board.

The temptations are certainly greater on the Pacific side of Mexico where the *palapa* bars and restaurants are more numerous than on the Baja side. We provisioned mostly at the supermarkets and could have saved money at the local *mercados*, but didn't feel that the lower prices were worth the effort.

What did we miss? We adults really enjoyed ourselves, but the kids missed their school friends and the social aspect of being in school. We all missed some of the comforts of home such as tasty drinking water from the tap (even filtered, tank water wasn't great, so we purchased bottled water), hot water (especially when we returned to northern California), not having to be so careful about electrical usage, and the kids missed a lot of their personal stuff. However, meeting all those great people and having experiences that gave us long-lasting memories outweighed all the minor discomforts.

— sachiko itagaki & kirk miller



*Tim and Jillian Silva, Captain and First Mate, m/y Tenacity*

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# AN INTERVIEW WITH . . .

With a little help from the Azores and St. Helena Highs, by the time you read this, Franck Cammas' 105-ft trimaran *Groupama 3* will be in hot pursuit of the non-stop 'round the world record and the Jules Verne Trophy that comes with it.. Aboard the boat will be some of the most battle-tested French offshore



LATITUDE ARCHIVES

## Stan Honey broke into the French Multi scene.

sailors. Singlehanded 24-hr record-holder Thomas Coville has jumped ship from his normal ride, the 103-ft trimaran *Sodeb'O*, to join the crew and you might remember watch captain Lionel Lemonchois from his previous gig as skipper of *Gitana XIII*, which made a Bay Area stop in 2008 on a record setting *tour du monde*. Navigating for all these all-stars will be the Bay Area's Stan Honey . . . What? An American navigator on a French trimaran? *Sacré bleu!*

Cammas initially tapped Honey to navigate *Groupama 3* for an attempt at the boat's own west-east trans-Atlantic record last summer. Although they bettered their time, they were pipped for the record by Pascal Bidegory's 130-ft tri *Banque Populaire V* — which made the trip in 3d, 15h, 25m and set a new 24-hr mark of 908 miles — by a mere three hours. Now, with both boats on standby for a 'round the world attempt, we could see another impromptu race.

In November, with *Banque Populaire* not yet ready to go, Honey navigated *Groupama 3* on an attempt that looked as promising as it turned out disappointing. A broken bulkhead in the port float forced the crew to abandon the effort.

This isn't Honey's first large-multihull rodeo. In '01, he navigated the late Steve Fossett's *Playstation* to a then-record 4d,

17h west-east trans-Atlantic record. In '04 they followed it up with a then-record 58-day circumnavigation.

In between these gigs, Honey navigated *ABN AMRO I* to an emphatic victory in the '05-'06 Volvo Ocean Race and navigated Neville Crichton's R/P 100 *Alfa Romeo* to a new TransPac monohull record. With access to all these high-powered boats, you'd think Honey's personal boat would be an all-carbon affair in the grand prix mold, but no. Honey and wife Sally Lindsay Honey have a Cal 40 named *Illusion*, with which they seem to almost always get places a lot faster than any other Cal 40s out there.

We checked in with Honey after he'd navigated the delivery from the *Groupama* team's base in Lorient, France to Brest for Cammas. We were curious what's it like to navigate one of the world's fastest boats.

**Latitude 38:** *What are you looking for meteorologically to start an attempt?*

**Stan Honey:** The main thing you look at is for the South Atlantic to have reasonable path around the St. Helena high — if it's bad, it can be very bad. You also need to have a reasonable path out of the northern hemisphere. A good time to the equator by itself isn't sufficient. In November, we set a record to the equator and ended up off the coast of Brazil in light air and had to wait a day to get in front of the low we were riding when the bulkhead broke. The track from there would have been a terrific start to a Jules Verne but the boat broke and it didn't work out.

**38:** *What's the outlook for getting off before February 5?*

**SH:** I think there's a reasonable chance we'll go; things are looking good for about February 1.

**38:** *What navigational tools are in your tool chest?*

**SH:** In some ways it's a very similar tool kit to any high level, grand prix program like a Volvo boat. We use Expedition and Deckman. We have an Istar GPS and a Hemisphere GPS, a KVH gyro compass, and an Inmarsat dome for getting the weather data. The main difference is that we also use *Tactique* software, which has the capability to extensively predict the sea state. It predicts both ground and wind-driven swells and also the effect they have on each other, and lets you integrate that into the routing, which is a big help on multihulls because they're so sensitive to sea state.

**38:** *What's a typical 24-hr period like for you aboard the boat?*

**SH:** The boat has three watches, much like a Volvo program. There's three people on deck, three on standby down below and three off watch and it basically works that it can go from three to seven guys really quickly. I'm always on standby which means I'm on deck for every maneuver. Even when I'm sleeping I'm still on standby. I mostly end up on the pedestals for any maneuver because I'm one of the bigger guys on the boat. The rest of my time is divided into six-hour cycles because the weather models for the global forecasts come out every six hours. When they come out, I reconcile the forecast data with what we're seeing onboard, then run the routes, assess the risks and talk with Sylvain and Franck, then finalize the decisions and brief the crew. After all that I try to get a nap before the next six hour cycle — so my life basically breaks down into six-hour chunks.

**38:** *On trips like the trans-Atlantic and Jules Verne record attempts, you work with a shoreside weather router. What does a router bring to the table that an*



YVAN ZEDDA/GROUPAMA

onboard navigator can't?

**SH:** For the World Sailing Speed Record Council record attempts we're allowed to use a shoreside weather router. It's great for the navigator to have someone who has a bed to sleep in, a dry desk, multiple monitors and big computers to help out; he has a lot of weather data I just don't have room for onboard. For this attempt I'll be working with Sylvain Mondon from Météo-France. He's a terrific guy and I was lucky to spend a week working with him at Météo-France.

**38:** How does Groupama 3 compare to Playstation?

**SH:** The comparison is similar to, say, the difference between an F1 car and a truck. *Playstation* was terrific for its time, but it was a big, heavy, strong boat. With multihulls, being lighter is a huge advantage. *Groupama 3* is a light, elegant, beautifully-rigged boat. The new generation of French boats are sensibly designed. The crew is fabulous, they're all very skilled and they all have a long history in both shorthanded and multi-

hull sailing. The French world of offshore sailing is a very closed world and it's a huge honor to have them ask me to come along.

**38:** What's the fastest burst you've seen?

**SH:** The fastest minute or so was 45-47 knots on our trans-Atlantic attempt.

**38:** Was it scary?

**SH:** The motion is incredible. If you were to look at the sea state and see how flat the sea is for that amount of wind, it's pretty hairy. It's blowing 35 knots and you have a five-foot sea in a building southwesterly in the North Atlantic. If you're going 30 or 40 knots there's a heck of a lot of motion, even in that little sea it's a heck of a ride. If you've sailed in the northern hemisphere then you know that in conditions like that in front of a rapidly-building low, you're going to get pasted. You just get that creepy feeling when you know you're about to get creamed; the only difference is that the feeling lasts for four days because you're

staying ahead of the storm.

**38:** Do you think there's any room for improvement on the *TransAt* record?

**SH:** I think there will be improvement. On *Playstation* we pioneered riding one storm all the way across. The only

*"The French world of offshore sailing is a very closed world and it's a huge honor to have them ask me to come along."*

problem was we needed to find one slow enough, even though we were probably the first boat fast enough to do it. I think we'll see some of these multis getting even bigger and faster, and it's possible to find storms that are moving faster still. The North Atlantic is a great place to try for these records because you get the flat water and consistent breeze with enough runway to do it. You can't set a 24-hr record in the trades anymore because the bands just aren't wide enough. If you take a 900-mile ruler and move it around the globe, there isn't any track long enough to set that record.

**38:** After the last *TransAt* record attempt, do you feel that on a more variable course like a 'round the world record attempt that *Groupama 3* has more potential than *Banque Populaire V*?

**SH:** *Groupama 3* has had a lot of miles under it, the boat is lighter, more nimble and easier to sail than *Banque Populaire*. Certain parts of the track will play to our strengths. But *BP V* is a beast — given steady conditions and a reach, she'll be a lot faster because she's so much bigger and has a canting mast, which helps. They also have a crew of very skilled French guys too. It's funny, it's like the California sled scene of the 80s and 90s; everybody knows everybody because they all come from a pretty small world and have sailed together and sailed against each other for so long.

**38:** How's your French? Is language ever an issue?

**SH:** It's not as good as I'd hoped it would be. I took a course at Stanford and spent three months studying with a tutor. I can read the emails from the crew, and I'm happy using the French computer — I can read the tech messages. I can read French pretty well, and I can communicate fairly well when it comes to sailing, but it's really hard for me to keep up when they're communicating socially. They all speak English, so when I need to communicate something clearly for the

*Honey will be aboard 'Groupama 3' if the weather looks good for a 'round the world record attempt.*



# STAN HONEY

sailing it's not a problem, but I've started giving the forecast and instructions in French and the guys all appreciate that.

**38:** *There are often references to the offshore "French sailing style," yet no one ever seems to offer any specifics. Is it that different?*

**SH:** There are some differences. Part of it is that they all come up through the shorthanded sailing scene. In shorthanded sailing, triage is very important. You have to be sensible about where you spend your energy. Because of that the boats are elegantly rigged to make them as efficient as possible and the sailors take that into account. The Kiwi and Aussie approach is that everyone onboard is capable of infinite work and infinite pain, and they're very good at that, very tough. Now that the French are getting into entering Volvo teams it will be really fun to see the kinds of in-



*'Illusion' at the finish of the 2005 TransPac.*

novations they bring to the table; they're incredibly innovative in their offshore sailing, it will be fun to see that. Franck Cammas is an incredible athlete but he's also a very smart engineer who thinks

things through technically; he's a very, very smart guy.

**38:** *Are you still on the erst-while British America's Cup Team Origin roster? What's next after the Groupama 3 campaign?*

**SH:** My full time contract with Team Origin ended a year ago. Since then I've done some consulting for them and sailed the CNEV regatta in Valencia. At this point it's really too early to tell, but it's definitely one of the things I would consider. I've had several interesting offers to do the Volvo Ocean Race, and Sally wants to go cruising. I feel pretty lucky, there aren't many guys whose wives actually want to go cruising, so I want to take

advantage of that. We'd take the Cal 40 because *Illusion* is in great shape and delightful to sail and after something like five TransPac and returns, we're pretty comfortable with it.

—latitude/rg

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Even the IRC committee took notice!" – Scott Easom



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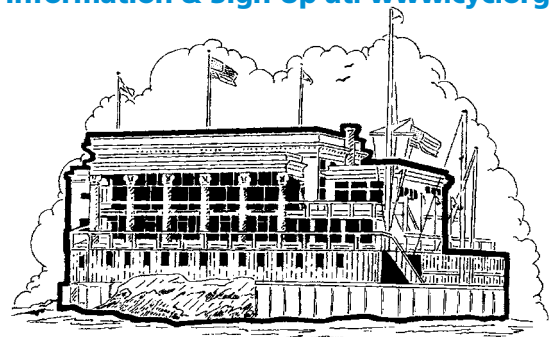
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# SINGING THE

In September, we wrote in *Lectronic* about problems we were having with the '97 Autohelm 6000 autopilot on *Profligate*, and asked readers for troubleshooting suggestions. The response flooded us, not only in the quantity — more than 100 emails on the subject in less than eight hours — but also in the quality.

By the time we'd read them all, we felt we had a much better understanding



**Autopilot head/control units are often the sources of problems, usually due to condensation or corrosion.**

of the gremlins that can affect autopilots. We want to share some of our newfound knowledge with our other readers, so here you'll find some of the best and most concise answers. If you notice repetition, it's because some autopilot problems seem to be more common than others.

To make sure everyone understands the context, we'll begin by republishing the September 16 *Lectronic* item:

"If you're a boat electronics whiz, this is your chance to outshine the tech folks at Raymarine. Here's the deal: The Raymarine Autohelm 6000 autopilot that has worked so reliably for us on *Profligate* for 12 years has, for the last year or so, become consistently unreliable. Specifically, when first turned on, and for about the next hour, it acts like it's on crack. The helm is erratically jerked from one side to the other every few seconds, and the autopilot eventually veers the boat way off course in one direction or the other. Yet after about an hour, and with absolutely nothing else having been changed, the autopilot mysteriously becomes our perfect little friend, responding docilely and precisely to our every little command. This has happened the last 25 or so times we've used our cat, and it's maddening.

"We contacted the tech folks at Raymarine, but they weren't particularly helpful. Their short reply to our query was along the lines of: 'We have no idea what's wrong with your autopilot. Buy a new one — they have many more features than your old one.'

"We'd go out and buy a new autopilot if we could print money like the government. Unfortunately, we can't. Besides, we're old school, so the only feature we're

looking for in an autopilot is for it to steer the boat where we tell it to. We assume that we're going to have to buy a new autopilot, but we thought we'd throw the problem out to our readership to see if anyone has any thoughts on why our current one acts in such a consistently peculiar manner, and how such behavior might be modified."

• From Howard Hammermann:

I work at Skywalker Ranch as a Post Production Engineer, so I see a fair amount of broken stuff, and it's part of my job to try to fix it when the manufacturer no longer supports the product. If your broken autopilot were mine to fix, here is how I would proceed:

Based on your description, you might well have a temperature-related problem. My immediate guess is that it would be inside the control head — although that would need to be confirmed

The easiest method to determine which half of the system has the problem is to substitute the potentially bad parts with known good parts. If you have access to both a good working head unit and actuator, you could swap them out to isolate the problem. If you can get one or the other to consistently fail, then you've cut your problem in half.

You didn't say whether the same symptoms occur when the boat is at the dock as well as at sea. If it's a temperature-related problem, and the symptoms are approximately the same when the

**"Saltwater corrosion is a constant problem."**

actuator is disconnected from the tiller so there's no real load on the actuator, then the problem is probably in the control head, as that would tend to get warm inside after an hour all by itself. If the problem continues for a significantly longer time when the actuator is disconnected from the tiller, then that might indicate an internal tiller actuator problem, because the actuator wouldn't get so warm when not driving a load.

Try to determine if it's a simple loose wire or connector. Perhaps the tiller actuator feedback wires are flaky. Disconnect the power leads as close as possible to the battery — or turn off the main disconnect, if that's appropriate — before checking the leads.

A physical inspection of all power connections all the way back to the battery is also needed. Take apart any connectors, and carefully inspect them for loose screws or corrosion, bad solder joints, and so forth. Use a very bright light and a magnifying glass — or even better, a headband loupe — for the inspection. Also measure the voltage at the unit — or as close as you can get the voltmeter — while powered up after the inspection. Make sure the voltage is approximately 12 volts and doesn't change too much.

If you don't find any problems there, then check all of the wiring to the actuator with the same careful attention. If no problems are found during the physical inspection, then it's time for deeper problem solving.

If none of these inspections leads you to a visibly bad connection, then you may have some bad solder joint inside the head. I suspect that this is one very possible problem.

• From Michael Currie:

I'm not an electronics expert, but it seems that something is 'warming up' during the first hour that the autopilot is first turned on but doesn't work. Perhaps there is moisture inside or some component of the system is causing electrons to go walkabout until enough heat is generated within the unit. Here in the Northwest we have problems with moisture getting into the displays of our digital instruments. Our solution is to just leave them on all winter. What happens if you just leave the autopilot on and in Standby mode until you need it?

*Editor's response: We've often left the autopilot in Standby mode for half an hour or so before repeatedly trying Auto mode. Only after about an hour does it finally work. We've even tried turning the unit on two hours prior to using it, and still had the same problem.*

• From Tim on *Hooligan*:

We had a similar problem with our Raymarine belowdecks autopilot. After wracking our brains, and numerous fruitless communications with Raymarine, we finally discovered that the rudder position indicator had worked loose from its mount. As a result, it showed the rudder to be hard over even when it was centered. A quick tightening of a clamp put the rudder position indicator back in its proper position, and we were good to go.

# AUTOPILOT BLUES

• From Donald & Judith Kline:

The behavior you describe sounds like a failure in the feedback system. The autopilot compares information about the actual and desired headings of the boat, and generates a control signal to turn the boat and drive the difference to zero. The autopilot calculation is more complex than just measuring the static difference, as it also needs



**Motors in under-the-deck RAM drives can burn out, or have corroded wires.**

to figure out the rate at which the difference changes as well as the acceleration of this rate. I suspect that the problem is not with the simple difference in heading signal, but with the feedback on something of a higher order, meaning rate or acceleration.

It's as likely to be a connection problem as a circuit component failure. The possible candidates are dirty connectors, poor solder joints — either between components or between boards or modules — and if a rudder position sensor is fitted, a failure of that component or its wiring. A lesser probability is that a capacitor is going bad. Certain types of these components can show an intermittent failure, which can heal itself temporarily.

Without proper test equipment or a detailed circuit information, it would be unlikely that you could find the problem. And I would expect that Autohelm would refuse to provide a circuit description and schematic. If you had access to the various circuit boards, you could likely

substitute them to isolate the problem.

Lacking these facilities and this information, you could clean and inspect all connectors, and if connectors go into printed circuit traces, check for

poor solder at those points. Sometimes you can get some clues by mechanically wiggling or flexing the suspected areas. Or you can heat suspect areas to as much as 175 degrees with a hair dryer, and then cool them with a can of 'cold' — i.e. freon or something similar. If the rudder position sensor is suspected, you could also try tapping it, in addition to the above methods.

The odds of finding a problem by one of these simple methods is about 30-50%.

• From Bill Martinelli of the Sausalito-based scow schooner *Gaslight*:

You haven't stored anything magnetic near the gyro compass, have you? This will screw it up and, I would think, continue to screw it up. But after an hour or so, maybe the gyro 'learns' to compensate for the tool box or whatever got placed near it. It could also be some new coil of wiring or unshielded wiring — like a refrigerator — near the gyro that becomes powered, creating a magnetic field when you first start up the boat, then goes off.

*Editor's response: Nothing new has been introduced to the areas around the brain or the flux gate compass of the*

*autopilot. And it will often go from being on crack to going completely straight in a very short period of time.*

• From Pat Moriarty:

Check all connections for corrosion. And remember the ground, which is usually forgotten.

• From Max Putnam of *Seven Seas*:

Having been an electronic technician working on Air Force internal navigation systems (prior to GPS), airborne autopilots, computer modems/network cards, and medical instruments that measure responses down to a millionth of a volt, I know that intermittent errors are always the hardest to diagnose.

The problem you are experiencing is most likely due to a heating problem. Heat is energy, and in some transistors — now old-school — and integrated circuits, external heat or internal heat from a marginal component will cause either a loss or gain in voltage. This results in your autopilot getting either too cold or too hot. After a period of time, the ambient temperature comes back within the normal operating range and the autopilot functions properly.

The problem could also be in the voltage regulator that controls a specific input voltage to the flux compass. The rectifier is probably set to run the system at precisely 9 volts DC, plus or minus 1%. So if it's allowing more or less voltage, it could cause your symptoms.

The flux compass operates on that

# SINGING THE

input voltage and has an output voltage that the servos and digital compute to a specific compass heading. (This voltage is also controlled by a variable resistor, which allows you to calibrate your autopilot, so the voltage output can vary to get the correct heading on the readout. That's why you turn the compass to calibrate the system.) The variable resistor has a wiper that goes up and down a wire that has a specific resistance based on how much of the wire is being used, as well as a specific operating temperature. Vibration, moisture, heat and cold can cause your calibrated setting to change the voltage.

- David Addleman:

It's probably a loose connection on either the compass or the rudder position sensor. There is a way to figure it out. Next time it acts nutty, push the buttons until it displays a compass heading. If you are in a slip or driving straight by hand, it should read a pretty constant heading. But I've seen autopilot headings wander about, even do full circles, when the boat is heading straight ahead. This would indicate a compass connection problem, or perhaps interference from something magnetic rolling around near the compass. This happened so much with my autopilot that we programmed it to get its heading from the more reliable NEMA compass in the Tacktick wind instruments. But you may not have such an option with the Autohelm.

The most-likely problem is corroded wires. Try tightening the little push-on wire connectors using pliers and a gentle squeeze. Pull each one off, squeeze a little, then push it back on.

- From Bill Wilcox:

Check the connections at the end of the autopilot wiring harness for corrosion or mechanical termination problems. You might have an intermittent open on a signal, power or ground wire. Or there might be an about-to-open, wet, high-resistance connection that dries out as you use it. This might not be easy to do visually if the wire is corroded inside the insulation. If, after the beastie starts behaving itself, you start wiggling wires and the crack behavior reappears, you will at least know which wire to re-terminate.

- From Graham McGlashan:

The symptoms you describe are typically found with a slightly corroded component connection.

The best place to start would be with

a known working display head to find out if your display is the problem. If you can't borrow a similar unit, check for slight corrosion in the cable end and both the male and female ends. If you can't find



**Multimeters can be invaluable in diagnosing electrical problems.**

a problem there, take the display apart and try reseating the integrated circuits inside by pressing on them firmly.

- From Jeannette Heulin:

I think you have a little moisture inside the head unit. When it gets cold, the water condenses on the electronics. When it warms up, the water evaporates. It only takes a few drops to cause problems.

I would open your autopilot case and dry it carefully, perhaps with a hair dryer on the warm setting or putting it out in the sun. Before closing, put in a tiny bag of silica gel, then use some silicone grease on the seal.

- From RC Shokal:

Check all of your electrical connections very carefully — including the ones on the back of the autopilot module. It sounds to me as if there is a very poor connection and the autopilot is losing current or arcing. As we all know, salt-water corrosion is a big and constant problem.

- From Jason Mart on *Frances Mae*:

Since I recently struggled with the Raymarine 6000 on my 47-ft Alwoplast Crowther cat, and eventually arrived at the solution, I can't resist taking a crack at this. Did the problem first appear after an extended hiatus from using the autopilot? If so, it may not have anything to do with the electronic side of the autopilot. If you have a hydraulic drive, there may be a different explanation.

The drive motor for your unit might be

showing early symptoms of what plagued mine. Moisture from the atmosphere can collect in the drive screw mechanism, and create a small amount of corrosive build-up in the drive motor or the hydraulics.

When the system is not used for an extended period of time, it can seize up. If, on the other hand, it has not gotten quite that bad, it might be able to free itself up in a herky-jerky manner, after which it operates just fine. If you can place your hand — or a stethoscope — on the drive motor when it is behaving badly, and compare how it feels and sounds with how it does when it is operating properly, it might confirm or eliminate this diagnosis.

A new drive unit — or a rebuild — costs \$495. Or, you may be able to get by putting some Marvel

Mystery Oil inside the unit and letting it do its magic for a few days.

*Editor's response: Profligate does not have a hydraulic drive.*

- From Pamela Bendall:

A similar thing happened with my autopilot while I was doing a long passage. It made me mad because I really needed to make some phone calls, and each time I got on the phone the autopilot started acting up. Then the light went on in my head. Duh! Do you have a cell phone that you're using while your autopilot acts badly?

*Editor's response: No. And once the autopilot starts working properly, we often have several cell phones going — don't ask — without any problems.*

- From Tom Read:

If your autopilot is interfaced with your GPS, you might want to consider acquiring a heading sensor — such as the KVH-1000 — to give accurate heading information, and also connecting the heading sensor to the GPS through the NMEA port. I understand the GPS data is becoming somewhat less reliable. My GPS shows position well, but heading information seems much more at deviation with my compass than in the past. By the way, my autopilot is ancient and doesn't connect to anything. If it ever fails, it only has resistors — not integrated circuits. So there is something to be said for the old stuff!

*Editor's response: Profligate's autopilot is not connected to anything else.*

# AUTOPILOT BLUES

- From John Yates:

I would focus on the rudder reference transducer. If the terminal connectors are corroded, and the 'brain' fails to get a rudder signal, it can't work out the elaborate algorithms required to learn how to steer. When I first installed my 6000, I thought it was silly to have an indicator showing the rudder position, and therefore didn't bother to install it. After all, I figured, if you don't know the position of your rudder, you're already in trouble. I then went nuts trying to figure out why the system hunted for its course. Now that the rudder position indicator is installed, the system works very well. But the system relies on some very thin wires.

- From Stan Honey of the Cal 40 *Illusion* as well as many international and around the world race boats:

Replace the rudder position sensor potentiometer (pot). It's cheap.

- From Mark Rygh:

I know almost nothing about autopilots, but I have been debugging electronics for more than 20 years. As such, I know that it's not uncommon for electronics to suddenly start working after they've been on for an hour or so. Or to stop working after they've been on for an hour or so. Unfortunately, there are endless reasons for such problems. But in many cases the primary cause is corrosion, crud or condensation. In a wild guess, one of those might be found on the actuator sensor.

To solve the crud problem, clean the circuit board, wiring, actuators and everything else you can with denatured — not isopropyl — alcohol. And no, you cannot use rum. Do the cleaning by lightly scrubbing with a Q-tip or clean toothbrush. For condensation, check the seals around everything — particularly the O-ring around the actuator rod. If you have corrosion problems, you're out of luck and need to buy a replacement.

- From Robert Martin on *Tatiana*:

It sounds to me you could be getting electrical interference from another device. Have you added anything new prior to the problem's starting to happen? And by new, I mean anything — microwave, cordless phone, TV — that wasn't there before. If so, disconnect to see if that helps. If that's not it, I would look for a problem with the ground.

The fact that it works fine after an hour makes me think of the evil of moisture build up. A small crack, loose screw or failed seal could have allowed a small amount of moisture to enter the control head.

- From Paul & Suzie Zupan:

"We have the Raytheon autopilot on our boat, and it's had a crack habit since it was new. It took a long time for us to figure out how to avoid the chaos of weaving all over a shipping channel when first leaving port. Here is my best guess at what your autopilot is doing:

The autopilot 'averages' your course just before you activate it in order to set the acceptable yaw. So if you're turning the wheel when you turn it on, it thinks that a 30° variation in course is okay, and will proceed to correct the course only when the boat alters course by 30°. Your course average gets progressively smaller the longer the autopilot is on, so it eventually works itself out.

We found that if we held the course straight for several minutes just before

come to my boat to 'service' the unit. He told me that there were no parts available and he couldn't do any repairs. I called Raymarine and they told me the same thing — get a new unit.

To make matters even worse, due to an alignment problem with the clutch, the wheel on our boat is almost constantly engaged, even when the autopilot is turned off. As a result, most of the time we have to 'fight' the wheel to get it to turn even an inch. My partner and I have decided to live with it for just a bit longer before either taking the autopilot off and throwing it away or replacing it. But we won't get another Raymarine!"

- From Mike Whalen on *Esperanza*:

While we were cruising Mexico in '03-'04, our Autohelm 4000 would pull



**If gentle cleaning with denatured alcohol and a Q-tip doesn't work, pull out the big guns.**

odically make a hard right turn, pretty much ripping the wheel right out of your hands — even if it wasn't on! Fortunately, this happened only occasionally, and usually at very low speeds.

After several conversations with the tech guy at Autohelm, he mentioned that there was a problem with the joystick connection on the control board — i.e. the 'brain' — being located too close to another connection. He suggested a 10 ohm jumper be installed. We didn't have a joystick on our Catalina 380, but just the fact that there is a spot to hook one up on the board caused signals to simulate a signal from a joystick — or something like that.

I replaced the board and also installed a jumper on the old board as a spare, and everything has worked perfectly since. This probably isn't your problem and solution, but I thought others would be interested.



**Spray-on protectants, such as Boeshield T-9, are easy and effective ways to prevent corrosion.**

engaging the autopilot, it worked much better, as the average yaw of the boat started much smaller and the autopilot responded much more quickly to correct the boat's course.

- From Alson Silva:

I have an Autohelm autopilot of the same vintage as yours that seems to have a similar problem. I paid a local dealer to

# SINGING THE AUTOPILOT BLUES

• From Ron Richings:

I'm no expert on autopilots, but it sounds to me as if you have either a thermal/mechanical problem (i.e. a cracked solder joint or similar problem within a component) or a bad capacitor (electrolytics would be the first suspects), assuming that your unit uses them. One possible test is to try using it with the electronics wrapped in dry ice. If that changes its operation over a couple of hours, at least you know something about the nature of the problem.

I used to have an old 'compass-based' (pre-flux gate) Autohelm 1000 on my Rawson 30. It developed the annoying habit of working just fine for a while, then, for no apparent reason, cranking the helm hard to port and staying there. I never did manage to sort out the problem, and got essentially the same non-helpful response from the Autohelm techs. In the end, I changed my autopilot, via the windvane input, to that of just a tiller holder, but one that I could make go port or starboard from anywhere on the boat via a wired remote control. It actually worked fairly well, although I'd

have to give it a blip or two every couple of minutes to bring it back to the desired heading.

• From Wayne Meretsky:

"When I helped deliver *Profligate* from Cabo to St. Barth in '03, I noticed that the bolts securing the main sheet traveler dripped condensation on top of the autopilot brain, which is installed in the port side aft cabin. The water intrusion was causing the autopilot to act erratically, so I wiped down the brain and put a piece of duct tape above it to act as a gutter/drip-stop, deflecting water away from the pilot's wiring connection terminals. The autopilot problems cleared up in about 20 minutes. I'm guessing the problem you're seeing is moisture on the terminals and, once the pilot warms up, the moisture is driven away and, with it, the problems.

*Editor's response: Too bad nobody told us about this problem and repair, for we would have had a good clue as to what is*

*the mostly likely source of the problem.*

**W**e want to thank everyone for their suggestions, stories, and support, even though we didn't have room to run all of them. Hopefully this article will help not just us when we try to troubleshoot our own autopilot problems in May, but other boatowners as well. If nothing else, it has pounded home the importance of fighting the continual battle against corrosion.

Of course, you can still get by when your autopilot fails. Rich and Sherri Crowe of the Newport Beach-based Farr 44 *Tabu* proved that recently when the two of them did the Baja Bash without their Simrad autopilot's being operational. When we told them how impressed we were that they hand-steered 12 hours a day each for close to a week, they said it was nothing. After launching their first Farr 44 *Confetti*, they had to do the same thing, as their autopilot was non-operational for almost all of their rapid, but very long, trip from Southern California to Cape Horn.

— **latitude 38**/richard



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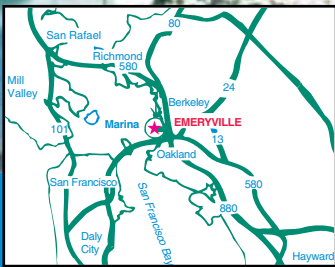
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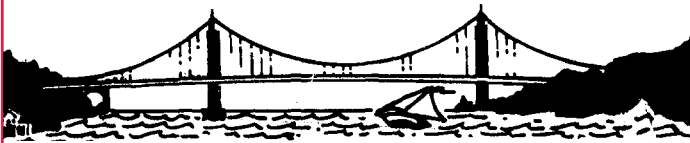


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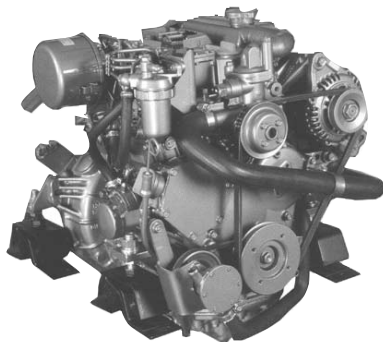
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# BROKEN COMPASS CRUISING —

Back in the freewheelin' '60s and '70s, it seemed that every college-aged kid in the U.S. and Canada took off traveling each summer with a pack on his back, a modest travel kitty in his



**Although they were newcomers to offshore sailing when they left San Diego last fall, Chad and Bret have now logged 3,000 sea miles.**

pocket, and an unquenchable thirst for adventure.

For some, that wanderlust spilled over into the realm of sailing. In California it was not uncommon back then to hear stories about kids in their 20s who picked up a funky sailboat for a song, did a 'Band-Aid' refit on it, then followed the setting sun to Hawaii and beyond — sometimes using only the strength of AM radio signals to home in on Honolulu, in the absence of more sophisticated gear.

These are much different times, though. Nowadays we don't often run across young people who've put their careers or educations on hold so they can roam around the planet on a sailboat.

But there are exceptions. Take 25-year-old identical twins Chad and Bret van Roden, for example. Last fall they set sail from Southern California with the Baja Ha-Ha rally aboard their vintage Hudson Seawolf 41 *Broken Compass*, and are now continuing around the world, along with their little brother Tyler, who's 22. Chad learned to sail only five years ago, and later taught his brothers the ropes. But what this crew may lack in experience, they make up for with wide-eyed enthusiasm and natural athleticism.

Although they don't come from a sail-

ing family, and were raised in Lancaster, PA — in the heart of Amish country — the boys were exposed, while growing up, to all sorts of watersports by their father, who is an avid outdoorsman. Before Chad discovered sailing during his first year of college in South Carolina, he and his brothers had already spent countless days surfing, wakeboarding and fishing — they all *l-o-v-e* to fish, a talent which has served them well during their travels aboard *Broken Compass*.

"I went out sailing practically every day that first year," recalls Chad. But it was while he was steaming around the world with the University of Virginia's Semester at Sea program that the travel bug bit hard. His brothers had the same reaction when it was their turn to go. In their youth, none of the brothers read sailing tales, but they all loved stories about survival, mountaineering and other edgy endeavors, so the idea of small boat sailing in potentially treacherous offshore waters fit right in with their mindset.

After college, both Bret and Chad got jobs in the finance industry; Chad in Southern California and Bret in Oregon. Then, last May, Chad found *Broken Compass* in San Pedro and negotiated a price that was too good pass up. Soon after closing the deal, he quit his job, moved aboard, and started converting her from a Catalina weekender to an offshore cruiser. The biggest projects were replacing her electrical and plumbing systems, plus repairing some spongy deck sections.

By the fall, he and Bret were psyched up and ready to face whatever King Neptune threw at them. At least they thought they were. During their inaugural leg to San Diego they shared some very nervous moments as they navigated through a thick blanket of fog. Then, after arriving safely in San Diego harbor, they accidentally "kissed a shoal and came to an abrupt halt." Oops. With a little muscle from their 14-ft dinghy *Firefox*, however, they were quickly mobile again, having chalked up one of many valuable lessons learned.

As the weather built during the first leg of the Ha-Ha, the Rally Committee advised all but the hardiest sailors to take shelter overnight along the coast. But Bret and Chad stayed out, eager to test their mettle. With just the two of them aboard — plus their dog Makai — they decided the safest approach was for both of them to stay in the cockpit all the way to Turtle Bay, trading helm time

— and nap time — every hour. (The boat has no autopilot.) With the exception of an accidental jibe that damaged some hardware, *Broken Compass* arrived in much better shape than many boats run by lifelong sailors.

By the time they left on Leg Two, Heidi, one of the cutest girls in the fleet, had jumped ship so she could sail the final 400 miles to Cabo with the handsome twins.

A few days later, when the fleet set sail on the final leg, the boys and their new recruit stayed behind in Bahia Santa Maria to go fishing with some of the resident





# YOU'RE ONLY YOUNG ONCE

*pangeros* whom they'd befriended on the beach. That night they dined on "an assortment of abalone, lobster, conch, and sea urchins." Life was good.

For this young crew, the final night of the rally was one of the best: "Night fell and the water lit up under a full moon and clear skies as our trolling rigs were set," wrote Chad in his blog. "We ended up catching seven dorado, with hits almost like clockwork every hour."

**Clockwise, from upper left: 'Hunting' coconuts with a bow and arrow; Chad's 52-inch dorado, caught on a hand-carved lure; anxious moments during the Ha-Ha's rowdy Leg One; one of many pre-departure repairs; brother Tyler is a fisherman too; the laid-back life; clowning with coconuts.**

**W**e caught up with the van Rodens by phone last month to learn about their adventures since the rally ended. After visits to Mazatlan and Isla Isabella, they made a beeline for Banderas Bay. At La Cruz, the Bay's cruisers Mecca, their adventures reached a low point when they both became violently ill after drinking some bad water from the bottom of their tanks. "As the sun burst with color across the sky," Bret wrote later, "taking its last breath of the day, Chad and I

disrupted all the surrounding boat occupants' perfect evening." You guessed it, the awful sound of two men retching in unison was carried on the breeze throughout the anchorage.

But in the cruising life, low points are always balanced by highs, such as

*"Dolphins, flying fish, squid, turtles and whales frequented the boat, as the big-eye tuna kept the reels screaming."*

meeting Nicky, a lovely young sailing instructor from Seattle who hooked up with Chad, and later joined the crew on the leg from Costa Rica to Panama. Oddly enough, another highlight came during the normally dreaded crossing of the Gulf of Tehuantepec.

Sailing nonstop from La Cruz to El Salvador, the going was painfully slow at first. "I felt like strapping on a harness and towing the 18-ton vessel to gain some extra mileage on the windless days," recalls Chad. But, when the wind finally piped up, giving them good boat speed but also threatening to build into a full-blown, gale-force *Tehuantepecer*, the twins decided to "roll the dice" and see what happened. "Avoiding all advice from books and other cruisers was the best thing we could have done," says Chad. "We saw more wildlife, caught more fish, and had more wind than we had at any other place in Mexico. Dolphins, flying fish, squid, turtles and whales frequented the boat, as the big-eye tuna kept the reels screaming and provided for some of the best sashimi we have ever had."

After a short, pleasant stay in El Salvador, they set sail on a 300-mile nonstop run to Costa Rica, determined to make a Christmas rendezvous with their parents and brother Ty.

But along the way Mother Nature gave them a beating in the Golfo de Papagayos, with short, steep seas and steady headwinds in the mid-30s, gusting to 50. They nearly lost their mainmast when a windward shroud component failed, but they managed to keep it upright using an ingenious jury-rig.

After blowing out both their main and jib, they kicked on their engine, which overheaded as soon as they revved it above 1,500 rpm thanks to a fishing line — they learned later — being wrapped around the prop. "We took on thousands of gallons of water, and everything not



# BROKEN COMPASS CRUISING

ratched down on deck was washed overboard," recalls Chad. During the blow, they were pushed roughly 100 miles off course, but sure enough, on December 24 they limped into Costa Rica, just in time for their family reunion.

As we go to press, the twins are sailing to Panama with their new cabin boy, Tyler, a diehard surfer who was designated the ship's communications officer after he got the Skype connection going, and Nicky, who is undoubtedly sharing some tips on the subtleties of sail trim.

After a stint in Panama, the boys plan to head down the South American coast to Peru to check out the legendary surf breaks there before hanging a right and setting a course for French Polynesia.

The original game plan, as shown on their website ([www.sailbrokencompass.com](http://www.sailbrokencompass.com)) was to circumnavigate eastabout, crossing the North Atlantic and North Pacific. But after their recent initiation to nasty weather and headwinds, they've come to their senses, and are now opting



BROKEN COMPASS

**Just a few months ago, the twins were in construction mode, repairing spongy, 34-year-old decks. Today they're off to South America.**

for the more gentlemanly route, west-about via the tropics.

If you're wondering, they're financing the trip with their savings, expecting to work along the way when the well runs dry.

So far, they've cheated death a few

times, and have become wiser with each harrowing experience. And while they surely have a lot to learn yet about sailing, seamanship and the cruising life, they seem to be having a helluva good time learning by their mistakes and experiments gone awry. For example, in an attempt to procure some coconuts, Tyler decided to shoot them down using a compound hunting bow and arrows. Doesn't every boat have those on board? But after nearly getting beamed in the process, the brothers switched to Plan B: 'summitting' the tree using their mountaineering gear.

Some would say these happy-go-lucky young men have no business venturing out into blue water. But we have a feeling they'll do just fine. They all seem to get along together famously, while facing each new challenge with an optimistic, can-do attitude. And if we've learned anything over the years, it's that an upbeat attitude can take you a long way in life. So, best of luck boys. We certainly hope you'll keep in touch along the way.

— **latitude/andy**



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# EYE ON THE BAY



**A**s the West Coast feels the effects of that rascal El Niño, now more than ever, sailors need a little reminder of summer on the Bay. Massive storm activity in January soaked the Bay Area to the bone, touched off tornadoes in L.A., whipped up 25-ft seas offshore, and caused landslides up and down the

***Starring in 'I Know What You Did Last Summer': Spread, the Swan 61 'Hasty Heart' makes haste toward the Gate; the Catalina 34 Mk II 'Endless Time' (left) and her older sister, the Catalina 34 'Desiderata' strut their stuff in the summer sun; and the crew of the J/105 'Double Wide' do it in short sleeves.***

coast. Storm after storm after storm pummelled us with gale-force — or higher — winds, shredding headsails and sending neglected boats onto the rocks. It was all sailors could do last

month to make sure their boats were safe; forget about going out for a daysail. Besides, who'd want to?

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— MEMORIES OF SUMMER



# EYE ON THE BAY

more of the same — here are a few summer sailing suggestions for when that bad 'little boy' stops the mildew machine. Of course, that's assuming California hasn't been washed out to sea by then.

- One of our absolute favorite anchoring spots is right off the village at China Camp. Not only is the sail up San Pablo Bay usually a downwind delight, but once ashore, you can get a little culture at the museum, gorge on shrimp cocktails and It's-It ice cream sandwiches at the cafe, then work it all off with a hike on the park's 15 miles of trails. Best of all, you can bask in the sun while the rest of the Bay is shrouded in summer fog.

- If you haven't dried out by the end of July, consider joining *Latitude 38's* Delta Doo Dah. Last June, Doo Dah boats from all over the Bay sweltered in the hot June sun — we can only imagine what July



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will be like! But 'sweltering' sounds nice, right about now. If you can't do the Doo Dah, head up-Delta anyway — it's a great backyard getaway.

- Maybe you don't like the thermostat set that high. If that's the case, plan a long-weekend cruise to Half Moon Bay

or Drakes Bay. You might see a little fog later in the summer, so plan an earlier trip — say, over Memorial Day weekend — for the best visibility.

- Marina hop. Every couple weeks, visit a marina you've never been to before. Play tourist in the City at South Beach Marina; stop in at Sausalito's Schoonmaker Point Marina and hit the Bay Model, tour the houseboats, or go window-shopping along Caledonia; run over to Marina Village in Alameda

to soak up the sun; or head down to Westpoint Harbor in Redwood City and check out their new digs.

**W**ho cares if the forecast is calling for a long, wet winter? Summer will be here before you know it, so start planning your future memories now.

— **latitude 38**/ladonna

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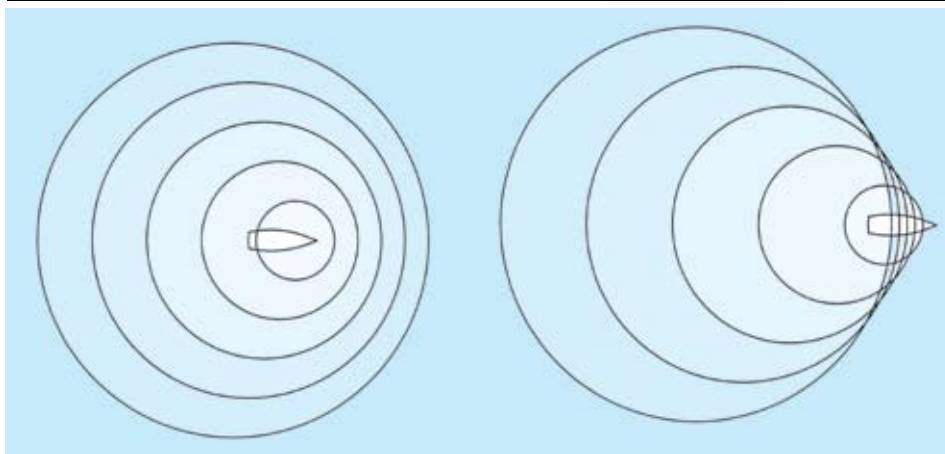
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# MAX EBB

I can see a tiny piece of the Bay from my office window — that sliver of blue is important to my sanity — but when I'm working at the South Bay branch office, my view is limited to the side of the next building in the business park. However, there is a fairly large lagoon nearby, so I often have lunch on a park bench thoughtfully placed mid-span on a pedestrian bridge over the water. Sometimes kayaks and outriggers glide right underneath, and I enjoy watching them as I eat my poached salmon on toasted

I knew Lee would not be able to resist a free lunch, tight schedule or no. And the timing worked out perfectly. I was back with her order just as she reached the bridge from the other direction, coming from the office park's small canoe club.

A few bites into our meals, I opened my mouth to ask for details on this wave



**Doin' the wave** — Left, sound waves radiating from a moving object. The waves move through the air at the same speed regardless of wavelength. Right, sound waves from an object moving faster than sound. A shockwave develops at angle =  $90 - \arccos(c/v)$ , where  $c$  = speed of sound and  $v$  = speed of object.

sourdough — my standard lunch since the cardiologist made me give up fried calamari.

The paddlers usually don't look back up at me. Except for one, whom I barely recognized in her business suit. It was Lee Helm on a single-person outrigger.

"Max?" she exclaimed as she held water to stop her boat, nearly flipping it in the process. "What're you doing here?"

"Branch office," I explained with a gesture toward an office building. "Shouldn't you be on campus, boning up for your fall semester finals?"

"I decided I could put off finishing my degree for one more semester," she said. "Consulting gig for a start-up doing a wave energy thing."

"Join me for lunch?"

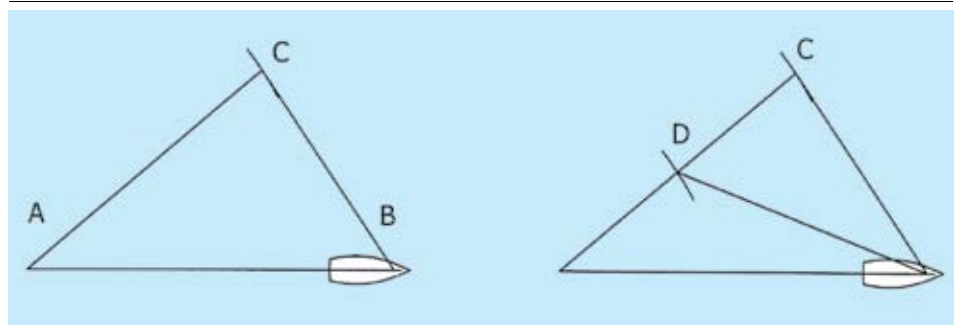
She glanced nervously at her watch. If she didn't even have time to change out of work clothes for lunchtime exercise, she was probably on a tight schedule.

"I'll buy," I offered. "Place your order now and I'll have it here for you after you put that boat away."

"Cool," she said. "Pescado burrito and a carrot juice. Back in a few."

energy device, but Lee called my attention to a pattern of waves under the bridge. A duck was passing a kayaker going the opposite direction.

"See how the boundaries of the wave trains are parallel, even though the two objects are moving at very different speeds? It's, like, a great demo of the



**The wave on the left** was made when the boat was at 'A'. It's now at 'B' and the wave is at 'C'. If the wave energy moved at the same speed as the wave form, a wave front would form at an angle =  $90 - \arccos(c/v)$ . Right, but the wave energy moves only half as fast as the wave form, so the actual position of the wave crest is at 'D' (except in the region very close to the boat).

Kelvin wave pattern. The angle of the arms of the V containing all the visible waves is always 19 degrees 28 minutes from the path of the object."

"Lee, I know you can explain why that has to be true, but you lose me in the

math every time."

"Really?" she asked through a mouthful of sliced fish and black beans. "I thought it was elementary. But I have a new proof that's totally less rigorous; it doesn't use anything more complicated than basic trig."

"Okay," I sighed. "If you can keep your skirt dry paddling that nine-inch-wide outrigger, I can handle another one of your derivations."

"Well, actually," she confessed, "my butt did get a little damp today. And credit for this method goes to physicist Frank Crawford of U.C. Berkeley, who came up with it in 1983. Here goes."

She flattened the white paper bag that had contained her burrito. I offered a felt-tip pen from my shirt pocket.

"The first concept here is to realize that an object moving through the water makes waves of all different wavelengths. And the second concept is that a wave travels at a speed proportional to the square root of its length."

"Right, that just follows from the hull speed formula."

"Exactamundo," she answered. "Most importantly, the speed of a wave train is half the speed of the wave forms in the wave train."

"I think you've explained that one before, too, although I'm not sure I really believe it."

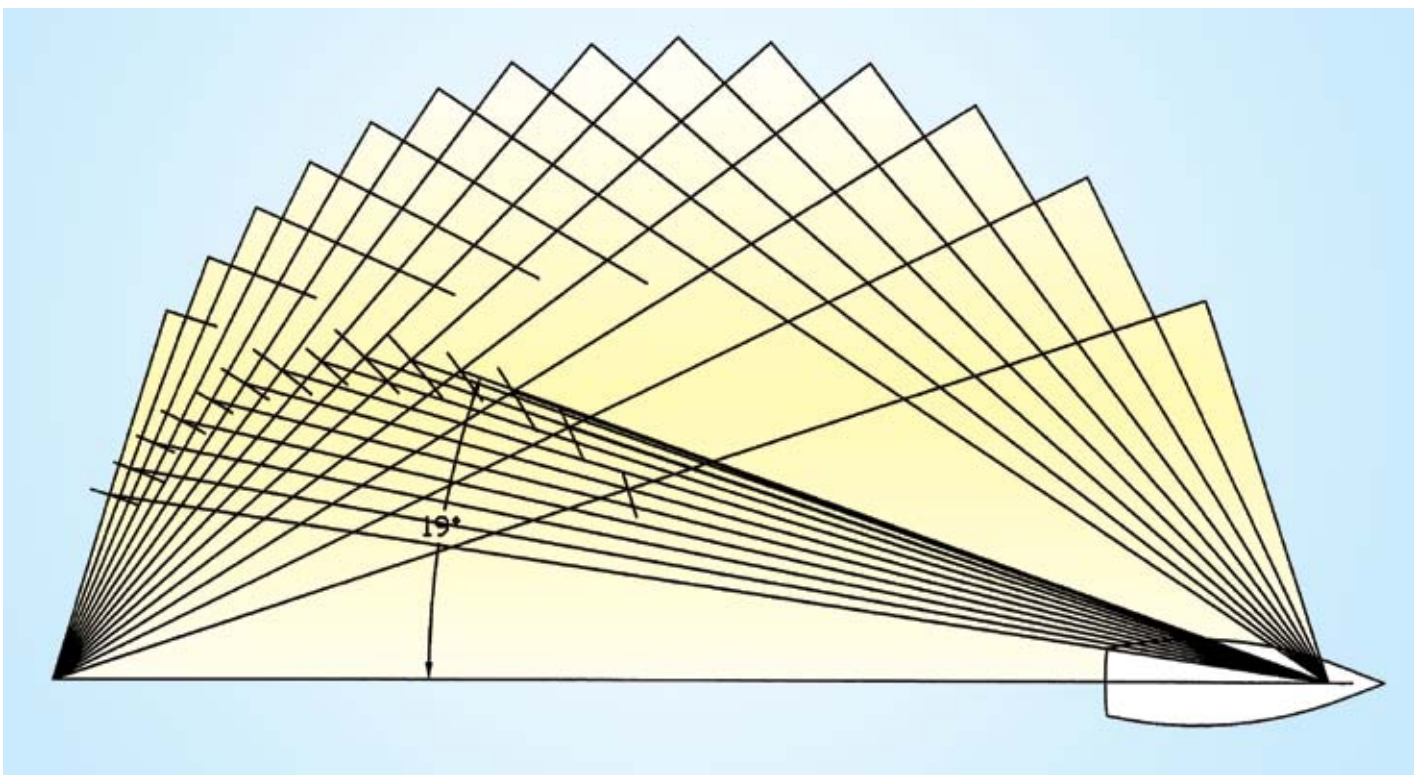
Lee picked up a small stone from the side of the path, checked for boats coming from under the bridge, and tossed it into the still water of the lagoon. Waves

radiated out from the splash.

"Just follow one wave, starting with a wave near the back of the group."

"Okay. The individual wave crests are easy to pick out when the water is this smooth," I said.





DIAGRAMS MAX EBB

*To complicate things even more, waves of different lengths move at different speeds. Most of the wavelengths have too little energy to be easily visible, except at angles approaching 19 degrees, where waves of many different wavelengths and speeds combine to form the visible diverging wave pattern. Only a small amount of wave energy can escape from the 19-degree cone via waves having wavelengths corresponding to speeds faster than boat speed.*

"Where is your wave crest now?" she asked after few seconds.

Sure enough, the crest I was tracking had moved to the front of the group and then faded into smooth water. I picked out another crest and noted the same behavior.

"See? The wave energy, and therefore the group of waves, moves only half as fast as the wave forms (in deep water). I'll skip the proof for now."

"Good," I said. "I can see that it's true, at least for waves made by rocks."

**N**ow back to our moving boat. If all the waves traveled at the same speed, like sound waves, we'd have waves going out like this."

She drew concentric circles on the bag. "But if you move faster than sound, you get the familiar diagram of a sonic boom shock wave, like this."

She drew the circles offset by enough to make a V-shaped wave front.

"For water waves, it gets tricky, because the speed of the wave varies by the square root of the wavelength. The very long- or very low-frequency waves go faster than the boat and move out in front, and each component of the wave spectrum is at a different speed, so they

never amount to enough amplitude to be visible. There's not much energy in that part of the wake spectrum anyway. But the waves that, like, move slightly slower than the boat are more interesting. Consider waves that go 80% of boat speed. Here's where the boat is now, here's where the boat was when it made the wave, and here's where the wave crest is now."

"Got it," I said. "We should get a shock wave, just like the supersonic airplane's."

"No way! Remember that the waves of all different wavelengths, going at all different speeds, are mixed together. Only a small slice of the wave energy would

*"I know you can explain why that's true, but you lose me in the math every time."*

fit this diagram. And just as interesting, remember that the energy goes only half as fast as the wave, so the wave is really back here by the time the boat is here. But the angle of the crest is still like

this."

She drew in the actual position of the wave, and the angle of the crest, and it did start to resemble part of the familiar herringbone wave pattern.

"You can calculate the angle from the path of the boat. If C is the celerity or wave crest speed, and V is the boat speed, then the angle of the wave from centerline is:

$$\text{ATAN} ((C/2)/(V \text{ SIN } (\text{ACOS } (C/V))))$$

"That still doesn't prove much, but if you calculate this for a bunch of different wavelengths and wave-speed-to-boat-speed ratios, you find that just by an accident of trigonometry, there's a concentration of different wavelengths that all work out to about the same angle, peaking at around 19 degrees. That's the only part of the wake where there's enough wave energy combining from different parts of the spectrum to make the waves visible, in a band from about 15 to 19.5 degrees off centerline."

I stared at the diagram and the formula while Lee produced a smartphone of some sort that ran spreadsheet software. She keyed in the formula and copied it for speed ratios at one percent intervals, and when she scrolled up and down, I

# MAX EBB

could see from her output column that this "accident of trigonometry" was for real.

"Eureka!" said Lee.

"I'm going to have to study this one a little more before I run naked through the streets of Syracuse," I said.

"It's not really very rigorous, actually," she allowed. "And, like, I still have to explain the other part of the Kelvin wave pattern. These are just the diverging waves, mistakenly called bow waves. The transverse waves are the ones that follow the boat at right angles to the direction of motion, crossing the boat's stern and mistakenly called stern waves. They're from waves with crest speeds much closer to boat speed. And if the boat's pushing hull speed, the transverse waves will be big. If the boat is moving slowly compared to hull speed, like a big ship, the diverging waves will be more noticeable."

"It's a good intuitive argument," I said.



MICHAEL MEYLAN, UNIVERSITY OF AUCKLAND

**Wave action is best demonstrated on flat water. Even if the science behind them seems incomprehensible, waves never fail to fascinate.**

"But, in my experience, it doesn't always agree with observation. When a power boat goes by, the wake is much narrower than your 19 degrees on each side."

"That's just the wave from the transom cavity collapse," she answered dismissively as she glanced at her watch again and stuffed the last half of her burrito back into the marked-up bag. "Different animal entirely. The Kelvin wake is there, even behind a fast powerboat, but the amplitude is very small compared to that cavity collapse wave. Gotta get back to work, I'll explain stern waves next time."

I still had a few minutes before I was due back at my desk, so I observed some more wake patterns behind the ducks as I finished the last of my lunch. But it wasn't until later in the afternoon, when I put Lee's equation into my own spreadsheet and saw the concentration of wave energy at that angle for myself, that I was ready to give this one "eureka" status.

— max ebb



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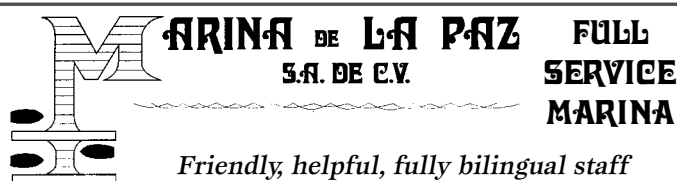
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# THE RACING

It's February, so we made you a valentine — another great Racing Sheet! Since it's been so dreary and rainy, we thought we'd start you off with some lower-latitude action from **Key West 2010 Presented by Nautica**. From there we look back at the **Rolex Sydney Hobart** before checking in locally with the first **Corinthian Midwinters**. After that it's a **Mids** round-up where we try to hit as many different series as possible, and finally, we finish it off with a look at the newly appointed **Rolex US Sailing Yachtsman and Yachtswoman** of '09. Enjoy.

## Key West 2010 Presented By Nautica

Part-time Bay Area resident John Kilroy Jr. sailed his *Samba Pa Ti* to an 18-point win in the 22-boat Melges 32 class at Key West 2010 Presented by Nautica January 18-22.

With tactician Stu Bannatyne, and

trimmers Morgan Reeser and Sam Rogers, Kilroy took the lead on the second-day of the regatta and never relinquished it — ultimately winning three races en route to Boat of the Week honors.



**Scooter Simmons sailed his 'Blackhawk' to third in the J/105 class in Key West.**

"That is a tremendous honor and a tribute to the class," Kilroy said. "This fleet is very competitive with a lot of outstanding teams and a lot of great sailors. You really have to work hard to win in the Melges 32 class."

Kilroy came away with the major title in only his fifth event sailing Melges 32s, and he credited the folks around him for their help.

"It's all about the team, which for me starts with Fuzz Foster of North Hawaii and the help he gives us with the sail

Other Bay Area sailors in attendance included local '09 J/105 season champion Scooter Simmons, who finished just four points out of second place in the 14-boat J/105 class.

## Rolex Sydney Hobart Yacht Race

The largest-ever collection of custom, 100-ft maxis were no match for three Australia-based, 40-ft production boats in the '09 Rolex Sydney Hobart Yacht Race. Andy Saies' Beneteau First 40 *Two True* beat out another First 40, Mike Welsh's *Wicked*, and Ian Mason's *Sydney 38 Next*, to win overall honors in the 100-boat fleet.

"The wind was in, the wind was out, we drifted, we went backwards, we lost internet access, we didn't know what was going on until the last few minutes," Saies said. "It was a classic Rolex Sydney Hobart event and we were in it up to our back teeth, and it came our way in the end. We may be privileged enough to have a boat and a team that gets to this position as people have in the past. But in yacht racing to have everything going right in one event at the right time is probably a once-in-a-lifetime opportunity."

The variability Saies referred to — the fleet saw everything from 30-knot southwesterlies to near-calms — meant that the leaderboard was shuffled around many times. The top-performing big boat was Skye founder Nikolas Zennstrom's Judel/Vrolijk 72 *Ran*. The bevy of maxis was led by TransPac monohull record-holder Neville Crichton's *Alfa Romeo* — the first to reach Hobart after 628 miles of racing.

## Corinthian Midwinters

The most common question after Saturday's opening race of the '10 Corinthian YC Midwinters on January 16, was, "Did you finish?" A weak northerly meant that many of the classes that actually started — and not all of them did — on the optimistic North

Bay courses counted only a few finishers among them. In the end, less than a third of the roughly 130 entries actually made it to the finish line and racing was



KEN STANEK/WWW.KENSTANEK.COM

abandoned for all but one of the seven one design divisions.

Most carried breeze all the way up to the entrance to Raccoon Strait while on the way to a CYC race deck finish. That's where the fun began as the breeze shut off — spare sheets were bent to anchor rodes and the strait became a populated roadstead as boats tried not to get swept toward the Gate in the ripping ebb.

The following day was breezy and the forecast for rain didn't deter most boats from showing up. With the National Weather Service call for 40-knots to come through with a low pressure system, the race committee decided to hold off and signaled a come-within-hail. They then decided that it would be safer to start the race in front of the club rather than the prescribed Knox starting area and announced that at the club while sending out a RIB to notify racers already at Knox. That's when things got a little stickier.

"In the Sailing Instructions' course descriptions, it was stated 'All Marks Left To Port' as the only guidance regarding what to do with the marks of the course," according to the facts found from the four protests that resulted from the changes.



**Andy Saies, center, got his name on the Tattersall's Cup for the overall win in the '09 Rolex Sydney Hobart.**

program," Kilroy said. "The racing team did a tremendous job all week. We were very fast and very consistent in all conditions."

ROLEX



**Part-time Bay Area sailor John Kilroy Jr. and his 'Samba Pa Ti' were 'en fuego' at Key West 2010 Presented By Nautica. Kilroy won the highly competitive Melges 32 class by 18 points and earned Boat of the Week honors.**

"Course 21 in the original instructions was stated to be 'RC Boat - 18 - 8 - 4 - Knox Finish.' The handwritten amendment changed the start to the CYC race deck, and the verbal announcements instructed racers to use the CYC race deck as the finish as well."

The change in starting area effectively turned mark 4 from a turning mark to a limiting mark but some people got confused, thinking that they had to actually buttonhook around the mark before heading for a race deck finish.

While the protest committee acknowledged that the last-minute way in which the changes were made caused "an air of uncertainty" for some of the racers, they ultimately found that it didn't create a new, mark rounding obligation.

The club wisely used this as an educational opportunity and put together an illustrative pdf on the website at [www.cyc.org](http://www.cyc.org) for your benefit.

#### CORINTHIAN YC MIDS SATURDAY (1/16, 1r)

IRC — 1) **Wasabi**, Kernan 44, Dale Williams. (7 boats)

PHRF 1 (PHRF -9-36) — 1) **Racer X**, Farr 36, Gary Redelberger; 2) **War Pony**, Farr 36, Mark Howe; 3) **Wicked**, Farr 36, Richard Courcier. (10 boats)

PHRF 2 (PHRF 45-66) — 1) **Quiver**, N/M 36, Jeff McCord; 2) **Encore**, Sydney 36CR, Dan Woolery; 3) **Jeannette**, Frers 40, Henry King. (13 boats)

PHRF 3 (PHRF 75-105) — 1) **Balineau**, Olson 34, Charles Brochard; 2) **Yucca**, 8 Metre, Hank Easom; 3) **Redsky**, Olson 34, Brian Boschma. (15 boats)

PHRF 4 (PHRF 120-129) — 1) **Silkye**, Wyliecat 30, Steve Seal; 2) **White-Jacket**, Etchells, John Sutak; 3) **Tule Fog**, Express 27, Steve Carroll. (15 boats)

PHRF 5 (PHRF 156-180) — 1) **Wuda Shuda**, Soverel 26, Craig Page; 2) **Youngster**, IOD, Ron Young; 3) **Siento El Viento**, Cal 34, Mk. I, Ian Matthew. (10 boats)

PHRF 6 (PHRF 181+) — **No Finishers**. (4 boats)

NON-SPINNAKER 1 (PHRF 39-102) — 1) **Min Flika**, Hanse 370, Julle Le'Vicki; 2) **Q**, Schumacher 40, Glenn Isaacson; 3) **Basic Instinct**, Elliot 1050, Jan Borjeson. (9 boats)

NON-SPINNAKER 2 (PHRF 120-165) — **No Finishers**. (9 boats)

NON-SPINNAKER 3 (PHRF 180+) — **No Finishers**. (9 boats)

BENETEAU 36.7 — **No Finishers**. (5 boats)  
EXPRESS 37 — 1) **Bullet**, Michael Maloney. (8 boats)

J/105 — **No Finishers**. (8 boats)

MOORE 24 — **No Finishers**. (4 boats)

ALERION EXPRESS 28 — **No Finishers**. (7 boats)

CATALINA 34 — **No Finishers**. (7 boats)

MULTIHULL — **No Finishers**. (3 boats)

#### CORINTHIAN YC MIDS SUNDAY (1/17, 1r)

IRC — 1) **Inspired Environments**, Beneteau 40.7, Timothy Ballard; 2) **Wasabi**; 3) **White Dove**, Beneteau 40.7, Mike Garl. (7 boats)

PHRF 1 (PHRF -9-36) — 1) **Racer X**; 2) **Emily Carr**, SC 50, Raymond Minehan; 3) **Perseverance**, Beneteau 47.7, Daniel Chador. (9 boats)

PHRF 2 (PHRF 45-66) — 1) **Encore**; 2) **Pegasus**, Mumm 30, Kim Desenberg; 3) **Quiver**. (10 boats)

PHRF 3 (PHRF 75-105) — 1) **Yucca**; 2) **Kuai**, Sabre 386, Daniel Thielman; 3) **Balineau**. (10 boats)

PHRF 4 (PHRF 120-129) — 1) **Shameless**, Schumacher 30, George Ellison; 2) **Nancy**, Wyliecat 30, Pat Broderick; 3) **Opal**, Express 27, Peggy Lidster. (8 boats)

PHRF 5 (PHRF 156-180) — 1) **Wuda Shuda**; 2) **Youngster**; 3) **Gypsy Lady**, Cal 34 Mk. I, Val Clayton. (7 boats)

PHRF 6 (PHRF 181+) — 1) **Dragonfly**, Rhodes 19, Jeffrey Cole; 2) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook. (2 boats)

NON-SPINNAKER 1 (PHRF 39-102) — 1) **Basic Instinct**; 2) **Veronese**, Beneteau 47.7, Christopher Dawson; 3) **Ragtime**, J/90, Trygve Liljestrand. (5 boats)

NON-SPINNAKER 2 (PHRF 120-165) — 1) **Invictus**, Hinckley Bermuda 40, Andrew Goldberg; 2) **It's Marcia's Birthday**, Ranger 33, Marcia Peck; 3)

**'Cork' came to an untimely demise off Indonesia. Fortunately 'California' was there to help. We'll have more on the Clipper 'Round the World Race and the San Francisco stopover next month.**



# THE RACING



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**A Midwinters sampler, clockwise from top left — Soakin' deep on a Moore 24 at the RegattaPRO Winter One Design Series; The 'Gruntled' crew sailing in a manner consistent with the boat's name; 'Flexi Flyer workin' for it; clear lanes on the Circle; all eyes are on the spinnaker trim aboard the Olson 30 'Wraith'; a two-boat tussle in Division A at the Berkeley Mids; 'Sheeba' in race mode on the Circle; 'Cal Maritime's 1D 48 at the Golden Gate YC's Manny Fagundes Seaweed Soup Series; 'Kokopelli?' introducing one their kites to the Cityfront ebb; 'Racer X' leads 'TNT' to a weather mark near Blackaller. Results are in the Box Scores.**

**Seaya**, Catalina 380, Mark Thompson. (4 boats)  
**NON-SPINNAKER 3** (PHRF 180+) — 1) **Meritime**, C&C 30 Mk. I, Gary Proctor; 2) **Geronimo**, Lancer 30 Mk.V, Michael Campbell; 3) **Sweet Reward**, Santana 22, Craig McDow. (5 boats)  
**BENETEAU 36.7** — 1) **Wilson**, Joel Davis; 2) **Mistral**, Ed Durbin; 3) **Ay Caliente**, Aaron Kennedy. (3 boats)  
**EXPRESS 37** — 1) **Bullet**; 2) **Expeditious**, Bartz Schneider; 3) **Elan**, Bill Riess. (6 boats)

**J/105** — 1) **Donkey Jenny**, Shannon Bonds; 2) **Joyride**, William Hoehler; 3) **Alchemy**, Walter Sanford. (4 boats)  
**MOORE 24** — 1) **Scarlett**, John Vrolyk; 2) **JR**, Richard Korman; 3) **Frenzy**, Lon Woodrum. (4 boats)  
**ALERION EXPRESS 28** — 1) **Ditzzy**, Ralf Morgan; 2) **Flying Machine**, Peter Campfield; 3) **Mil Besos**, Christopher Vaughn. (4 boats)  
**CATALINA 34** — 1) **Surprise**, Peter Birnbaum;

2) **Jet Lag**, Torin Knorr; 3) **Sea Spirit**, Laurence Baskin. (5 boats)

## Midwinters Notebook

It wasn't sunny and the wind wasn't very consistent, but the weekend of January 9-10 turned out to be a pretty darn good one for Midwinters sailing. It was tightly scheduled, between the Golden



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Gate YC's Manny Fagundes Seaweed Soup Series, the RegattaPro Winter One-Design, the Berkeley YC Mids, Island YC Island Days series, and Sequoia YC's Winter #3.

Over on the Cityfront on Saturday, the third installment of the Seaweed Soup Series — pushed back a week by New Year's weekend — brought out a gaggle of boats that were treated to a reach-around by the race committee. Massive starting line pile-ups and groundings caused by the substantial ebb and bare-

ly-existent breeze at the start soon gave way to a 6- to 10-knot time trial course from roughly Ft. Mason to Blackaller. Although it wasn't the most tactical racing, it felt great to actually have to hike hard — to flatten, rather than heel, the boat — and get roping despite the fact we were already heading in at about 2:30 p.m.

On the Circle, RegattaPRO PRO Jeff Zarwell and the Berkeley YC Race Committee had less consistent breeze to work with; actually the only consistent thing

was the fact that it came from every different direction at once.

"Foolish me, I chased it," Zarwell said. "It held in each spot long enough — five minutes or more — that I felt I needed to make changes, only to be outsmarted by the breeze. Will I ever learn? At one point I had fleets going to a windward mark at 300° and others sailing to another windward mark at 020°. Go figure."

To his credit, Zarwell sent an apology to his fleets, and owned his missteps.

The Berkeley YC's Bobbi Tosse

# THE RACING

checked in with a report from the club's Mids: "The 57 entries on Saturday saw Midwinter weather in the extreme," she said. "Frequent swings of 270 degrees were 'enjoyed' by the fleet. The Race Committee was treated to the sight of spinnakers approaching each other from opposite directions — a very short lived phenomenon, to be sure — some boats reported a beat, a run, a reach, and a beat all during the same leg! Some boats flew many different spinnakers. One word came up frequently: 'interesting.'

"Sunday was, as usual, quite different. It was cold. The wind was reasonably steady in both direction — northwest — and strength — 8- to 15-knots — but it was cold. We sent the 34 boats out on a 9.4 mile course and all finished at a reasonable time. Did I mention that it was cold? PS: *It was cold.*"

## Rolex US Sailing Yachtsman and Yachtswoman of the Year

Detroit-based Bora Gulari was named



WALTER COOPER/ROLEX

**Rolex Yachtswoman of '09 Anna Tunnicliffe.**

US SAILING's 2009 Rolex Yachtsman of the Year on January 6. Gulari earned the award in his first appearance on the short list of nominees. It was an ex-

tremely competitive year for the award — all but one of the 10 male nominees had won a world championship. Gulari received first-place votes from 10 of the 14 panel members, who acknowledged his growth from square one in the Moth class two years ago, to winner of the CST Composites International Moth World Championship in 2009 — the first American to do so in over 30 years — as nothing short of remarkable.

"I just do this because I love it, and I think this year was the start of great things to come for dinghy sailing in the U.S.," Gulari said. "With the addition of the foils, the Moths became easier to sail and a lot more rewarding . . . generating a level of excitement for sailing in some of the top sailors in the country that I have not seen before. I don't think it will take people away from traditional dinghy classes, but the Moth is so fun that it's attracting people that have never had any interest in dinghies, and it's bringing people back to dinghies who thought

## THE BOX SCORES

There have been some big midwinter race turnouts around the Bay so far. We don't have the time or manpower to chase down all the results. Please post them on your club's website or send them directly to the Racing Editor at [rob@latitude38.com](mailto:rob@latitude38.com). Our format, in these many years, is to include the name of the boat, the type and length of boat, and the first and last names of the owner(s). Please do your best to get us that info, and we'll do our best to get that info into *Latitude 38* and *Lectronic Latitude*.

### GOLDEN GATE YC MANNY FAGUNDES SEA-WEED SOUP SERIES #3(1/9, 1r)

PHRF 1 (PHRF<sub>≤</sub> 50) — 1) **Racer X**, Farr 36, Gary Redelberger; 2) **Wicked**, Farr 36, Richard Courcier; 3) **Summer Moon**, Synergy 1000, Joshua Grass. (15 boats)

PHRF 2 (PHRF 51-99) — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Outsider**, Azzura 310, Greg Nelsen; 3) **Yucca**, 8 Metre, Hank Easom. (14 boats)

PHRF 3 (PHRF 100-129) — 1) **Shenanigans**, Express 27, Bill Moore; 2) **Nancy**, Wyliecat 30, Pat Broderick; 3) **Uno-129**, Wyliecat 30, Steve Wonner. (10 boats)

PHRF 4 (PHRF 130+) — 1) **Arcadia**, Modernized Santana 27, Gordie Nash; 2) **Torrid**, Aphrodite 101, Larry Westland; 3) **La Paloma**, IOD, James Hennefer. (8 boats)

CATALINA 34 — 1) **Casino**, Bill Eddy; 2) **Wind Dragon**, Dave Davis; 3) **Crew's Nest**, Ray Irvine. (9 boats)

KNARR — 1) **Knarr 134**, J. Eric Gray; 2) **Narcissus**, John Jenkins; 3) **Flyer**, Chris Kelly. (5 boats)

FOLKBOAT — 1) **Thea**, Chris Herrmann; 2)

**Polperro**, Peter Jeal; 3) **Freja**, Tom Reed. (10 boats)

Complete results at: [www.ggyc.com](http://www.ggyc.com)

### SAUSALITO YC MIDWINTER #3(1/3, 1r)

DIVISION A (SPINNAKER) — 1) **Gammon**, Tartan 10, Jeff Hutter; 2) **Razzberries**, Olson 34, Bruce Nesbitt; 3) **JR**, Moore 24, Richard Korman. (12 boats)

DIVISION C — 1) **Basic Instinct**, Elliot 1050, Jan Borjeson; 2) **Q**, Schumacher 40, Glenn Isaacson; 3) **J Hawk**, J/133, Dale Flaming. (7 boats)

DIVISION D — 1) **French Kiss**, Beneteau 350, Dave Borton; 2) **La Mer**, Newport 30, Randy Grenier; 3) **Geronimo**, Lancer 30 Mk. V, Michael Campbell. (5 boats)

DIVISION E — 1) **Tackful**, Santana 22, Frank Lawler/Cathy Stierhoff; 2) **Kelly Shawn**, Santana 22, Leah Pepe. (2 boats)

Complete results at: [www.syconline.org](http://www.syconline.org)

### ISLAND YC ISLAND DAYS MIDWINTERS #3 (1/10, 1r)

DIVISION A (PHRF ≤ 138) — 1) **Outsider**, Azzura 310, Greg Nelsen; 2) **Rascal**, Wilderness 30, Rui Luis; 3) **Audacious**, J/29, Scott Christensen. (4 boats)

DIVISION B (PHRF 168) — 1) **Bewitched**, Merit 25, Laraine Salmon; 2) **Bandido**, Merit 25, George Gurrola; 3) **Dire Straits**, J/24, Steve Bayles. (4 boats)

DIVISION C (PHRF 139-180) — 1) **Crazy Eights**, Moore 24, Aaron Lee; 2) **Lelo Too**, Tartan 30, Emile Carles. (3 boats)

DIVISION D (PHRF 181+) — 1) **Wings**, Columbia 5.5 Meter, Mike Jackson; 2) **Magic**, Mercury, John Hansen; 3) **Bodrum Sunset**, Catalina 27, David Ross. (8 boats)

DIVISION E (NON-SPINNAKER) — 1) **Svenska**, Peterson 34, Fred Minning; 2) **Take 5**, Wilderness

21, Roger England; 3) **Scrimshaw**, Alerion Express 28, Michael Maurier. (5 boats)

Complete results at: [www.iyc.org](http://www.iyc.org)

### RICHMOND YC SMALL BOAT MIDWINTERS CUMULATIVE (7r/0t)

EL TORO SR. — 1) Michael Quinn; 2) Gordie Nash; 3) Art Lange. (19 boats)

EL TORO JR. — 1) Michael Pacholski; 2) Wilson Fletcher; 3) Haydon Stapleton. (12 boats)

OPTI — 1) Kyle Larson; 2) Markus Suorsa; 3) Logan Lee. (31 boats)

SNIFE — 1) Tom O'Neill; 2) Vince Casalaina; 3) Doug Cefali. (7 boats)

SOUTHAMPTON OPEN — 1) Del Olsen, International Canoe; 2) Pieter Versavel, Musto Skiff; 3) Mark Briner, Johnson 18. (12 boats)

BYTE — 1) Laurie Davis; 2) Gail Yando; 3) Suzie Grubler. (6 boats)

WYLIE WABBIT — 1) **Weckless**, Tim Russell; 2) **Mr. McGregor**, Kim Desenberg/John Groen/Terry White; 3) **Had Hare Day**, Erik Menzel. (6 boats)

29ER — 1) Ginna Binard; 2) MacKenzie Cook/John Marlett; 3) Arline Savage. (10 boats)

LASER — 1) Mike Bishop; 2) David LaPier; 3) Mark Halman. (25 boats)

BREAKWATER OPEN — 1) John Barrere, Force 5; 2) Steve Cameron, Antrim Wing Dinghy; 3) Bill Gutoff, Banshee. (9 boats)

THISTLE — 1) Michael Gillum; 2) David Rumbaugh; 3) Mike Arrow. (5 boats)

FD — 1) Buzz Ballenger; 2) Zhenya Kirueshkin-Stepanoff; 3) Jason Lawrence. (5 boats)

WETA — 1) Dave Berntsen; 2) Tim Tsao. (2 boats)

MULTIHULL — 1) George Pedrick; 2) Mark Zimmer; 3) Jason Moore. (4 boats)

### BERKELEY YC MIDWINTERS SATURDAY SERIES #3(1/9, 1r)

DIVISION A (PHRF < 78) — 1) **Advantage 3**,



they were done getting wet."

Nominated to the award's short list for the fifth consecutive year, Anna Tunnicliffe carried the panel's votes on the women's side. Having won the award in '08 as well, she became the first woman in 27 years to win the award in back-to-back years. Tunnicliffe dominated the Laser Radial fleet during the 2009 ISAF Sailing World Cup series by winning gold at US SAILING's Rolex Miami OCR and Semaine Olympique Française in France, and bronze at Kieler Woche in Germany. She also won the Laser Radial Women's North American Championship in Florida and finished third at the Laser Radial World Championship in Japan. Tunnicliffe did well on the 2009 match racing circuit, winning the Detroit Cup in Ultimate 20s, and runner-up at the U.S. Women's Match Racing Championship in St. Thomas, sailed in IC 24s. Her medal haul also included bronze collected at the ISAF Nations Cup Grand Final in Brazil in J/24s, and at Skandia Sail

for Gold in England in the Elliott 6 Metre. In October, Tunnicliffe fleet raced J/22s in Rochester, where she won the Rolex International Women's Keelboat Championship. Less than a month later, the International Sailing Federation (ISAF) named Tunnicliffe its female '09 ISAF Rolex World Sailor of the Year.

"It's truly amazing to win this award again," Tunnicliffe said. "I could not have done half of my season without the help of my crew Molly O'Bryan Vandemoer, Debbie Capozzi, Liz Bower and

Alice Manard. I feel honored, lucky and fortunate to win. Being nominated is an achievement; winning is amazing! I'm so happy I can do this for a living. I have more goals to reach in my sailing career, and starting this year with this award is amazing."



AMORY ROSS/ROLEX

**Rolex Yachtsman of the Year Bora Gulari shreds the Gorge at the '09 Moth Worlds.**

J/105, Pat Benedict; 2) **Family Hour TNG**, Henderson 30, Bilafer family; 3) **Kika**, FT 10M, Marc Pinckney. (9 boats)

OLSON 30 — 1) **Hoot**, Andrew Macfie; 2) **Wraith**, Ray Wilson; 3) **Corsair**, Don Newman. (5 boats)

DIVISION B (PHRF 81-105) — 1) **Flexi Flyer**, Soverel 33, Mitchell Wells; 2) **Mintaka 4**, Farr 38m, Gerry Brown; 3) **Balineau**, Olson 34, Charles Brochard. (4 boats)

EXPRESS 27 — 1) **Eagle**, Ross Groelz; 2) **Motorcycle Irene**, Mark Jones/Will Paxton; 3) **Magic Bus**, Eric Deeds. (17 boats)

ULTIMATE 20 — 1) **Layla**, Tom Burden/Trish Sudell; 2) **UFO**, Trent Watkins; 3) **Salsa**, Matt & Steve Borough. (8 boats)

DIVISION C (PHRF 108-168) — 1) **Phantom**, J/24, John Guilford; 2) **Maguro**, S 35, Jack Feller; 3) **Frogflips**, J/24, Richard Stockdale. (4 boats)

DIVISION D (PHRF 171-198) — 1) **Lelo Too**, Tartan 30, Emile Carles; 2) **Windflower**, Santana 30, Bill O'Connor; 3) **Achates**, Newport 30, Robert Shock. (4 boats)

DIVISION E (PHRF 201+) — 1) **Can O' Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Fjording**, Cal 20, Tina Lundh; 3) **London Calling**, Santana 22, Megan Dwyer. (6 boats)

Complete results at: [www.berkeleyyc.org](http://www.berkeleyyc.org)

#### BERKELEY YC MIDWINTERS SUNDAY SERIES (12/13, 14)

DIVISION 1 (PHRF < 99) — 1) **Chinook**, J/105, James Duffy; 2) **For Pete's Sake**, Ultimate 24, Peter Cook; 3) **Sweet Okole**, Farr 36, Dean Treadway. (8 boats)

OLSON 30 — 1) **Hoot**, Andrew Macfie; 2) **Corsair**, Don Newman; 3) **Voodoo Child**, Charles Barry. (3 boats)

EXPRESS 27 — 1) **Tule Fog**, Steve Carroll; 2) **Wetsu**, Phil Krasner; 3) **Take Five**, Donald Carroll. (8 boats)

ULTIMATE 20 — 1) **Too Tuff**, Thomas Hughes; 2) **Salsa**, Matt & Steve Borough; 3) **Breakaway**,

John Wolfe. (3 boats)

DIVISION 2 (PHRF 102-177) — 1) **Grunted**, Moore 24, Simon Winer; 2) **Iwishwasawabbit**, Moore 24, Pete Rowland; 3) **Frogflips**, J/24 Richard Stockdale. (5 boats)

DIVISION 3 (PHRF 180+) — 1) **Antares**, Islander 30-2, Larry Telford; 2) **Latin Lass**, Catalina 27, Bill Chapman; 3) **Toucan**, Albin Vega 27, Robert Arthurs Jr. (5 boats)

CATALINA 22 — 1) **Dumbo**, David Torrisi; 2) **No Cat Hare**, Donald Hare. (2 boats)

Complete results at: [www.berkeleyyc.org](http://www.berkeleyyc.org)

#### REGATTAPRO WINTER ONE DESIGN CUMULATIVE (5r, 0t)

J/120 — 1) **Dayenu**, Don Payan, 6 points; 2) **Grace Dances**, Dick Swanson, 13; 3) **Chance**, Barry Lewis, 16. (7 boats)

J/105 — 1) **Alchemy**, Walter Sanford, 16 points; 2) **Racer X**, Rich Pipkin, 17; 3) **Donkey Jack**, Rolf Kaiser, 21. (11 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield, 7 points; 2) **Downtown Uproar**, Darren Cummings, 8; 3) **Vitamin J**, Knut Westby, 18. (5 boats)

MELGES 24 — 1) **Wilco!**, Doug Wilhelm, 11 points; 2) **Personal Puff**, Dan Hauserman, 17; 3) **Smokin'**, Kevin Clark, 20. (8 boats)

MOORE 24 — 1) **Topper II**, Conrad Holbrook, 9 points; 2) **Absinthe**, Dan Nitake, 20; 3) **Wet Spot**, Mike O'Callaghan, 28. (18 boats)

#### SOUTH BEACH YC ISLAND FEVER SERIES #3(1/16)

PHRF ≤ 109 — 1) **Whisper**, J/105, Marc Vayn; 2) **Centomiglia**, FT 10M, Fabio Maino; 3) **Ninja**, FT 10M, John Lymberg. (6 boats)

PHRF 110-150 — 1) **Lazy Lightning**, Tartan 10, Tim McDonald; 2) **Solar Wind**, Martin 32, Max Crittenden; 3) **Sea Spirit**, Catalina 34, Larry Baskin. (4 boats)

PHRF 151+ — 1) **Double Play**, Yankee 30, RDK Partners. (6 boats, 1 finisher)

Complete results at: [www.southbeachyc.org](http://www.southbeachyc.org)

#### SEQUOIA YC WINTER SERIES #2 (12/5)

SPINNAKER — 1) **Head Rush**, Antrim 27, Charlie Watt; 2) **Pizote**, Santana 30, John Ryan; 3) **Smokin' J**, J/29, Stan Phillips. (10 boats)

NON-SPINNAKER — 1) **Linda Carol**, Catalina 320, Ray Collier; 2) **Iowa**, Hunter 380, Rick Dalton; 3) **Sweet Pea**, Islander 30, Tim Peterson. (4 boats)

Complete results at: [www.sequoiayc.org](http://www.sequoiayc.org)

#### ENCINAL YC JACK FROST SERIES #3 (1/23)

PHRF ≤ 130 — 1) **Twisted**, Farr 40, Tony Pohl; 2) **Always Friday**, Antrim 27, John Liebenberg; 3) **Golden Moon**, Express 37, Kame Richards. (12 boats)

OLSON 25 — 1) **Balineau**, Dan Coleman; 2) **Samba**, Bob Gardiner; 3) **Rock On**, Tom Cavers. (4 boats)

SF 30 — 1) **Shameless**, Schumacher 30, George Ellison; 2) **Take Off**, Laser 28, Joan Byrne; 3) **Elusive**, Olson 911S, Charles Pick. (7 boats)

PHRF 131+ — 1) **Torrid**, Aphrodite 101; 2) **Ypso**, Cal 2-27, Tim Stapleton; 3) **Ad Lib**, Aphrodite 101, Neil Dodds. (5 boats)

SANTANA 22 — 1) **Tchoupitoulas**, Stephen Buckingham; 2) **Auggie**, Sally Taylor; 3) **Chopped Liver**, Clyde Nielsen. (5 boats)

Complete results at: [www.encinal.org](http://www.encinal.org)

#### TIBURON YC MIDWINTERS #1 (1/23)

PHRF <151 — 1) **Mooretician**, Moore 24, Peter Schoen/Roe Patterson; 2) **Frenzy**, Moore 24, Lon Woodrum; 3) **Joyride**, J/105, Bill Hoehler. (3 boats)

PHRF >150 — 1) **Red Hawk**, Hawkfarm, Gerry Gunn/John Sullivan; 2) **Don Wan**, Santana 28, Don Kunstler; 3) **Galante**, Folkboat, Otto Schreier. (8 boats)

Complete results at: [www.tyc.org](http://www.tyc.org)

# SIGN UP FOR THE 2010 RACING SEASON

Entry Form  
next page!



## Welcome to YRA Racing, the best racing value on the bay!

Thank you for participating in the YRA! We offer a choice for racing both on the Bay and on the local ocean!

### RACING INFORMATION

#### **HDA (Handicapped Divisions Association) & ODCA (One Design Class Association)**

- Round the Buoy racing for boats with a current NCPHRF rating certificate (HDA) or for One-Design classes belonging to ODCA. The Vallejo, 2<sup>nd</sup> Half Opener, and Season Closer Regatta's (The Party Circuit Series) are included in the HDA & ODCA Season Racing fees.
- The complete season consists of 6 Round the Buoy races- the Spring 1,2, & 3 and the Fall 1, 2, & 3, as well as the Party Circuit Weekends- Vallejo, the 2<sup>nd</sup> Half Opener, and Season Closer Regatta's. Boats may not be in the same division for the Party Circuit & HDA/ODCA Series.
- HDA Divisions are determined by grouping similarly rated boats.
- HDA divisions are invited to race in the Crewed Lightship 1 race for an additional \$5.00 per racer. A signed Minimum Equipment List must be included with entry. Entry into the Crewed Lightship 1 race must be made at the time of season entry or individual race fees will apply.
- If you are not sure if your One-Design fleet is a current ODCA fleet, or would like to sign your fleet up for ODCA, please contact the YRA office at (415) 771-9500 or [info@yra.org](mailto:info@yra.org).

#### **OYRA (Offshore Yacht Racing Association)**

- Approximately 12 ocean races ranging from 15 to 51 nautical miles in length
- OYRA racers are invited to race in the Vallejo race for an additional \$5.00 per racer or in the entire Party Circuit series for \$25. Entry into the Vallejo race or Party Circuit must be made at the time of season entry or individual race fees will apply.
- Racers will race in one of the following 5 divisions, determined by their boats D/L ratio (unless choosing to race in the SHS division):
  - PHRO 1a – NCPHRF of 0 or less
  - PHRO 1 - D/W ratio Less than 100
  - PHRO 2 - D/W ratio 100 to 199
  - PHRO 3 – D/W ratio 200 & Over
  - SHS – Shorthanded division, Specifically Requested

#### **WBRA (Wooden Boat Racing Association)**

- The WBRA is a Golden Anchor member in US Sailing and includes US Sailing membership dues in its entry fee
- Bay racing for one of the following 4 fleets:
  - Bird Boats
  - Folkboats
  - IODs
  - Knarrs

#### **The YRA Party Circuit Series**

- This series highlights the marquee YRA events: The YRA Season Opener (The Great Vallejo Race) in May, the YRA 2<sup>nd</sup> Half Opener in July, and the YRA Season Closer in September. Three fun-filled weekend events with great parties on each Saturday night!
- There is one throw out race for the series. In addition, 50% of the fleet or class must qualify for awards to be given.
- Divisions available for PHRF racers, One-Design Classes, Double/Singlehanded racers and Non-Spinnaker boats. If your One-Design Fleet is interested in signing up, please contact the YRA office.

### GENERAL INFORMATION

- **YRA Sailing Instructions are available on the YRA website at [www.yra.org](http://www.yra.org)**, or at the YRA office. Sailing instructions are normally posted approximately 2 weeks prior to the race for each series. If you do not have access to the internet and need to have your race instructions mailed to you, please contact the YRA office at (415) 771-9500 or [info@yra.org](mailto:info@yra.org)
- Entries for a series, or individual regatta, must be received by 8 am the Monday before the race is scheduled or a \$35 late fee will be applied. No entries will be accepted after 5 pm the Wednesday before a race is scheduled.
- **A YRA sailing membership and a membership in a YRA member yacht club is required to register a boat for any YRA series.** A YRA membership is required to race in any individual YRA Race, but one time racers do not need to belong to a member club.
- Sailors entering the OYRA Season, or any individual OYRA Race, must complete an OYRA Minimum Equipment List and submit it to the YRA office no later than 5 pm the Wednesday before their first ocean race. The MEL is valid for the entire OYRA season, unless changes are made to the boat, in which case a Skipper must re-submit a valid MEL. **Please note that to race in an OYRA Race a 406 EPIRB is required.** A Boat/Crew Information sheet must also be submitted by 5pm the Thursday before each ocean race.
- Please fill out your entry form completely, sign, date and return it to the YRA office along with your payment. If you need additional assistance completing this form, please contact the YRA office.
- You can save time and postage by signing up online! Visit [www.yra.org](http://www.yra.org) for more information!



# Yacht Racing Association of San Francisco Bay - 2010 Entry Form

Quarters 35 S, Fort Mason  
San Francisco, CA 94123  
Phone: 415.771.9500  
Fax: 415.276.2378  
email: info@yra.org

Name: \_\_\_\_\_ Boat Name: \_\_\_\_\_ Sail Number: \_\_\_\_\_  
 Street: \_\_\_\_\_ Boat Model: \_\_\_\_\_  
 City, State, Zip: \_\_\_\_\_ Manufacturer: \_\_\_\_\_ Yr Built: \_\_\_\_\_  
 Evening Phone: \_\_\_\_\_ Daytime Phone: \_\_\_\_\_ Designer: \_\_\_\_\_ Yr. Designed: \_\_\_\_\_  
 Email Address: \_\_\_\_\_ U.S. Sailing #: \_\_\_\_\_ YRA Member #: \_\_\_\_\_  
 Yacht Club Affiliation: \_\_\_\_\_ Marina: \_\_\_\_\_ Berth/Slip #: \_\_\_\_\_

**Membership Fees:** YRA Membership: *Required for YRA Racing* \$45 \$ \_\_\_\_\_  
**NCPHRF Fees:** Renewal of 2009 Certificate: \$30 for YRA Members/\$40 for NON-YRA Members \$ \_\_\_\_\_  
 New Certificate/Renewal of 2008 or prior Cert.: \$45 for YRA Members/\$55 for NON YRA Members \$ \_\_\_\_\_

Season Racing Fees:	US Sailing Members	Non US Sailing Members	Fleet	See back for more fleet information
Handicap Division Association (HDA) Season (Includes PC races)	\$180	\$195	_____	\$ _____
One Design Class Association (ODCA) Season (Includes PC races)	\$180	\$195	_____	\$ _____
Ocean Yacht Racing Association (OYRA) Season *	\$195	\$210	_____	\$ _____
Wooden Boat Racing Association (WBRA) Season (includes US Sailing Membership)	\$190	N/A	_____	\$ _____
YRA Party Circuit 3 race weekends only: Vallejo, 2nd Half Opener Season Closer	\$150	\$165	_____	\$ _____

Single Race Fees:	US Sailing Members	Non US Sailing Members	Fleet	See back for more fleet information
HDA season racers entering Lightship 1 *	\$5	\$10	_____	\$ _____
OYRA season racers entering Party Circuit	\$25	\$35	_____	\$ _____
OYRA season racers entering just Vallejo	\$5	\$10	_____	\$ _____
Party Circuit racers entering the Summer Sailstice	\$5	\$10	_____	\$ _____
Vallejo Race Only (YRA Season Opener)	\$75	\$80	_____	\$ _____
2nd Half Opener Only	\$75	\$80	_____	\$ _____
Season Closer Only	\$75	\$80	_____	\$ _____
All other YRA Races (write in race name): _____	\$50	\$55	_____	\$ _____

**Late Fee:** *No entries are accepted after 5pm the Wednesday before the race*  
 Any entry Rec'd after 8am the Mon before the race \$35 \$ \_\_\_\_\_

\* All Racers entering an ocean race or ocean series must submit a signed OYRA Minimum Equipment Requirement List. See [http://www.yra.org/OYRA/ocean\\_safety.html](http://www.yra.org/OYRA/ocean_safety.html) or contact the YRA office for more info. **TOTAL** \_\_\_\_\_

In consideration of being admitted to sailing membership in the Yacht Racing Association of San Francisco Bay (YRA), I agree to abide by "The Racing Rules of Sailing" and the Sailing Instructions of the YRA and the regatta sponsors. I warrant that I will maintain compliance with the YRA Minimum Equipment requirements. To the fullest extent permitted by law, I hereby waive any rights I may have to sue the YRA with respect to personal injury or property damage suffered by myself or my crew as a result of our participation in the YRA and hereby release the YRA and it's race organizers from any liability for such injury or damage.. I further warrant that I have not relied upon any of the above entities or individuals in preparing my yacht for racing.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Make check payable to YRA. To pay by MasterCard or Visa please provide card info below, including billing street address and zip code

Card Number: \_\_\_\_\_ Exp Date: \_\_\_\_\_ CV # \_\_\_\_\_ Name on Card: \_\_\_\_\_  
 Card Holder's Signature: \_\_\_\_\_ Billing Address: \_\_\_\_\_

**Office use only**

C.C. Check Number \_\_\_\_\_ Amount PD \_\_\_\_\_ DATE Received in office \_\_\_\_\_



# WORLD

We'll depart from our regular format this month to bring you the winning images from our first-time-ever **World of Chartering Photo Contest** and the **Stories Behind Them**.

## A Picture's Worth a Thousand Words And It Keeps the Memories Fresh

For us, nothing causes wonderful memories to come rushing back more vividly than looking through photos — especially shots taken during sailing vacations.

Savoring images of the sugar-fine white sand beaches we've walked along in far-away sailing venues, we can practically feel the warm coral sand beneath our toes and the gentle kiss of the trade winds on our cheeks. Perhaps that's why we — just like every other vacationer — seem to snap a gazillion photos every time we set foot on foreign soil.

It was with those thoughts in mind that we decided last fall to hold our first-ever *World of Chartering* photo contest. A wide variety of images trickled in from sailors of all stripes. Not knowing the story behind them, we picked our favorites — which you'll find on these pages — based on a loose set of criteria such as artistry, composition, and the excitement the image conveys.

We then wrote to the winners to get the backstory of each shot, which made the project a lot more fun. As you peruse these images, which were taken all over the world, we'll introduce you to the photographers who shot them, and tell you a little about what was going on when each image was captured.

You probably saw our first winner in this month's *Sightings* section (page 82),

**If you look very closely, on the right side of the opening you can see the cat that David Kory shoehorned into this tiny anchorage.**



DAVID KORY

a close-up shot of Chris Waldron looking completely relaxed as he floated on the surface of Devil's Bay. That idyllic spot lies adjacent to Virgin Gorda's famous Baths, in the British Virgin Islands. "It was a great day in paradise with seven good friends," recalls the photographer, Rod Witel. "Devil's beach is like finding a pot of gold after trekking through one of the most beautiful natural wonders on earth (The Baths)."

That was Rod's second BVI trip, in November '07, sailing aboard a Moorings 44.3 named *Susan II*. His first had been just six months earlier, when he earned his US Sailing bareboat certification from a Club Nautique instructor.

Rod is now what we'd call a charter junkie, as he takes a sailing vay-cay at least once a year. In fact, he recently returned from yet another BVI trip. This time with 17 people on five boats!

Yeah, Rod's become something of a BVI expert by now. In fact, on February 3 he'll be presenting a slideshow called *Chartering In the BVIs* at Club Nautique in Alameda (free of charge, 6-8 p.m.).

Rod's future charter plans? Croatia is high on his list.

Another sailing photographer who won't be offended by our calling him a charter addict is David Kory. He loves charter yacht vacations so much that he leads at least two flotillas every year for Tradewinds Sailing in Richmond — tough gig!

David shot the fairy-tale village of Navpaktos, Greece (below) in the fall of '04

during a two-week, one-way cruise from Corfu through the Corinth Canal to Athens. The boat he skippered was a Moorings Athena 38 cat.

"It was one of our most memorable trips ever," recalls David, "a true epic journey through Greece. We



had nine boats, with 62 people aboard. My oldest daughter Rachel (now 22 and graduating from college) was so inspired by Greece on that trip that she majored in the Classics, spent her junior year of college studying at the University of Athens, and now speaks and reads ancient Greek. I've always taken my kids out of school to go on these trips, and they always got more learning and inspiration in two weeks of sailing than in two years of regular school!"

In March of '05, photographer Aki Kaniel took his first and only sailing trip to Australia with buddies Amos, Jacob and Michael. They chartered a Sunsail Athena 38 cat named *Argo*. On what appears to be a perfect day, Aki captured the ethereal beauty of Australia's Whitsunday Islands (above).

"The picture was taken from Hill Inlet Lookout on Whitsunday Island," he explains. "It overlooks the Hill Inlet and Whitehaven Beach. We anchored in

# OF CHARTERING



**Aki Kaniel found these swirling sands in Whitsunday Islands. Like the BVI, inter-island distances are short and navigation is easy.**

Tongue Bay, dinghied ashore, and hiked up to the lookout to enjoy its breathtaking vista of pure white silica sand. A river was meandering through the sand in all shades of turquoise and the sight was indescribable."

Aki, who teaches sailing for Club Nautique, tries to do a charter trip at least once a year. So far he's vacationed in Tahiti, Tonga, Fiji, New Zealand, Australia, the Grenadines, Guadeloupe, the Bahamas, Malaysia and Mallorca.

"Australia is beautiful and I would certainly love to sail there again," says Aki, but his next trip will be to Split, Croatia in September of this year."

In July of '08 Tim and Rhonda Shea made their second trip to the Grenadines. This time aboard the Leopard 45 cat *Great Blue*, with their young son Ian, and friends Julian, Glenda and Brix.

"What a great boat! If I have a choice of boats on future charters, a Leopard will be the selected vessel.

"This shot (right) of Brix grinding and Ian tailing was taken during our transit from Mayreau Island to the Tobago Cays. We had some building winds and felt it was a good time to put the kids to work taming the jib!

"I think the photo shows their determination to participate in our sailing adventure. This trip was truly a magical time with our kids! Every port offered new adventures for all of us."

The Sheas try

to charter once a year. The Bahamas and Whitsundays are currently at the top of their must-see list, followed by Tonga, the Seychelles and Croatia.

There's something very appealing about Mike Chirhart's water-level shot of boats at anchor in the Tobago Cays of the Grenadines (next page). Perhaps because we can remember good times snorkeling there ourselves. Or perhaps because the schooner pictured was built by hand on a nearby island, using time-honored methods of craftsmanship.

When Mike snapped that frame in '03 with an inexpensive underwater camera, he and his wife Jean were on their honeymoon in the southern Caribbean. "That picture brings back a lot of memories for Jean and me," says Mike. "It has also been a catalyst for other sailing adventures.

"I had taken Jean out on some Hobie cats at the resort in St. Lucia. She hadn't done any sailing until we met, but she really enjoyed the fast sailing of the small cats, so I decided to do a day charter on a bigger cat. We flew down to Union Island and did a day charter on a Fountain Pajot 44 cat out to the Tobago Cays. Jean was really impressed by the stability and speed of the cat and also the spectacular waters we were in.

"The shot was taken with one of those throw-away underwater cameras from the shore of one of the cays that we landed on. The small gaff-rigged schooner happened to be sailing by and it made for a unique shot — an old classic boat

**Give kids a role in the sailing process, as Tim and Rhonda Shea did, and they'll probably get a lot more pleasure out of a sailing cruise.**



AKI KANIEL

TIM SHEA

# WORLD

MIKE CHIRHART



**You don't have to have a fancy camera to take cool photos. Mike Chirhart shot this with a throw-away model during his honeymoon.**

with a modern cat in the background.

"Since then, Jean has gone through OCSC Sailing School classes, and we have chartered in the Bahama's and the BVI."

When Mike wrote to us last month, he was in the process of booking a two-week charter in Turkey for September. He and

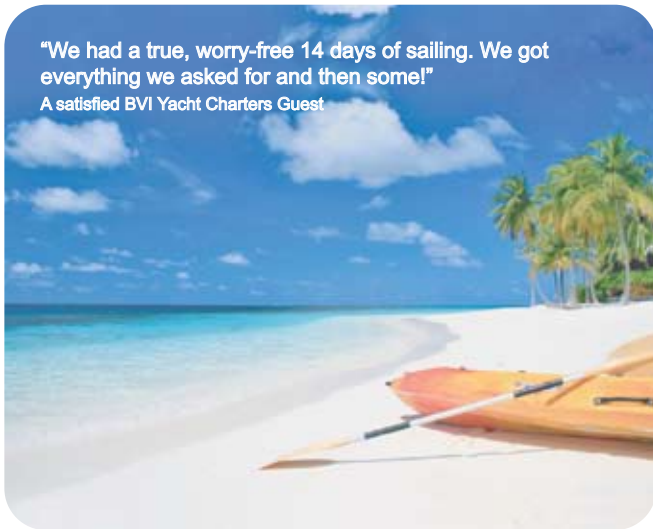
Jean hope to sail in Belize next spring.

The sensational center photo here was shot by Tom LeDuc last November in the BVI, while anchored near Anegada's Setting Point. He was skippering a Voyage 380 cat *Forever Freya* with his wife Ellen and a boatload of friends, most of whom had sailed these waters before.



**We know of two ways to experience a Caribbean sunrise like this one: get up early or party all night. Tom LeDuc prefers the former.**

"Waking up to a sunrise like that sets the entire day up well; everything seems to go better — even though that flat glass condition persisted all day on the return



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# OF CHARTERING



TOM LEDUC



TIM SHEA

to Tortola. "Ellen and I can't wait to go back to Anegada," he says. But they're also considering the Grenadines, Belize and Tonga.

Tim Shea's crew shot (above) from a February '07 charter in Thailand, may not be the most artistic image we've ever seen, but we love the way it screams,

**Choosing the right crew for a successful charter trip can be tricky. We can tell that Tim Shea picked a happy crew to sail with in Thailand.**

"We're havin' some fun now!" You can tell that the afternoon sun is at a low angle, yet the breeze is strong enough to hold the burgee horizontal. Good friends with wine in hand, hey, it just doesn't get much better. By the way, if the shot makes you wonder about the quality of Thai wine, we'd guess the Sheas, who

are from Napa, brought their own.

"Were we transiting the Gulf of Thailand at the time," explains Tim. "What an incredible area. It was kinda wild that when you went swimming, you felt a light stinging which was attributed to plankton bites! But who cared, we were swimming in warm waters with spectacular scenery."

On this Thai cruise, the Sheas brought along the same crew as on their Grenadines charter (mentioned earlier) the following summer. At the time, Ian was 7 and Brix was 6.

"What a magical time! This was our first charter and on this trip we paid for a captain and chef. The 55-ft custom cat had been built in the late '90s.

"While it was interesting to have strangers on board, they were fantastic and the chef made the most incredible food! We were cruising the area that was hit hard by the December '04 tsunami, so we found it interesting that the Thai people had been successful in their goal to quickly rebuild in this pristine area.

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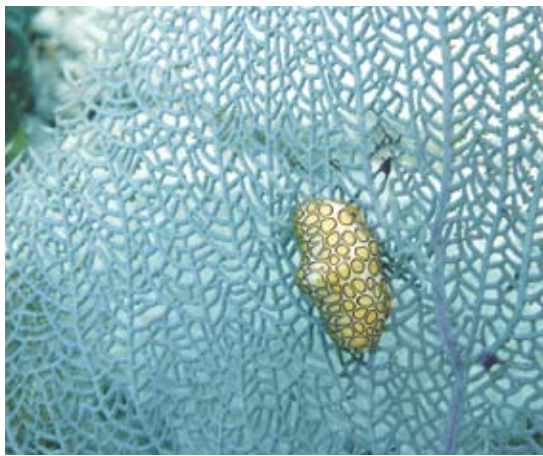
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# WORLD

"We will definitely go back, but next time we'll bareboat charter without a captain and crew. That will give us a chance to explore other areas off the normal cruise route."

One of the reasons we picked Steve Dilbeck's macro shot of a flamingo tongue snail attached to a purple sea fan is because exploring the underwater world is often a highlight of sailing in tropical waters. Curious snorkelers of all ages can easily spend hours drifting over coral reefs and observing a kaleidoscopic wonderland of strange and beautiful life forms.

By the way, while a flamingo tongue may look like a nice souvenir to grab, its shell is actually plain white. The leopard-like markings are actually part of its thin



**While snorkeling, it's a treat to find a delicate flamingo tongue snail attached to a sea fan.**

flaps of live mantle, which are drawn inward when it is attacked.

The shot was taken on a BVI charter in '05 while Steve was exploring The Indians, near Norman Island. "I was snorkeling with a Sea & Sea 8,000g underwater camera, housing and strobe," explains Steve. "This image was taken in

just about 15 feet of water on a pretty sunny day so all the colors came out fairly bright."

In '03, while anchored off St. Lucia's famous Pitons, in the Central Caribbean, Carolyn DeBoer shot the image above of



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# OF CHARTERING



**Dolphins are truly curious creatures. This one came up close to check out Steve Dilbeck's crew in Cane Garden Bay.**

**Not everyone's daily commute involves mind-numbing traffic on 10-lane freeways. These St. Lucian fishermen are into ride sharing.**

local fishermen coming home with their catch.

"The day before we'd had a very rough passage across the channel between St.

Vincent and St. Lucia, so all of our foul weather jackets were strung along the lifelines of the Moorings Lagoon 42 cat. One of the jackets became unclipped and was floating in the water beside the boat. After I snapped this photo, the fishermen came by and retrieved the jacket for us.

"We have not been back since, for a variety of reasons — like there being so many other interesting areas to explore." On her wish list are Australia's Whitsunday Islands and perhaps the Seychelles. "Both look like amazing destinations."

If the dolphin image (left) had been taken of a domesticated creature, we probably wouldn't have chosen it, but this one was taken in the wild. And having observed hundreds of porpoises and dolphins over the years, we have rarely, if ever seen one turn and look right at us, as this happy fellow seems to be doing.

Steve explains: "The dolphin pic was taken in Cane Garden Bay, on the British Virgin Island of Tortola in December of '05. We were with friends Seth, Kimberly and Terry.

"It was Seth's birthday and we were at anchor celebrating happy hour when we noticed a lone dolphin swimming behind the boat. We all popped up and followed him while he swam around the Voyage 440 catamaran we were on. And then he popped his head straight up out of water at the bow of the boat."

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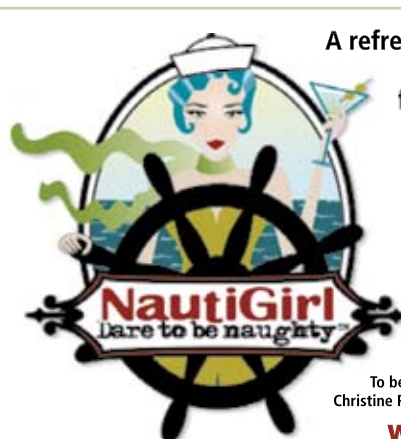
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— Sandy and Helene

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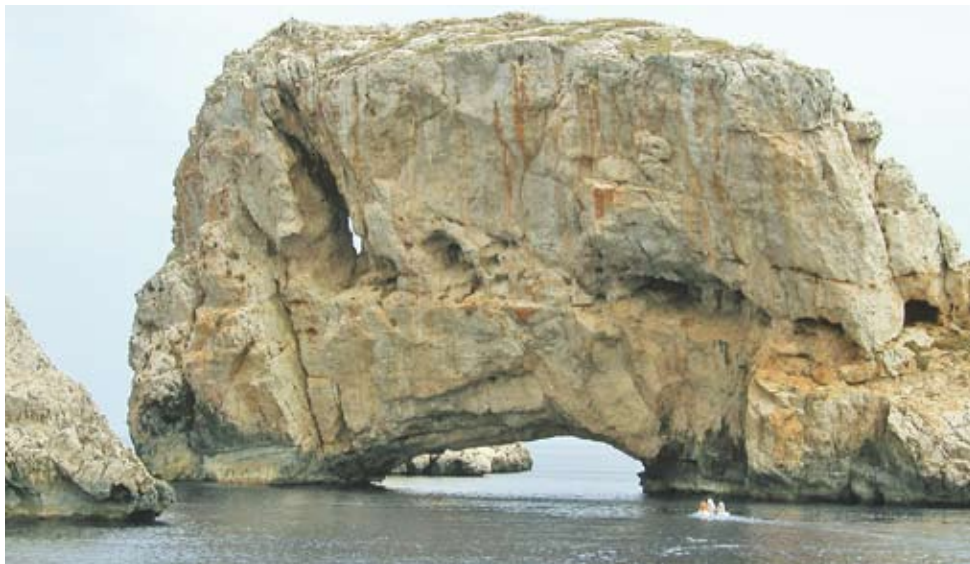


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# WORLD OF CHARTERING



DAVID KORY

Our final selection was also shot by David Kory — as we said before, he gets out a lot. It was September of '06 and David was skippering a Moorings 4300 cat with family, friends and Tradewinds members aboard.

"I was idling in the mother ship," he recalls, "while the crew explored the rock formations with the dinghy on the

***You have to look closely to appreciate this one. See the folks in the dinghy? These massive formations are off Ibiza in Spain's Balearic Isles.***

west side of Ibiza, Spain, in the Balearic Islands.

"It was a whirlwind week of sailing among the Balearics; a blur of water and beaches and party towns. I particularly remember the jaw-dropping reactions of

much of the crew when we set the anchor off a beach on Formentera, and they first realized that most of the beaches are topless or completely nudist. Such an education!" Yes, indeed. They don't cover that in Basic Sailing 101.

Will he go back again? "Yes, again and again and again to everywhere! I don't ever want to stop."

We've had so much fun reviewing readers' photos and learning about the circumstances behind them that we may make our photo contest an annual event. So start thinking about your best, or most unusual shots, and stay tuned for info on the next contest.


As for this year's selections, we've elected not to pick an overall winner, as we like them all for different reasons. So each of these finalists will be receiving some official *Latitude 38* swag as a thank you for participating.

There are so many wonderful places to explore by sea, and so many fabulous photos to capture, that we plan to keep on chartering and shooting 'til we drop. We hope you will too.

— *latitude/andy*



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# CHANGES

With reports this month from **Jake** on an explosive New Year's at Las Hadas; from Brent **No Fixed Address** McInnes on the ex-pat cruising life in Thailand; from **Reflections** on nine years and 36,000 miles into a circumnavigation; from **Escapade** on approaching and transiting the Canal; from **Adagio** on a return to New Zealand where she was built; from **Swell** in French Polynesia on Liz Clark's continuing trials and tribulations; and **Cruise Notes**.

## Jake — Hunter Legend 45 Jake and Sharon Howard Fireworks At Los Hadas (Seattle, WA)

We had an interesting New Year's Eve experience while anchored off the resort hotels at Las Hadas. A Mexican Navy go-fast gunboat came by at 10 pm and made the three boats anchored between us and the beach move. They said the boats were going to be too close to the midnight fireworks. That left us front and center for the fireworks show.



At 11:30 pm, a *panga* anchored about 50 feet off our bow. We couldn't help but notice that it was overflowing with rocket and fireworks launchers. As this is our third season cruising in Mexico, I figured that a Mexican fireworks display may not be an exact science, so I decided it was best to be prepared. I came out on deck armed with an oven glove on each hand ready to pick-up any burning debris that might come our way.

At the stroke of midnight, the fireworks went off from two locations on the beach, and — you guessed it — from the *panga* just off our bow. Suddenly it was as if we were in the middle of a 'shock and awe' demonstration over Baghdad, combined with a fireworks factory going

**'Jake', the boat, anchored below off Las Hadas, Mexico. Above, the kind of fireworks Jake and 'Jake' found themselves in the middle of.**

off. We were surrounded by deafening explosions, and debris rained down everywhere. It appears that the navy had been off in calculating a safe distance from the action.

Fortunately, it only lasted for about 10 minutes. I was amazed to find no holes in our bimini or dodger, and surprised to find that the dinghy had not exploded. In the light of the next day, we found cinders all over the deck, but luckily no damage. It turned out to be the most spectacular fireworks display we have ever seen — and just another day in the cruising lifestyle in Mexico.

— jake 01/05/10

## No Fixed Address Brent McInnes Phuket, Thailand (Terrigal, Australia)

Thailand is the land of ex-pat sailors for a number of good reasons. It's got a tropical climate and lots of beautiful beaches and places to anchor for free. The cost of living is very low, because food is cheap and booze can be purchased duty-free in Muslim Langkawi, Malaysia, just 130 miles away. And if you're a lonely guy, you can find an attractive young Thai 'girlfriend' in about 10 minutes on any night of the week. Even if you're 80 years old.

But when it comes to the likes of Brent McInnes, an Aussie who has spent the last nine years in Thailand, there's something else even more appealing about the country. "Thailand is a 'can' country. You can do pretty much whatever you like as long as you are respectful. Being respectful means never even suggesting anything bad about the king or the monarchy, and making sure your paperwork is in order. Thailand is a lot different from 'cannot countries' such as the United States, Australia and the United Kingdom. People are supposed to be freer in those places, but there are always reasons that you can't do things."

One of the things that McInnes could do in Thailand is move into squatters' digs at the edge of the water at Chalong Bay, the



main anchorage in southern Phuket, and found the Phuket Cruising Club in the adjacent building. The clubhouse is about 15 feet by 30 feet, with a small bar, some couches, an internet connection, a porch overlooking the water, and inflatables beached on the sand. Beer sells for 50 baht, which is about \$1.50. The fact that it's rather unkempt doesn't keep it from being popular with other ex-pat sailors and cruisers passing through on their way around the world.

The very casual nature of the club is another draw for ex-pats, who generally don't like to be told what they can and cannot do. "When we have races," laughs McInnes, "we don't have handicaps or finish lines, we just have fun sailing our boats."

As befits a founder of a yacht club, the friendly and jovial McInnes has three boats, having recently sold his catamaran *No Fixed Address*. One is a Donzi fast powerboat, another is a sportfishing boat. McInnes charters both of them out. The third is a Privilege 48 catamaran that



# IN LATITUDES



ALL PHOTOS LATITUDE/RICHARD

**Spread, a friendly Brent McInnes gestures 'What's not to like?' at the front of his Phuket Cruising Club. Inset top left. This recycling child seemed to be the only one with an interest in cleaning the beach at Chalong Bay. Lower inset; one of the few locked dinghies at Chalong Bay.**

comes with a bit of a story.

"She was stolen six years ago in the Caribbean and sailed to Thailand," explains McInnes. "On the way here, the thief got her some papers from a similar size boat, and she was put into charter service here. Well, one day this insurance broker looked out his window at Patong Bay here on Phuket, saw the cat on the hook, and wondered if it couldn't possibly be the cat that had been stolen from the Caribbean. He got onto the cat under the pretense that he was thinking about chartering her, at which time he confirmed she was the stolen boat. The guy was thrown in jail and the boat seized and put on the hard at Phuket Boat Lagoon."

McInnes says he's put up the money to buy the boat and the paperwork will shortly be completed, releasing the boat to him. For some reason we get the idea that "shortly" in Thailand is the same

as "mañana" in Mexico — some indeterminate time in the future. But McInnes doesn't seem to be in a particular hurry.

"The cat's exterior is an absolute mess, and the mainsail needs to be washed in a swimming pool," he admits. "But the boat's interior isn't bad, and she's only got 375 hours on her engines.

I've got a crew of workers and we'll get her all fixed up." She sounds like the perfect ex-pat project.

Thailand likes to portray itself as the "Land of Smiles." We didn't get that impression on Phuket, which we found to be an unpleasant mess from a lack of planning and too many Thais trying to extract money from too many tourists. Indeed, Phuket struck us as being the 'Island of Weasels'. The locals

may not outright lie to you, but for Buddhists they seem to have an estranged relationship with the truth. Further, for a Land of Smiles, the tuk-tuk drivers not only have a mafia-like stranglehold on island transportation, but based on reports in the local press, they enforce it through regular violent disputes with customers and drivers of other vehicles. All this, combined with the ubiquitous reminders to never to leave any valuables out of one's sight, led us to ask McInn



TOM LIM

**Lots of Thai girls/guys like this are eager to meet lonely cruisers.**

about security and safety in Phuket.

"You sure don't want to buy a condo from the Thais," he laughed, "but the Thai people are pretty honest, so hardly anybody locks them up. From time to time some cruiser will report that his dinghy was stolen, but when we look into it, it is almost always the case that the guy didn't know how to tie a knot when he was drunk. To show you how much I trust the Thais, I leave the keys in the ignition of my anchored-out Donzi."

As we looked up and down the beach at Chalong Bay — which is unexpectedly littered with garbage thrown about and not picked up — we saw that indeed only a small percentage of cruisers had locked their inflatables. As for walking about day or night, Phuket seemed very safe.

What's the biggest change McInnes has seen since he arrived? "There are now twice as many cruising boats anchored in Chalong Bay as there were when I arrived nine years ago." In other **Nai Harn Bay, just around the corner from Chalong Bay, is much more beautiful, but it's not a port of entry and has few supplies.**



LATITUDE/RICHARD

# CHANGES

words, the number of ex-pat cruisers in Thailand just keeps growing.

— *latitude* 01/10/10

## Reflections — Perry 47

**Max Young**

**After 36,000 Miles  
(Sacramento)**

After nine years and 36,000 miles, my boat and I are back in the United States — albeit on the East Coast. I left San Francisco in May of '00, and have had an amazing cruise to date. I would do it again, pirates and all.

When it came time to cross the Atlantic last June, I decided that I wanted to go straight from Gibraltar to Bermuda, and that I wanted to do it singlehanded. I figured that less crew would mean fewer demands on my energy. I'm really pleased to have done the passage solo, as it was one of my most enjoyable

legs to date.

I stopped at Madeira, one of the most beautiful islands I've ever seen. It was also a great place to reprovision, and the people were just wonderful.

I'd been told that crossing the Atlantic in June and July wasn't a very good idea because there wouldn't be any wind. So I loaded up with fuel in Madeira, figuring that I'd sail when I could, and would motor the rest of the way. Well, I had 10 straight days of no wind! I'd never seen the ocean as flat as that. I was already running low on fuel when I was still 1,200 miles to the east

**Of the 52 people to crew aboard 'Reflections', many have been women, and most of them have been terrific.**

of Bermuda. Luckily, a Polish ship came by, and I asked the captain if he'd like to trade some diesel for booze. The diesel he gave me looked like used oil — very black. When I asked him if he was sure that I could burn it in my Ford Lehman, he told me not to worry. Easy for him to say. But, in fact, it was great. Indeed, the engine ran cooler than normal!

The entrance to St. George Bay, Bermuda, is not for the faint of heart. But Bermuda turned out to be more beautiful than I expected. And more expensive, too. When I went to top off my tanks, I asked the fuel dock manager how much it would be per gallon. "Four dollars," he said. I was a little shocked, having only paid \$3 a gallon in Madeira. But then the manager finished his sentence. "Four dollars per liter." That's more than \$15/gallon!

Fortunately, it was only 640 more miles to the East Coast, so I figured I only needed 80 more gallons. Nonetheless, I had to pay the guy \$1,200! Having done that, I decided to have dinner on the hook instead of at a restaurant.

I really loved my cruise, but it was not without its challenges. No truer words were spoken when cruising was defined as 'fixing things in exotic places'. And when you visit Customs and Immigration, it's best to bring some extra cash with you. This is especially true in Thailand, Turkey, Indonesia, Tonga, Yemen and, worst of all, Egypt.

Not counting the boat, which I purchased in '85, my cruise cost me a total — everything, including flights to and from the boat — of \$220,000 for nine years. It was money well spent.

In the June *Latitude*, the editor wrote the following in response to a letter: "The path to happiness is paved with interesting experiences, not things." I wrote that on a sticky note and put it on my world map because no truer words were ever spoken. America is in a shithole because

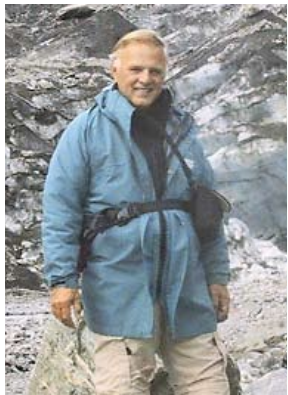
all those bankers and Wall Street types think they can find happiness in things. I could have more things if I had not circumnavigated the world — well, almost circumnavigated, I'm still on the wrong coast and have more exploring to do — but wouldn't have had it any other way.

Another challenge to multi-year cruising is finding good crew. I got some of my crew through the internet, and



was usually successful in finding good and fun-loving crew. But not always. A couple of years ago I had one woman who I wouldn't even want to cross the Bay with as fellow passenger on the Sausalito ferry. She was so totally unprepared, and had no idea what it took to crew on a boat making an ocean passage. But I haven't met one captain/owner who has not had to deal with at least one totally unqualified crewmember.

For instance, this crewmember was so afraid to be on watch that she insisted that somebody stand watch with her — even during the day. I have only four rules on my boat, and go over them fully before we leave the dock. The rules are as follows: 1) Eyes on the water at all times, so no reading books while on watch. 2) Do not change course without checking with me first, although it's all right to dodge things. 3) Do not add sail area without checking with me or one of my experienced crew. 4) In an emergency, do what I say, even if you think it's wrong.



**Max, off the boat, climbing the Franz Josef Glacier in New Zealand.**



# IN LATITUDES



REFLECTIONS

and their references before going offshore with them.

P.S. Mark and Debbie Menagh of the Passport 51 *Eagle's Quest*, whom the Grand Poobah will surely remember from the first Ha-Ha, are friends of mine. They finally sold their boat in Australia in '07 and moved to Boulder, CO, where they are both working. But they plan to move back to New Zealand or Australia.

— max 12/20/09



Another 'Reflection' crewmember.

Readers — It's important that everyone realize that there can be only one captain on a boat. If a crewmember doesn't respect the captain's skill or judgment, he/she should get off the boat as soon as possible. For there will always be small or big crises that come up, and the time it takes to explain or argue with a crewmember who doesn't know the boat or situation is all the time needed for a crewmember to be seriously hurt or killed and/or the boat be damaged or destroyed.

## Escapade — Catana 52 Cat Greg Dorland, Debbie Macrorie Transiting the Panama Canal (Lake Tahoe)

The most important thing to know about sailing to Panama to transit the Canal is to stop in the Las Perlas Islands. There you can find solitude on excruciatingly beautiful beaches — although only at low tide. But because the waters on the Pacific Coast of Panama are so shall-

*Debbie cracked up at the thought of sharing the same 'highway' as the big ship. As long as there was no contact, that is.*

*There's nothing like good and fun-loving crew to make a cruise a pleasure for all. Two of those in the spread photo, Rommy Huleis and Terri Leigh, married a few months after meeting on Young's boat. Insets; 'Reflections' at two anchorages during her nine-year — to date — cruise.*

Ask questions later.

The fourth rule saved my life and that of my crewmembers when we were the victims of a pirate attack off Indonesia. Thanks to a crewmember who had sailed with me before, and did what he was told without hesitation, we survived. But why is it the least competent crew are the ones to ask the most questions and be the most argumentative in emergency situations? I'm not saying that I'm a perfect captain or have never made mistakes, but I am saying that in emergency situations, the crew can't be second-guessing the captain. And that's what happened in the case of my problem crew.

In my nine years of cruising to date, I've had 52 crewmembers, split about evenly between friends and people I met via the internet. I have had to remove two of the internet crew from my boat,

including the one mentioned above. I later learned she had been previously removed from another cruising boat, so it was my fault in the sense I didn't do a better job of vetting her.

After my bad experiences, I became much more thorough in checking out my crew from the internet, and required at least three references. It took months of emails to get to know them by asking about their travels, sailing experience, and education. But what a difference it made! The next year my crew all came from the internet, and they were all exceptional. In fact, two who met while crewing for me got married a couple of months later.

But I can't emphasize enough the need to thoroughly check out your crew



# CHANGES

low, the tidal range can be up to 23 feet, 10 times of the range on the Caribbean side.

If you get a chance to visit these islands, we particularly recommend that you catch the crescent-shaped beach adjacent to the low-tide isthmus of Isla de Don Bernardo before the Four Seasons transforms this part of Isla Pedro Gonzales into another mega resort. Isla Bartoleme, just north of Isla Contadora, the only densely populated



**Greg ducks to clear the Centennial Bridge over the Canal.**

island, nonetheless has as beautiful a day anchorage as one can find. Even the folks from the Survivor television series know where to find a gorgeous spot — the cut between Isla Chapera and Mogu Mogu. It's well-protected, with great swimming in blue-green water, and white sand on both sides of the channel.

We arrived at Panama City on the afternoon of December 12, which was just over a month after the end of the Ha-Ha and three weeks out of Puerto Vallarta. It's a pace that most cruisers wouldn't want to maintain for 2,200 miles. Having been in touch with Canal Agent Pete Stevens of Delfino Maritime Agency since leaving Vallarta, we arrived to find that once the paperwork had been taken care of, there would be no wait to transit the Canal.

The formalities included Stevens' arranging to have a representative of the port captain visit *Escapade* on a Balboa YC mooring. He was followed by the ACP

**William Blake and Jim Morrison had their 'doors of perception'. Panama has doors on the locks in the Canal. The latter aren't transparent.**

Admeasurer, who measured the overall length and interior volume of our cat, then filled out the necessary forms for the Panama Canal Authority. We were unaware of the new Panamanian law requiring visiting boats to check in via their web site 48 hours prior to arrival. Presumably Stevens took care of that for us, too, but let this be a heads up to anyone headed this way.

At 7:30 am two days after we arrived, an ACP tender dropped off Robben, a transit advisor who would remain aboard *Escapade* until we arrived in Colon on the other side of the Canal. Shortly thereafter, our two hired linehandlers — \$65 each per day — arrived, giving us the required complement of four linehandlers, me, the captain, and our advisor.

It turned out to be a bit of a tense morning, as there had been some miscommunication between Stevens and the guy who provided the linehandlers. As a result, the two young men didn't come with the four 125-ft lines that are required for a transit and for which we had paid \$60 to rent. Once we had finally retrieved the lines, we raced to the Canal to try to catch up with the bulk carrier we were to lock up with. Robben was on the radio with ACP, which informed us that if we were late, we wouldn't be able to lock up until 10:30 am. That would mean we'd have to spend the night at Lake Gatun halfway through the Canal, and therefore not be able to lock down until the following morning. But our luck was good, and we arrived at the first of the Miraflores Locks just as the bulk carrier was settled in and the two tugs were rafting to the wall. Ten more minutes and it would have meant an added day for us — plus a \$440 fine for not transiting in one day.

Time is money to the ACP, and they don't wait for pleasure craft, which contribute almost nothing to their revenues. Having said that, thanks to the plunge in the world economy, business is slow for the Canal. Eighteen months ago, we might have had to wait up to six weeks to transit the Canal!

Given a choice, we elected to go through the locks 'center chamber', which in busier times could have caused us to have to wait even longer. The alternative of rafting to a tug might have been satisfactory, but if



we didn't choose center chamber, there was a chance we would be forced to be the center boat in a three-boat raft-up. The ACP puts catamarans in the middle because of their superior maneuverability. With the very high freeboard of our Catana, our topsides surely would have been damaged when the rafted boats danced around in the prop wash of the ship in front of us and the water pouring into the locks. A few years back, a friend of mine had his 80-ft power cat slammed into the lock's cement walls as a result of two tugs churning the waters on their way out of a lock. We didn't want that.

Locking down is typically a less dangerous process because small boats are normally placed in front of ships, the opposite of what's done when locking up, and there is no water pouring into the locks. They just pull the plug and the water peacefully drains out.

There were two things I found particularly interesting about the Canal. First, there are no pumps used to fill the



PANAMA JACK



# IN LATITUDES



LATITUDE / RICHARD

## Adagio — M&M 52 Cat Steve and Dorothy Darden Back In New Zealand (Tasmania / ex-Tiburon)

We're back in summery New Zealand — five and one-half years and two Pacific crossings since we last sailed out of the Bay of Islands in June '04, when we were bound for Tahiti, Hawaii and Alaska. We've just anchored in Pomare Bay in front of our former home on Te Wahapu, and are kicking up our heels to be sharing anchorages again with our many dear friends.

It's been a busy year for us. We celebrated the '08 holidays with our extended family in California, then flew to Tasmania — which we love — for their Summer Festival, the Australia Wooden Boat Festival in Hobart, the Australian TROPFEST film festival, and the Folk Music Festival and more. March found us back in the Bay Area watching *Adagio* get a new bottom at the Napa Valley Boatyard. The views of the surrounding vineyards from the decks of *Adagio* were wonderful. We did some sailing on San Francisco Bay, but not enough. San Francisco Bay is certainly one of the finest sailing venues on the planet.

By the end of June, *Adagio* was provisioned for our trip to Hawaii with Shaun Peck of Victoria along as crew. We sailed beneath the Gate on June 30 with our daughter and grandchildren watching us on the Exploratorium webcam. We arrived in Honolulu on July 12 after a

**Upon 'Adagio's return to windy Norfolk Island, home of the Norfolk Pine, Dorothy almost got blown into the ocean.**



**Cruising has brought out the wildlife photographer in Steve.**

**Having shown the American flag in mainland Mexico and the Sea, Greg and Debbie are now taking it farther afield.**

locks with water. Brilliantly, it just flows down by gravity from the lake. Second, in dry years the ACP has to minimize the number of times they allow the locks to open and close because they run short of water. Each transit uses 52 million gallons of water, no matter if a big ship or a Cal 20 is making a transit.

One thing we really appreciated was the extremely helpful and welcoming manner of all the Panamanian officials. Apparently, this is the work of Ruben Blades, a "thinking man's salsa mega-star" who once drew 18% of the vote in a presidential election, but more recently accepted the position as Minister of Tourism. An extremely popular figure in Panama and Latin America, Blades has managed to instill in officials and much of the population the need to welcome visitors and treat them with respect. This is kind of ironic from a guy whose biggest

hit has been *Pedro Navaja*, a *Mack the Knife*-inspired song about a neighborhood thug who appears to die during a robbery.

But from the port captain down to multiple ACP officials, we were told that it was their pleasure to have served us. It was the same with Robben, our advisor, who helped guide *Escapade* through turbulent waters with a great sense of humor and coaching. And all the while he answered our many questions about building and operating the Canal, and even raising cattle in Panama.

We left *Escapade* tied to the dock in secure, safe — and expensive — Shelter Bay Marina in Cristobal while we flew home to the snow to remind us of what we'd been missing.

— greg 12/20/09



STEVE DARDEN

# CHANGES

comfortable and fun passage.

About two weeks later, we were joined by Leo Foley, commodore of the Cruising Yacht Club of Tasmania, and Penelope and George Curtis of Oxfordshire, United Kingdom. After 23 days at sea, we arrived at New Caledonia. We seem to



**One of Steve's exciting shots.**

have partied all the way! With such good and plentiful company aboard, the watches were short. We enjoyed showing our crew our favorite places in New Caledonia, even visiting our friends Cleo and Albert in the Isle of Pines.

We enjoyed cruising New Caledonia through August, and in September circumnavigated New Caledonia's Grand Terre or 'big island'. We believe that the best way to see New Caledonia is by boat, as the coastal areas are very beautiful, and the coastal towns are as varied as the scenery.

In October we were joined by Australian friends Ian and Andrew, who would be a big help in preparing the boat for the passage and repairing the few bits we'd broken between San Francisco and New Caledonia. While we waited patiently for good weather for the passage to New Zealand, we spent as much time as we could enjoying the beautiful Isle of Pines — including visits with our local friends, and with new cruising friends aboard other boats lucky enough to make it to Ile des Pins.

We sailed out of New Caledonia on October 31, Halloween, and arrived in New Zealand on November 6. The headseas were bumpy for the first couple of days, but it was comfortable after that. We had a week to show Ian and Andrew around

**The spacious main salon of 'Adagio' and similar cats makes for enjoyable dining mid-ocean. Steve and Dorothy are on the left.**



the Bay of Islands before they returned to Australia. After that, marine businesses in the Bay of Islands entertained cruisers as they arrived from numerous islands in the South Pacific. We met cruisers from many different countries, and spent many enjoyable social hours getting to know them.

As you can probably tell, we're just a 'box of fluffy ducks' being back in enZed, where *Adagio* was launched nine years ago. We have begun exploring the islands of Urpukapuka, Moturua, Robertson, and the Te Pahi Islands, finding good beaches, coves, caves, hiking trails and fishing spots to show to our grandchildren when they arrive on December 23 for a 10-day visit. Stay well everyone!

— *steve and dorothy 01/10/10*

## **Swell — Cal 40 Liz Clark Trials and Tribulations (Santa Barbara)**

After months away, I was back aboard *Swell* in French Polynesia on November 15, eager to get my ship back in order. My first task was to haul all the cushions and pillows out into the sun and start on nine loads of laundry. The rats that had moved aboard during my absence had pooped and peed on everything! Then I continued with other tasks. By dusk, I needed a long swim in the ocean to rinse the sweat away. I spent the night on a pool mat in the cockpit, not wanting to sleep with the rat finks that I could hear tinkering inside my *Swell*.

The next day all the workers returned to work at the yard, and I got a warm welcome — and a big shock. Sylvain, my long time friend and helper, no longer worked at the yard. He'd put in his five years of work there in order to buy a larger boat to complete his circumnavigation, and the time had come for him to move on. Who was going to help me fix the leak beneath *Swell's* engine that had been causing me so much grief?

I had to settle for the new guy, Laurent, a small but sturdy Frenchman in his 50s with hair like Einstein's. A rather cold person, he spoke too quickly for me to understand. After one hour, he was sure that we couldn't find the source of the leak from the outside. I spent a forlorn night. For not only was the help of



my old friend Sylvain out of the picture, but it rained, which meant I had to sleep down below with the rats. Ugh!

The next day Sylvain just happened to wander by, and I explained my predicament. He told me that he would help diagnose the problem, but Laurent would have to make the actual repair. Deal! We pulled off the companionway steps, and I showed Sylvain where the water could be seen coming into the bilge. He then went under the boat and put a pressurized water hose to the cutlass bearing area. The leak immediately erupted inside the boat like Old Faithful! There were cheers and high-fives in the pouring rain, for the first step in any cure is a good diagnosis of the problem.

As I happily climbed up the companionway steps, two beady eyes were staring at me from rat trap #1 that I had set out. Rat #1 was dead! I said a little prayer for him, then sent him to sea on his little wooden trap/ship.

For the next three days it rained. Thanks to the help of Taputu, I at least

# IN LATITUDES



SWELL

**The shaft tube on 'Swell', complete with holes in the tube and the surrounding layout. The hope was that glassing it all up would stop the leak.**

got my outboard down from the boat and into the shop. It hadn't been running right, but only because of a loose screw in the carburetor. At least I had my sea wheels again!

After a day of cleaning rat poop out of the forward part of the boat, I discovered new poops. What, another rat?! I baited another rat trap with peanut butter. Then I carefully hung my precious bag of Trader Joe's walnuts from the overhead. Surely they'd be safe up there.

Dream on. The next day I discovered that the rat or rats had licked all the peanut butter off the trap without getting caught. And somehow managed to get to and eat all my Trader Joe yummys. That did it, I would show them no mercy from then on.

It quickly seemed as though I had never left the yard. Taputu was as helpful as ever, there were midday lunches with the crew, it was midsummer in the

southern hemisphere and therefore blazingly hot, and I climbed up and down Swell's ladder so many times that my feet ached. And how could I forget all the obligatory French kiss-kiss greetings on the cheeks?

A boatyard seems like a rather cruel place to uphold this greeting ritual, as 90% of the time people are sweaty and/or covered with some sort of toxin. I'd much rather just smile and say *bonjour*, skipping the kisses. And I've learned long ago that there are the normal greeting kissers, with whom there is hardly any skin-to-skin contact, and then there are the others, who take the cordial French custom into something creepy. The latter greetings are usually given by older male sailors, and the boatyard was crawling with them in November and December.

Laurent came up with two options for making Swell watertight again.

Option A was for me to grind and chisel away at the bad glass, and then clean the holes in the tube, then glass over it all. The more complicated and expensive option would be to replace the entire bronze tube where the propeller shaft exited the hull. This would mean dropping the rudder, removing the shaft, lifting out the engine, and basically having a demolition derby on the aft part of the keel.

If the holes that we could see in the glass and the tube were the only source of water getting into the bilge, Option A should work. In theory, at least. So we went for it, and hoped for the best.

After all the glass work was done, all that was needed was to slap on another coat of bottom paint. But this was French Polynesia, so there wouldn't be any blue bottom paint on the island until the following week. But there were always other chores to keep me busy, including the battle with the rats. For each morning I'd find a new trail of munched and pooped-on items.

Up until that point, the rats hadn't eaten through any of Swell's wiring — at least that I was aware of. But as they continued to find and consume edibles, I began to worry that they'd start in on Swell's vitals. While I certainly had no interest in sharing a home with them, over time I came to admire them for being so crafty. I was awed by how they could evade the traps, and how they seemed to have no trouble gaining access to the most impossible locations.

After hearing a thud while working on **Just one look at Liz's feet was enough to tell that she was suffering from the French Polynesian 'boatyard blues' once again.**



**Rat victim #3 on 'Swell'.**



SWELL

# CHANGES

*Swell* late one night, I finally realized that the rats were getting on the boat via the roof of the boatyard garage. It was infuriating. I thought about resorting to poison, but decided against it. Sticky traps seemed too cruel. Like Bill Murray with his Caddyshack gophers, I had to get into the mind of the rat. I finally decided to tie the cashew bait to the rat trap with



**Oh no, not fresh evidence of a 'rat attack'!**

thread before putting the spring-loaded arm into place. And I carefully whipped the thread around the metal piece that engages the trap so that the rats would have to tug on it, thereby setting off the trap.

I first employed the plan on a Friday afternoon when everyone gathers at the garage to drink a Hinano or two. After an hour of hanging with the crew, I climbed up the ladder to see that my rat victim #3 was in the trap. I reset the trap with a new threaded cashew and rejoined the party. After another hour passed, I came back to find victims #4 and #5! It was clear that I had murdered four teenage rats and their mother, the last being decidedly bigger than the others. I could hardly live with myself for having killed these living things, but what else could I have done?

With some blue bottom paint back on the island, I slapped it on *Swell's* bottom and we were ready to launch. Once in the water, I carefully checked *Swell's* bilge — and there wasn't a drop! You can't imagine the relief! Not only that, a friend came by and managed to remove a winch handle that had been stuck in the roller furling for over a year. Yes, things

**Once 'Swell' was back in the water and discovered to be still leaking and still home to rats, Liz's sunny smile disappeared.**



SWELL

seemed to be looking up.

But you just can't trust happiness.

As I put the inside of my boat back in order, I could have sworn that my box of tea on the table hadn't been munched on previously. After I saw more clues, it was clear that there was *another* rodent aboard. I consoled myself with the knowledge that at least *Swell* was floating.

But soon I was to discover that the decade hadn't ended well for me after all. For after a while, I heard the bilge pump suck air, which wasn't a good sign. After I lifted the floorboards, I saw to my horror that there were five to six inches of water in the bilge! Option A hadn't worked at all. My mind went numb. I slowly pulled off the companionway steps and looked at the traditional source of the leak, dreading what I thought I would see. My worst fears were realized, as there was saltwater trickling in from the same old place. It was soon joined by tears from my eyes. I couldn't believe *Swell* was still leaking!

The news soon spread through the yard. People patted me on the back or gave a nod of sympathy. It appeared that complicated and expensive Option B would be the only solution. But I mentally wasn't ready to take *Swell* out of the water again. Not right away. Besides, the yard was going to close for the Christmas break in just a week. I went back to *Swell* and curled up in a wad under the fan.

That evening, Jacques, the owner of the yard, who rarely converses with the clients, stopped me as I climbed off *Swell* and onto the dock. My eyes were swollen. I felt fragile and forlorn. He took me by the shoulders and looked me in the eyes. "Don't worry, okay?" he said. "Take a break for the holidays, make a tour of the islands to forget about this for a while. I'll clear it up with Customs and you can start again after the new year."

"Okay," I sniffled. "A little break will help. I just can't bear the thought of starting again tomorrow. Thank you."

Here's to hoping that the old decade ended a little better for all of you, and that the new one is better to *Swell*.

— liz 12/20/09

## Cruise Notes:

Have all the **Singlar Marinas in Mexico** — there are 11 of them — been sold?

"It's my understanding



that all the Fonatur/Singlar marinas have been sold to a single buyer, identity undisclosed, and the deal is expected to be completed in February," writes J. Mills of the Newport Beach-based Catalina 470 **Location**. And as a consultant to the marina industry, he seems to have some inside knowledge.

"I think it would be a shame if they did sell," he continues, because in my opinion they are among the best-run marinas in Mexico. It took the management a long time to come to grips with the marina business, and the needs and desires of recreational boaters and cruisers, but they have been steadily improving their service. As a result, they have gained greater acceptance from cruisers in the past couple of years. It will be interesting to see what the future holds for these facilities."

By the way, here's Mills' report on the recently opened Singlar Marina at San Blas and San Blas itself: "The new marina is a nice facility, with a pool, laundry, and a small store and seafood restaurant. The marina offers limited

# IN LATITUDES



on Revolucion S/N e/Gomez Farias y Fco. Villa. The owner is Idalia Sanchez Travina, and he can be reached at [ida-liareauto@hotmail.com](mailto:ida-liareauto@hotmail.com)."

We always like to report on businesses that offer great deals and service to cruisers in foreign waters. If you've had a terrific experience, please share it with *Latitude* readers.

"We've got some good news and some bad news to report from **Club Nautico**, Cartagena, Colombia," advise Marelene and Roy Verdery of the Sausalito-based Manta 42 cat **Damiana**. "First, the bad. In the middle of January we were told that the difficulties that Club Nautico has been having with the city of Cartagena have reached the point that the city is threatening to bulldoze the marina within two weeks! That would be a disaster, as Cartagena is the key stopping point for boats headed east or west across the southern Caribbean, as well as for boats just wanting to hang for a couple of years enjoying Colombia. As an indication of how important the facility is, there are currently over 100 boats at Club Nautico from at least 10 different countries. And after what happened to the Panama Canal YC in Colon — torn down with no notice not long ago — and the Pedro Miguel Boat Club in Panama — closed down over a period of years — all we cruisers are concerned. All this is happening against the backdrop of cruisers feeling really good about being in Colombia, and believing that at long last it's again safe to travel throughout the country. We're just hoping that we're not going to be forced out of the bay by lack of shore access.

"The good news," the Verderys con-  
**Roy and Marlene Verdery, second and third from right, host old cruising friends from Mexico for Christmas in Cartagena aboard 'Damiana'.**

**All marinas and yacht clubs in the tropics should have pools. The Royal Langkawi YC in Malaysia, spread, has a beauty. So does the new Singlar Marina, inset, at San Blas. The only shortcoming of the Nayarit Riviera Marina is that it doesn't have a pool, while Paradise Marina has three.**

shipyard services. It's also just a short walk to downtown San Blas for fresh vegetables and other basic supplies. You won't find a supermarket or extravagant supplies in San Blas, but the markets are clean and well-stocked with staples. The restaurants and bars around the cathedral square are fun and cheap. If you visit the San Blas Social Club, you'll find a cadre of local ex-pats filling the bar. The *especial* there is a shot of *reposado* tequila and a beer for only 40 pesos."

"While in Cabo, I was helping my friend Dan Peterson of the Vancouver-based Union 36 **Tenacious** with a battery-alternator problem," reports Donald Klein of the Honolulu and Marina del Rey-based Dufour 39 **Passion**. "The problem was that the alternator wasn't charging the system because the starter and some other parts had been fried as a result of someone's trying to bypass the internal regulator. We went to an auto shop, which wanted \$200 just to

get replacement parts! Because the parts were going to have to come from La Paz, it was going to take several days. And then they were going to charge us labor for installing the parts. We decided we'd have an ice cream and think it over. While on the way to the ice cream store, we found this place called **Reauto**, which is located next to the Olas Hotel in the old part of Cabo. They found a replacement alternator for us, and spent over 30 minutes explaining — in English and Spanish — how to hook it up. The total cost for the brand new alternator, plus external regulator and parts, was only \$83. What a deal! I want *Latitude* readers to know what great service this small establishment provided, as they even called in two gentlemen from the rebuild shop to explain how to re-wire the new alternator with an external regulator. Reauto is located



SPREAD, LATITUDE/RICHARD. INSET, J. MILLS

COURTESY DAMIANA

# CHANGES

tinue, "is that we're really enjoying the good life here in Cartagena. Christmas was especially wonderful, as Tammy Woodmansee, formerly of the Seattle-based Union 36 **Secret O' Life**, joined us on the sail here from Bocas del Toro, Panama. We had a four-day sail, and arrived in Cartagena on December 22 — just in time to host a Christmas breakfast and dinner on *Damiana* with friends from our days of cruising in Mexico: Rob and Linda Jones on the Whidby Island-based Gemini 3000 **Cat'n About**, Rich Crowell and Jan Schwab on the Jacksonville, FL-based Freeport 41 **Slip Away**; Lilianna and Tom on the San Diego-based Prout Quasar 50 cat **Gloriamaris**; and Brian and Marilyn on the Vancouver-based **Icarian**. All of us have enjoyed Cartagena immensely. The Old City is wonderful, the Naval Museum is a treasure trove of history, and we feel very safe walking anywhere in the city. By the way, everyone is warned that they will be running a serious risk of having their dinghy stolen if they leave it in the water with the outboard at night. About one a week is stolen. But there haven't



DAMIANA

*Marlene and Roy enjoying the view from the highest peak overlooking Cartagena. Most of the country is now safe for traveling.*

been any problems for those who lift their dinghies out of the water."

"I'm now working in Wellington on a New Zealand government project to improve contracting practices," reports

Susanne Ames of the Olympia, WA-based Spindrift 40 cat **Cheshire**. "In addition to some welcome income, this permits David and me to finally get through the residency process for citizenship. He had to stay up in Whangarei to fix boats, so I'm commuting and Skyping. Long term, we want to keep poking around this corner of the world, maybe making it as far as Southeast Asia. There are so many places to go, so much to see."

The last time we saw Susanne in person was back in June of '96, when she was working for the state of Washington, but had taken time off to do a two-week cruise of the north coast of Cuba with us aboard our Ocean 71 **Big O**. Haven't she and David done well! After buying their small cat in England, David sailed her across the Atlantic, and they've subsequently crossed and cruised the Pacific together.

"We're in San Blas right now, continuing to have an incredible time in Mexico that started with the Ha-Ha," reports David Benjamin of the Alameda-based Amel Maramu 48 **Exit Strategy**. "Today we

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had a pretty interesting event. We were in the water doing some maintenance, and Jean had a small crab crawl into her ear!"

You've got to watch those crabs, as they love human orifices. But if the crab had to chose one orifice, we suppose an ear wouldn't be the worst one.

"It's been quite a few years, but you may remember me, as I used to own the 72-ft S&S-designed **Kialoa II**," writes Frank Robben. "Well, Cynthia and I are sailing again, but aboard the Emeryville-based **Makani**, a Peterson 44. She's much smaller than *Kialoa* was, but she's still a good ocean boat. We intended to sail her to San Diego, but were delayed by a couple of December cold fronts. No point in beating to Southern California in cold weather. But we hope to be taking off soon."

Off course, we remember you Frank. After all, you did a couple of races to Hawaii with *Kialoa*, did some Sea of Cortez Sailing weeks in the early '80s, and then did most or all of a circumnavigation. Welcome back into the fold.

"After two months in the yard, during which time we survived a tropical cyclone and finally got our new transmission, we're back in the water," reports Jennifer Sanders of the Long Beach-based 68-ft modern schooner **Cocokai**. "Everyone is invited to ooh and ah over *Cocokai's* lovely top-sides paint and name, nice new stainless steel lifelines, new bottom paint, new bench-seating in the salon, and numerous other improvements. I may be biased because I'm the owner, but I think she looks like a new boat. And Greg King of Long Beach — fellow 'Coconut' with me and my daughter Coco — did an amazing job managing all the wayward workers, coordinating all the projects, and preventing mishaps. In



**The big Long Beach-based schooner 'Cocokai' being lifted out of the water in Fiji for a major haulout. The price was right.**

addition, he sweated his behind off to complete many projects that couldn't be outsourced. Needless to say, Coco and I were extremely impressed and grateful, as our 'part' of the project was visiting friends and family back in California! The good news is that Fiji is an inexpensive place to get work done, and the exchange

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**WARNING** for cruisers leaving from Mexico: Weather in the Gulf of Tehuantepec is a serious issue and you must obtain a reliable forecast before crossing. Marina Chahue in Huatulco is a good source. It is 450 miles from Huatulco to Bahia del Sol, El Salvador.

# CHANGES

rate with the dollar has been terrific. We just provisioned for another six to eight months before heading north to Funi-futi, Tuvalu, after which we'll sail to the Marshalls where we'll spend at least one season."

"It was at about 9:15 a.m. that the first message crackled over Channel 22 on Banderas Bay," reports Steve Lannen of the La Cruz-based Beneteau 40.5 **Full Quiver**. "The message was: 'There appears to be something like a waterspout forming out here beyond the anchorage. Well, maybe not a waterspout, but something that looks like one.' Five minutes later there was a second report: 'There is a well-defined waterspout heading for the La Cruz anchorage, and a second waterspout seems to be forming.' What an awesome sight they were for this California boy who has lived in earthquake country but has never seen a tornado or the waterborne cousin of one. The breakwater of La Cruz was soon packed with people watching as the waterspout — or *culebra*, meaning 'snake' in Spanish — tore up the surface of the bay as it headed for La Cruz. It lasted for about 15 minutes before — fortunately — dissipat-



STEVE LANNEN

*You don't see a lot of waterspouts off Mexico, but on one day last month there were two of them. Fortunately, they caused no damage.*

ing long before it threatened the boats in the La Cruz anchorage and marina."

For the first time in nearly 20 years, the Wanderer didn't spend New Year's

at **St. Barth**, our favorite haunt in the Caribbean. It turns out to have been a good year to miss New Year's on the island. According to Tom Reardon, captain of the legendary 1929 Herreschoff 72 **Ticonderoga** for the last 20 years, there was such a big north swell in the days before New Year's Eve that Port Captain Bruno Greaux ordered all the boats out of the harbor. While this had to be a huge disappointment to all those who had spent hundreds of thousands to charter a boat on the quay for the celebration, the last thing Greaux or any of the captains of the mini megayachts that can fit in the harbor wanted was for the Med-tied boats to spend days on end slamming beam-to-beam, popping fenders the size of linebackers and snapping two-inch docklines. While Reardon says it was a bit of a weird New Year's Eve with the quay empty, the Around the Island Race was held on New Year's Eve as scheduled.

"It was a wet and windy one," says Reardon, who was the mainsheet trimmer on the new 135-ft **Hanuman**, which is the just launched sistership to **Endea-**

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**vour.** Despite the squally conditions, or perhaps because of them, *Hanuman* had the fastest elapsed time, which is what the Around the Island Race is all about. About 10 years ago, we were the starboard headsail trimmer on the J Class *Endeavour* for the same race and in similar conditions. It was spooky stuff, what with the huge loads and the enormous walls of whitewater rushing down the decks toward those of us at the winch positions. Those boats were made for controlled America's Cup conditions, not bashing into reinforced Carribean trades.

So where was the Wanderer this New Year's Eve? Siam Reap, Cambodia. If it meant we missed the one-hour concert Beyonce put on at the Nikki Beach Bar for \$2 million, put up by Motassim Bilal 'Hannibal' Gaddafi — the fifth son of Libyan dictator Muammar al-Gaddafi — in front of the likes of Jon Bon Jovi, Usher, and Lindsay Lohan, so be it. After all, the coast and islands of Cambodia are said to be the next cool and unspoiled place to cruise in Southeast Asia.

George Deane, who did the '99-'00

Ha-Ha with his Nawiliwili, Kauai-based Norseman 447 **Hana Hou**, and then sailed her to Kauai in '05, forwarded us an article from the *Garden Island* newspaper on Kauai that says **slip/mooring fees** are going to increase around the state. If you're familiar with marina (mis)management as practiced by the State of Hawaii for decades, it won't surprise you that the Small Boat Harbors system has been operating in violation of state law since its inception. The law requires that slip and mooring fees be sufficient to cover the operating costs of the Small Boat Harbors. This has never been the case — which is why many berths at the Ala Wai Yacht Harbor in Honolulu were unuseable for several years. They had no money to keep them from falling apart. Part of the



**Despite a full marina and a sometimes decades long waiting list, the state of Hawaii could never even cover costs at the Ala Wai.**

problem was decades of slip fees that were ridiculously below market despite waiting lists of 25 years; another part of the problem was excessive expenses; and none of it was helped by a financially ruinous real estate investment on Maui that didn't pan out. According to the *Garden Island* article, the state board

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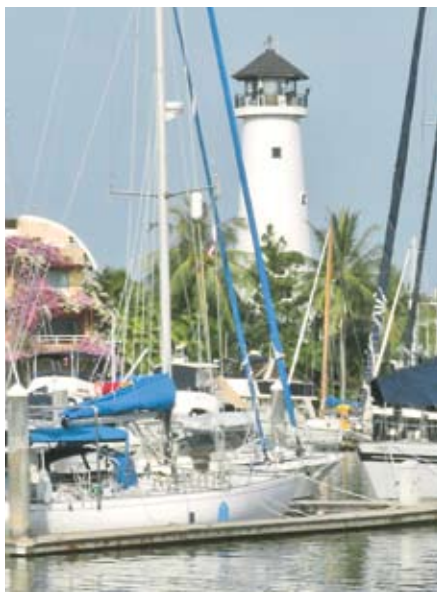
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# CHANGES

proposed that temporary mooring fees be raised from about \$7 a day to \$2/foot/day. In some cases that would have resulted in an increase of about 1000%, and prices of as much \$1,200 a month for a mooring — not a slip — at **Hanalei Bay** during the summer. Realizing that this would be a tad bit much, the board decided to limit the increase to 20% a year for the next five years. That's still not enough to break even and comply with the law, which reportedly would require an increase of nearly \$3.50/foot/month for every slip/mooring in Hawaii. The real solution — as has been the case for 30 years — is for the state to get out of the marina business and turn the marinas over to businesses that know what they are doing. By the way, the rates mentioned are just general averages, as the fee structure varies tremendously based on a variety of factors.

Speaking of **marina fees** in different parts of the world, **Phuket Boat Lagoon** in Thailand charges about \$15/foot/month, with utilities running about 15% more, and there being a 7% tax on both. Multihulls pay 150% of the rate.



LATITUDE / RICHARD

**Most developing world marinas, such as the Phuket Boat Lagoon, are at new resorts, so fees can be higher than in the First World.**

But there are countless great places to anchor in Thailand, and there are no anchoring fees. About 130 miles to the south at Langkawi, Malaysia, the Kiwi

skipper of **Planet Surf**, an Alex Simonis-designed 50-ft cat that did a lot of surf charters in Indonesia, pays about \$500 a month at the **Royal Langkawi YC**. He said it was the most expensive of the four marinas in Langkawi. You can also anchor out everywhere in Malaysia for free. The slip pricing is a little funny, because while the cost of living in both places is low, it's lower in Malaysia. Both, however, are way more expensive than **Vietnam**, where a nutritious and delicious bowl of Pho for dinner runs just \$1 or \$2. There seems to be a lot of disagreement over whether or not you can cruise in Thailand. In next month's edition, we'll present some opposing opinions.

Greg Dorland and Debbie Macrorie of the Tahoe-based Catana 52 **Escapade** have some good and bad post-Canal news from the San Blas Islands — see page 135. First, the good news: "It's very quiet out here off the Caribbean coast of Panama, and hard to describe how far away this place seems to be. The natural beauty is absolutely stunning. Not quite

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Seychelles-like unbelievable, but a close second. What makes it really special are the Kuna Indians, who have a unique, unspoiled culture, and the great flat water sailing. Everyone sails everywhere, even if they're only going five miles. The breeze makes the 90+ degree weather very pleasant, and the water refreshing, even though it's warm enough that you can stay in it all day. But you get a feeling of isolation you don't get in Mexico or the Eastern Caribbean, and that's very relaxing. Having had lobster two out of the last three nights, and king crab on the intervening night, we had to turn down the divers who offered us lobster for tonight, too. Fortunately, the fruit and vegetable dugout came by this afternoon, and we bought some veggies and two fish for \$1 each. Add a little rice, and we've got dinner — right after another swim to shore and a walk around the little island."

So what's their bad news? "If we had two **Amazon Kindle** readers instead of just one, both of us would read the New York Times when we woke up

in the morning." That's right, the New York Times 'delivered' right to your boat, via Kindle, every morning. Hasn't cruising changed?

When we did our November '09 *Latitude* Interview with Damien McCullough and Deborah Ream of the Costa Mesa-based Celestial 50 **Ticket to Ride**, they'd made an offer on a boat to replace *Ticket*, which had all but been bought out from under them. "We went ahead and bought the new boat we'd made an offer on, which is an Antigua 60 designed by Jack Corey," they report. "Only three of them were ever built, and ours was gutted and rebuilt by her owner over a period of 10 years. We've already added a Spectra watermaker and Intellian Sat TV, solar panels, a wind generator, and a host of other goodies. We're working



*One of Panama's San Blas Islands, which collectively are the reason Greg and Debbie aren't rushing off to the Eastern Caribbean.*

on a stern swim platform. We're in Lauderdale now, but hope to head for the Bahamas in late January. We'll hang out there until June, then come back up the IntraCoastal Waterway for the summer. The following winter, we'll pick up where we left off in the Caribbean."

Peter Goldman of the Marina del Rey-based 30-ft sloop **AuntMary** sent his friend Jim Milski of the Colorado-based

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# CHANGES IN LATITUDES

Schionning 49 **Sea Level** the following 'whale's tale': "Capt Joe, his brother Pete, and his wife Olga, decided to sail from Puerto Vallarta to Yelapa. We were sailing along when a whale surfaced 100 yards in front of us. Cool! We went in for a closer look, and when we got as close as 25 feet, we could see that it was a humpback and something was wrong. When she surfaced to breathe, we could see a fishing net wrapped around her midsection.

We circled the whale for 15 minutes while we formulated a plan. I volunteered to swim to the whale and cut the net. Although the captain said that humpbacks are as docile as dolphins, he didn't like the idea of me being in the water. So I went through the galley drawer looking for the proper knife, and chose a small wood-handled paring knife. I then jumped into the inflatable and rowed over to the whale. She was nervous and went three feet under. I tried to talk to



COURTESY PETE GOLDMAN

**Getting too close to a whale in distress can be risky business. But Pete's reassuring bedside manner got the job done.**

her as calmly as I could while I was floating right over her. Looking straight down at her tail, I knew she could flip me in

the dink if she wanted to. But she surfaced right next to me.

With my left hand, I reached for the rope which held the edge of the net together, and with the knife in my right hand, started cutting it. I quickly realized that the net was hundreds of feet long and probably extended to the bottom 220 feet below! So this poor whale had just enough net to allow her to breathe, but could only swim in small circles. As I continued to cut the net and pull parts of it into the dink, there was still a full wrap around the whale's body.

Here is the crazy part. As I was reassuring the whale and pulling on the rope, I felt her completely relax. Her body just rolled over beneath me, allowing the net to unwrap completely! After 30 seconds, she was free! She took off and I never saw her again. I didn't think much of it until later that afternoon. I then thought to myself, "Wow, we saved a whale!"

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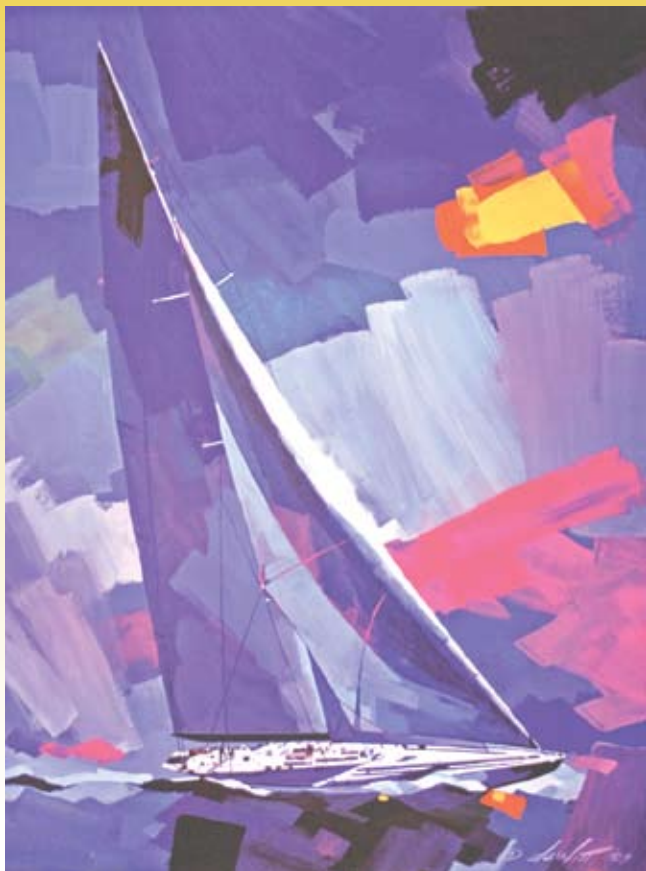


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**28-FT ERICSON 28+, 1981.** Rio Vista. \$12,500/obo. Universal diesel, new fuel tank, North sails, new upholstery, clean, wheel steering, recently replaced lifelines. [sttonic@gmail.com](mailto:sttonic@gmail.com).

**25-FT INTERNATIONAL FOLKBOAT.** 1973. SF Marina; Gas House Cove. \$5,999. Ready for 30kts. New bottom in Nov 2008. Extensively worked on, many upgrades in past 3 years. New electrical, VHF, LED's, stereo, standing/running rigging, traveler, asymmetrical... etc. <http://sites.google.com/site/folkboat4sale>. (415) 885-9200 or [gfung@pacbell.net](mailto:gfung@pacbell.net).

**27-FT ANTRIM, 1996.** Point Richmond. \$35,000. K5, Hull #1. OD sport boat priced to move! Sail 15+ knots. Carbon mast, new trailer. Barely used Quantum main and jib, 3 kites, new running rigging, lots of extras. (415) 828-1203 or [robdkessel@yahoo.com](mailto:robdkessel@yahoo.com).

**26-FT MACGREGOR 26X, 2000.** San Carlos, Mexico. \$13,900. 2007 E Tec. 60hp motor, on trailer. Many extras, new roller genoa, good condition. Firm price. (520) 250-5713 or [mac.26x@live.com](mailto:mac.26x@live.com).

## 29 TO 31 FEET



**30-FT RAWSON PILOTHOUSE, 1977.** Berkeley. \$17,900. Hull number 2 of 36. This William Garden design is a rare classic and ready to be somebody's dream cruiser or liveaboard. Many upgrades. <http://groups.yahoo.com/group/rawsonownersnet>. Contact Jason. (510) 206-5456 or [jason@thefinerpoints.net](mailto:jason@thefinerpoints.net).

**30-FT COLUMBIA SLOOP, 1972.** La Paz, Mexico. \$12,000. Blue water. 3 anchors, 400 foot chain/line rodes, storm sails, dodger, Force10 stove/oven, hot water, refrigerator-freezer. Solar power. Bottom paint. Raymarine Tridata, GPS, autopilot, Monitor windvane. Dinghy/motor. <http://picasaweb.google.com/zephod00/ColumbiaSale#>. [zephod00@gmail.com](mailto:zephod00@gmail.com).



**31-FT PACIFIC SEACRAFT MARIAH.** 1979. Redwood City. \$39,500. Bulletproof world cruiser. 3-cylinder Yanmar diesel installed 2008. Recent standing rigging. Gorgeous teak interior. 2 burner stove with oven. Isotherm refrigerator. September 2009 haul-out and survey. <http://sites.google.com/site/pacificseacraftmariah>. (510) 502-8901 or [nicholas.clinton@gmail.com](mailto:nicholas.clinton@gmail.com).

**30-FT CAPE DORY CUTTER, 1984.** Tomales Bay. \$37,500. Well maintained. Recent E80 radar, VariProp, new upholstery/cushions. A sweet sailing boat and easy to singlehand. Lots of pictures (click to enlarge) at website. <http://cd-30.blogspot.com>. (510) 910-2099 or [mbritt@eyedocs.com](mailto:mbritt@eyedocs.com).



**30-FT FISHER/NORTHEASTER, 1976.** San Diego, CA. \$79,500. The aft cabin version of the famous British Motorsailer Fisher yachts. New Yanmar, new North sails. She is absolutely Bristol inside and out. For photos and complete information see website. [www.will-shelton.com](http://www.will-shelton.com). (619) 616-9209 or [csdales@yahoo.com](mailto:csdales@yahoo.com).

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**30-FT CATALINA, 1975.** Coyote Point. \$9,200. Great Bay boat. Good sails, roller furling. Atomic 4 engine runs reliably, but with caveats. Great inexpensive boat that will benefit from a little TLC... or not. Sails great as is. (510) 331-2194 or mbettman@hotmail.com.

## 32 TO 35 FEET

**34-FT CATALINA, 1986.** Marina Village Gate 9. \$39,900. Clean older model Catalina. Universal diesel low hours. New rigging 2002, new genoa 2003, new dodger 2007, new sail cover 2009. Upgraded Garhauer traveler, new Furler roller furling 2002. All maintenance records available. (530) 672-2085 or (916) 847-1452 or soulmates42001@yahoo.com.

**32-FT PEARSON RACER/CRUISER.** 1979. Alameda. \$22,000/obo. Easily singlehanded Bill Shaw sloop. Featured in August 2007 'Practical Sailor'. 1250 hours on original M-15 Universal diesel. Gear (vintage '95): Autopilot, digital depth finder and gauge, Harken furler, Navtek backstay adjuster, Hall Spars QuikVang, Furuno radar, 25-watt marine radio. New: 19-gallon aluminum fuel tank and electric fuel pump (2002), 2 batteries (2006). Documentation: all original manuals, '95 survey, maintenance, diving, haul records since my '95 purchase. (510) 525-2754.

**J/32, 1997.** Emeryville. \$99,000/asking. Great racer/cruiser. Fast, fun, comfortable, easy to singlehand. Lots of working and racing sails. 2 mains, 4 jibs, 2 spinnakers (with pole). Yanmar diesel. New bottom paint (10/09). www.pbert.com/j32. (415) 497-0795 or hollander242000@yahoo.com.

**32-FT COLUMBIA 5.5, 1964.** Santa Cruz YC. \$Best offer. Aluminum mast, boom, 2 jibs, 1 main, 1 spinnaker, new standing rigging, fiberglass hull. Trailer. Interior bulkheads reglassed, interior re-gelcoated. Located Santa Cruz YC. (408) 644-9191 or ric.diola@gmail.com.

**J/35, 1986.** Vallejo. \$42,900. Nice condition. The boat has an excellent racing record and a great sail inventory. It has much new gear, including some cruising inventory. (530) 622-8761 or oakline30@yahoo.com.

**35-FT ALUMINUM BREWER.** Cruising Cutter, 2005. Friday Harbor, WA. New in 2005 with rigging and sails new in 2006 and readied for 2009 trans-ocean, but unexpected change in plans. All you need to add is food - seriously. More at www.milliej.com. (360) 704-8003 or milliejboat@gmail.com.

**33-FT BRISTOL PLASTIC CLASSIC.** 1969. Brisbane. \$15,000. Halsey Herreshoff design. Great Bay sailer, liveaboard. Electric auxiliary power, 48-volt system, no fossil fuel required. Berthed in Brisbane. Email for details: cwbyslr@comcast.net.

**32-FT PEARSON VANGUARD, 1966.** Bodega Bay. \$12,000. 15hp Yanmar diesel, Furuno radar. (707) 539-6897.



**35-FT J/109, 2004.** Sausalito. \$185,000. Fast, fun, mint condition racer/cruiser singlehand or with crew. 1st 2008 J/109 Division, 1st 2009 J-Fest Division, 3rd PHRF (72 rating). Quantum Kevlar racing and Dacron cruising sails (2 mains, 2 jibs), 2 asymmetric spinnakers, new rigging, Spectra lines. B&G instruments, VHF radio, GPS, Yanmar diesel, 29 hp, excellent condition. Doubles as performance cruiser with roller furling, all rigging led aft, sleeps 6+ with full galley, head, shower, hot/cold water, fridge. Ready to race one-design, Pac Cup, PHRF or cruise oceans SF Bay and Delta in comfort, style and performance. Must sell. (415) 717-3664 or ahoys@earthlink.net.



**34-FT ERICSON, 1989.** Alameda. \$49,900. Rare 34-ft with large aft cabin/bed. Dodger, Cruising bimini, GPS, Doyle stack-pac, low time diesel and much more! (916) 417-7131 or (916) 487-8807.

**35-FT SANTANA, 1982.** Tiburon. \$18,000. Great boat for SF Bay, handles high winds well. Very good shape. Many upgrades to rigging, includes hard rigging and extra sails for racing. Engine runs great, overhauled in 2001. (415) 846-3589 or (415) 897-6311 or Gooddots@aol.com.



**32-FT BENETEAU OCEANIS 331, 2002.** San Francisco. \$83,000/or best cash offer. Excellent condition, no fixing needed! Galley, head, fore & aft cabins. In-mast main furling, roller-furling jib. Open to trade-cash OR selling. See more at Todd Emo Boat Charters on Facebook. www.facebook.com. (415) 794-0549 or (415) 971-9784 or toddemoboatcharters@gmail.com.



**34-FT CAL MK III, 1978.** Ventura. \$9,000. Lapworth design, well-equipped, in good condition and still actively sailed. Asking price reflects hole in oil pan due to corrosion. (815) 341-2505 or (707) 480-4982 or robert-baron@uiowa.edu. www.sailboatlistings.com/view/15602.

**34-FT SAN JUAN, 1984.** \$39,000. Fast comfortable, blue water cruiser, excellent condition. 6' headroom, galley, sleeps six, rod rigging. Roller furling headsail, 150% genoa, main, working jib, in good condition. 3GMD Yanmar, Achilles dinghy, large bimini. Price reduced. (510) 420-8956 or nino@access-print.com.

## 36 TO 39 FEET

**(36-FT LOA) 28-FT LYLE HESS-DSN.** Bristol Channel Cutter, San Rafael, CA. \$52,000. Built at Sam B. Morse Yard, Costa Mesa, CA. Never launched. GRP. Custom hardwood deck and house, bronze ports, new Saab diesel. Fully found, needs to be rigged. Includes trailer. (562) 899-0774.



**39-FT CAL, 1971.** Oceanside, San Diego. \$40,000. New professional racing bottom, just splashed Nov 5, '09. Great racing inventory, new 3/4 oz. Ullman spinnaker, double spreader tall rig. Gas engine. Good shape and fast. http://knot-a-clew.com. (949) 280-6220 or granahan@cox.net.

**39-FT YORKTOWN, 1980.** Richmond. \$65,000. Full bed in aft cabin, V-berth, CNG gas stove/oven, microwave, refrigerator, freezer, ice maker, VHF radio, radar, GPS, depth finder, 50hp diesel, electric windlass, electric head, separate shower. Great liveaboard. (209) 743-6275 or vik@inreach.com.

**37-FT CREALOCK, 1980.** Monterey. \$65,000. Cutter. Ballenger tabernacled mast. New Yanmar w/saildrive, radar, GPS, easy access to all systems, 70gal diesel. 3 watertight bulkheads. Not in yacht condition, needs finish work. Great little sailing ship. Price firm. ddatpbio@gmail.com.

**38-FT HUGHES SLOOP, 1970.** Monterey, CA. \$21,000 or serious offer. Sails well. 70 hours on near new diesel engine, h/c pressure; cold box, needs upgrades. (831) 915-4984.



**38-FT KETTENBURG, 1956.** 3 Available. "Nice boat!", "Beautiful boat!", "Gorgeous boat!" heard many times from other boaters during every sail. Enjoy character, admiration, and fantastic sailing while sustaining the heritage. Details at: www.sailk38.com. (916) 847-9064 or steve@paradigmpilgrim.com.

**36-FT CATALINA, 1987.** \$Best offer over \$56,000. Excellent condition. Forced air heat and air conditioner. Dodger, full canvas, auto, furling. Loaded. Self-tending jib, etc. Options too numerous to list. Call for list of options. (415) 472-7527 or (415) 609-7527.



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**38-FT HUNTER 380, 2000.** Alameda Marina #350. \$89,500. Priced to SELL.. Radar, autopilot, Yanmar, chart plotter, electric winch, inverter, good shape. (503) 332-3334 or pbpm@hotm.com.



**38-FT HUNTER 380, 2000.** Alameda Marina #350. \$89,500. Priced to SELL.. Radar, autopilot, Yanmar, chart plotter, electric winch, inverter, good shape. (503) 332-3334 or pbpm@hotm.com.

**36-FT ISLANDER, 1980.** Berkeley Marina. \$30,000. Roller furler, Yanmar diesel 38hp, radar, H/C pressure water, refrigerator, electric windlass, autopilot, SSB, gennaker. Great boat, 2004 Baja Ha-Ha vet. (510) 644-1217 or (510) 684-7388 or michaelgray@comcast.net.

**37-FT TARTAN, 1976.** Maryland. \$38,000/obo. Good old boat for sail. Circumnavigator. Profurl, radar, SSB, solar, wind gen, '08 FB main, windlass, Raymarine 6002 autopilot, fridge, hot water, Freedom 10, Force 10 propane stove & heater. Centerboard missing, still sweet sailing. S&S design. jcdefoe52@yahoo.com.



**INTERNET FRAUD.** Recently, we've been getting another tidal wave of reports of Internet scams, so we feel compelled to warn you once again about this unfortunate aspect of human nature. If somebody wants to buy your boat sight unseen, and suggests sending you a cashier's check for more than the asking price, trust your instincts. It is too good to be true. Usually they want you to cash the check and return the remainder to them for shipping costs. Then, much later, the bank informs you that the check was no good. We recommend that you don't even respond to the initial email inquiry. For more info on these cons, see: [www.craigsl.com/about/scams.html](http://www.craigsl.com/about/scams.html) Brave New World.

**36-FT TRISBAL, 1981.** Sausalito Yacht Harbor. \$69,000. *Ta Mana* (aluminum hull, built in France) is a proven, comfortable world cruiser, loaded and in excellent condition with a recent haulout and bottom paint. A turn key Pacific Cup boat ready to go 2010. AIS, SSB, weatherfax, navigation computer, solar panel, windvane, Raymarine electronics, dodger, Yanmar 3GM30F, 3 blade folding prop. Sails in good to excellent condition. For details and pictures please check the website. [www.getawayonthebay.com](http://www.getawayonthebay.com). (415) 272-5789 or skipper@getawayonthebay.com.

**40 TO 50 FEET**



**42-FT SPENCER, 1966.** Orcas Island, WA. \$42,000/obo. Aft cockpit sloop. Berthed in Seattle area. Solid fiberglass. Traditional lines, solid dodger, full keel. Cruiser. Warm teak interior, light and airy. Cruising couple moving ashore. If you are seriously considering a boat this size, don't think of paying more before checking this one out! Boat loaded w/gear. For safe, comfortable cruising or living aboard. See many current photos and inventory list at website. <http://spencer42.shutterfly.com>. (360) 376-3838 or spencer42seawind@yahoo.com.

**42-FT VALIANT, \$295,000.** Never used. Never in salt water. Quantum sails, ProFurl on jib, autopilot, microwave, Westerbeke diesel. Boat is as new, location Valiant factory in Texas. Contact Dick May. (480) 513-7136 or boatseller@aol.com.



**43-FT MORGAN CATALINA, 1985.** Moss Landing. \$110,000. Tall Rig. Total refit completed. Haul out and new bottom paint. New rigging including Hi-Mod turnbuckles, new interior, ports, wiring. Engine room re-insulated, low hours on Perkins 108. New lifelines, plumbing, and Raymarine electronics. Autohelm, A/C, refrigeration, windlass. Completely enclosing dodger. Two large berths, two large heads w/shower. Comprehensive renovation. Well respected cruising boat. Great liveaboard. Pictures at website: [www.capitolareef.com](http://www.capitolareef.com). (831) 464-0234 or (831) 464-0318 or capitolareef@yahoo.com.



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**50-FT FD-12, 1981.** Mexico. Unsinkable fiberglass pilothouse cutter. 3 private staterooms w/ fixed berths for 5-6. Spacious galley w/extraordinary views, great daylight, and generous counter space. Fully equipped turn-key blue-water cruiser. SoPac vet currently cruising Mexico. See website for contact details. www.svdaydreamer.com.

**44-FT BENETEAU 445, 1993.** St. Thomas, US Virgin Islands. \$129,000. Cruising ready performance cruiser/liveaboard located in the Virgin Islands. Watermaker, wind generator, solar, davits, AGM batteries, newer engine, navigation electronics, dinghy. Go to <http://ansano.com/4sale>. (340) 344-6262 or gil@ansano.com.



**41-FT HUNTER A.C., 2002.** Bay Area. \$159,500. 2 GPS chartplotters, radar, wind/speed/depth/auto, generator, flat screen plus much more. Cruiser ready and low hours. Fresh bottom job, August '08. (530) 242-1064 or (530) 941-0738 or amylesliehomes@yahoo.com.

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**41-FT BENETEAU 411, 2000.** San Diego. \$147,500. The Beneteau 411 features one of the most functional, intelligent layouts ever built! Very clean! CA buyers can purchase LLC and keep boat in CA with no tax complications. <http://rjodigital.com/Beneteau-411/beneteau-411.html>. Email rjoelp@gmail.com.



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**44-FT TARTAN 4400, 2003.** Channel Island Harbor. \$439,000. Hull #1, *Tartini Time* has been well cared for and optioned. Green LP hull, recent bottom paint. Call/email for options list and visit [www.youtube.com](http://www.youtube.com), search Tartan 4400, our actual boat! (530) 318-0730 or amjohn@sbcglobal.net.

**46-FT CAL 2-46, 1981.** San Rafael. \$89,500/obo. Baja Ha-Ha '08 vet. It can go again, but I can't. Must sell. 2 complete staterooms sleeps 5. 40 gal/day watermaker. Touchscreen GPS/radar, 272gal diesel, 200gal water. Dutchman main. Roller jib. Excellent condition. (415) 299-1087 or millerpi@comcast.net.

**41-FT MORGAN CLASSIC MODEL.** 1991. San Carlos, Mexico. \$98,000. Primo condition. Equipped and ready to cruise. Center cockpit, great liveaboard, must see to appreciate roominess. Recent survey. See blog for equipment list and current photos <http://sailboatvagari.blogspot.com>. (520) 825-7551 or stanstreb@gmail.com.

**45-FT WAUQUIEZ CENTURION, 1992.** \$155,000. High quality, fast, performance world cruiser. Safely go anywhere. Passages with 200 mpd made good. We cruised the Caribbean and Pacific and now she must be sold. Solid FRP hull, masthead sloop, removable cutter stay, Harken furling, full-batten main, Windpilot servo-vane, swimstep transom, Lofrans electric windlass, dual-refrigeration, new Balmar alternator/digital charger, 1000w inverter, Icom SSB and VHF, Furuno radar, lots more. Photo and inventory available. Discount for quick closing. For more info: (808) 826-6050 or tunes@aloha.net.



**45-FT DOWNEAST, 1977.** Melbourne, Florida. \$79,000. Cruiser ready. Ketch rig sailboat. 4-236 Perkins 85hp, 300 gal water, 265 fuel, 14' beam, 6' draft, 6.5' headroom, 2 heads, 3 cabins. Dinghy davits, KISS generator, radar, phasor 6.5kw genset, inverter, GPS, Simrad autopilot, new main stackpack, newly painted and bottom survey. More info, check web page. She was in the 1998 Baja Ha-Ha. <http://prospectlearning.com/sorrento.html>. (702) 587-4790 or (702) 439-9768 or taylorfran@hotmail.com.

**43-FT MAPLELEAF AMOR, 1984.** San Diego. \$129,000/obo. 1982-84 Mapleleaf Amor 43-ft pilot house sloop (one of 7). Vancouver built. Well appointed. Strong & comfortable. Loaded, 26 GPH watermaker, 150 AMP diesel generator, solar panels, wind generator, ham radio, diesel fireplace, MD17D Volvo, 220 gallons fuel, 200 gallons water, instant-on hot water heater, and much more. Save \$\$\$\$ Replacement value \$315K. Great liveaboard or cruiser. Won't last. (619) 752-5059 or (928) 453-7347 or monopoly-2@hotmail.com.



**54-FT SKALLERUD, 1962.** Newport Beach, CA. \$35,000/obo. Steel hull/deck. FG house, new or less than 3 years: JD engine, Onan gen, mainsail, boom, rigid vang, mizzen mast, GPS, autopilot, VHF, radar, windlass, wiring, plumbing, 2 staterooms, 2 heads and shower, 2 helms, bright and airy galley and salon, big workshop/engine room, needs misc. steel work. Boat in Newport, will deliver anywhere on West Coast for cost of fuel. Call Michael. (949) 378-9878.

**51-FT MORGAN OUT ISLAND, 1976.** \$Best offer. Large interior needs remodeling. Main and mizzen masts converted to Harken vertical furling for single handed ease. Perkins 85 hp diesel, no gen set. Hydraulic steering. Schaefer jib furling. (916) 718-1491 or valeosea@aol.com.



**55-FT FIBER STEEL, 1980.** Sacramento, River View Marina. \$BEST OFFER. 72' OAL, 16' beam, F/C, 671 Main engine with 300 hrs. 15KW gen, 1100 gals. diesel, 500 gals. fresh water, ketch rig. New sails, 6'6" head room, sleeps 8. Dinghy and new electronics, 385' 3/8 ht chain, 2000 lb windlass, 2 heads, shower, ice maker, 2 refrigerators/freezers. Great liveaboard with liveaboard slip. 7 minutes to downtown Sacto. Possible trades? Health forces sale. (916) 208-4141 or seahawk2mexico@gmail.com.

## 51 FEET & OVER

**55-FT FIBERSTEEL VALEO, 1980.** \$7,000/obo. Large production built ferro-cement, motorsailer with pilothouse. 55-foot steel mast with furling gear for jib and main. Includes GM 3-71 marine engine/trans not installed. Hydraulic steering. Great liveaboard. (916) 718-1491 or valeosea@aol.com.



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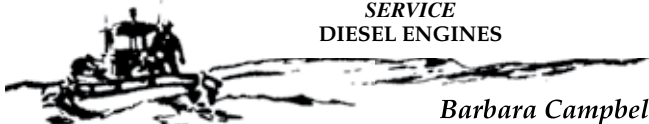
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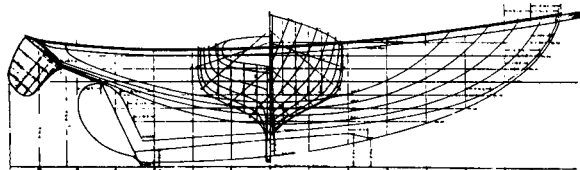
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