

Latitude 38

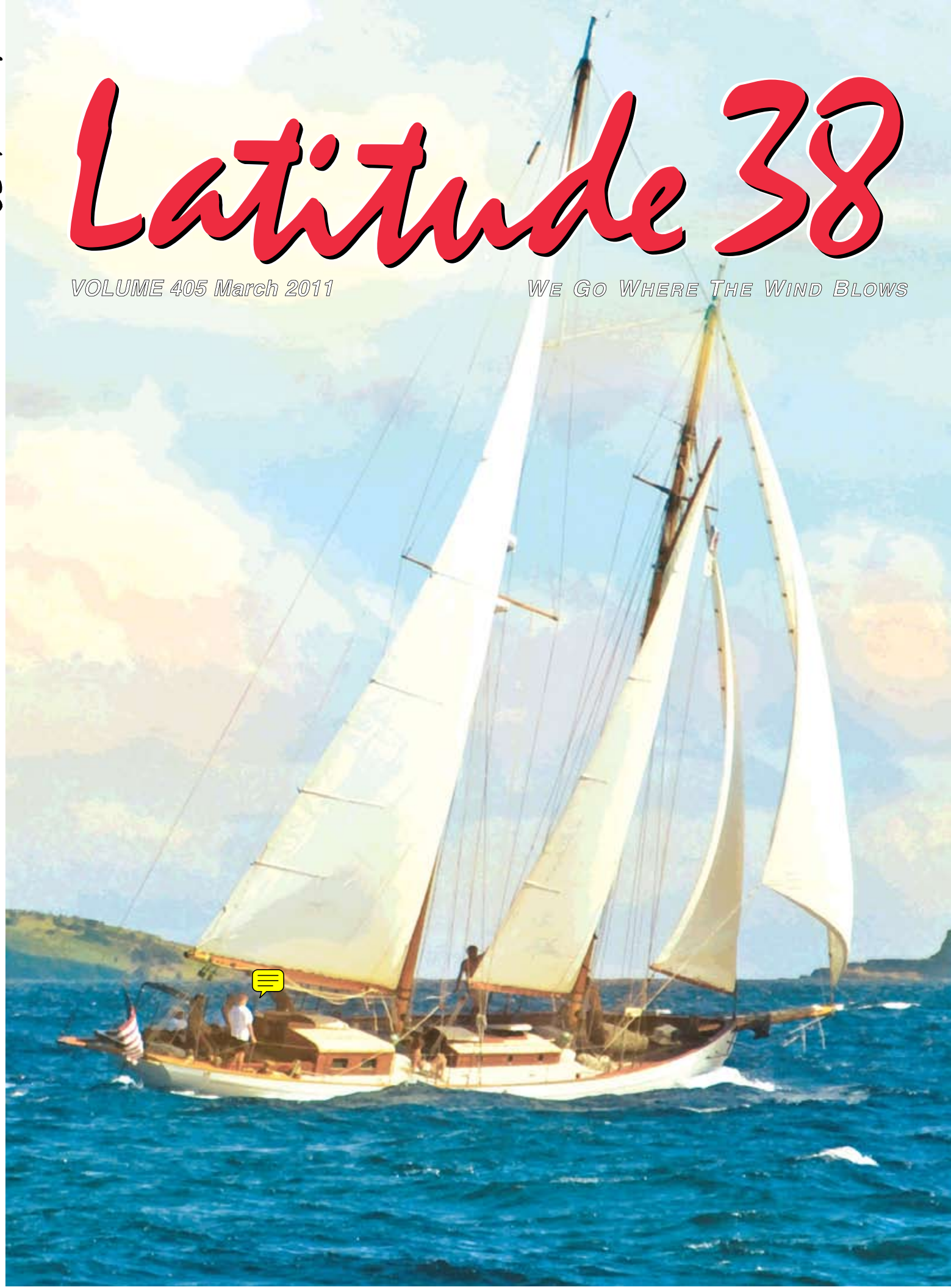
Latitude 38

VOLUME 405 March 2011

WE GO WHERE THE WIND BLOWS

MARCH 2011

VOLUME 405



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Tom and Lori Jeremiason are off cruising. Starting with the Baja Ha-Ha to Mexico, their dream is now a reality. Or more to the point, their dream became a plan which became a reality.

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Camelot*

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Cover: With a bone in her teeth,
is there anything as beautiful as a schooner?

Photo: Latitude 38/Nick

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

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Saturday, March 19

At our Alameda Marina Village Office Check out our new and used boats without the crowds of the April show. You will also get better-than-boat-show-deals at this special event. (Light refreshments provided.)

SELECT LISTINGS

This Month's Featured Boats



Beneteau 361
2000
\$105,000

Beneteau 310
1993
\$44,900

SAIL

50' Hollman	1989	\$169,950
47' Beneteau 473		SOLD
46' Amel Maramu		SOLD
45' Beneteau 45f5, reduced	1991	139,000
44' Norseman 447, new listing	1984	225,000
42' Beneteau 423	2005	199,500
42' Cascade	1971	39,900
41' Tartan 4100	1996	224,500
41' Beneteau 411		SOLD
40' Island Packet		SOLD
37' Tartan 3700	2006	239,000
37' Pacific Seacraft	1984	129,000
36' Beneteau 36s7	1998	99,500
36' Beneteau 361	2002	109,500
36' Beneteau 361, reduced	2000	105,000
36' CS sloop	1988	62,500
36' Island Packet 350	1999	169,000
35' Dehler CWS	1996	82,000
35' C&C 35 Mk III	1983	49,900
35' J/105	1999	94,000
34' Tiffany Jayne	1982	37,500
34' Aloha sloop	1984	49,500
33' Hunter 33.5, new listing	1992	45,000
32' J/32	1997	87,500
31' Beneteau 310, new listing	1993	44,900
31' Hunter, new listing	1987	35,000
28' Islander Bahama	1981	18,500

POWER

42' Californian aft cabin	1987	99,500
38' PC True North	2007	369,000
34' Sea Ray 340, trade-in	2006	134,900

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PDQ 36



1991, \$139,500

TAYANA 48 DS



2003, \$429,000

CATALINA 30



1984, \$19,900

C&C 32



1984, \$31,500

NORWEST 33



1979, \$35,000

WESTSAIL 32



1974. Perfect! \$69,500

C&C 41



1984, \$73,000

PETERSON 44



1976, \$115,000



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"we go where the wind blows"

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42' BENETEAU 423	2007	\$188,500
40' BENETEAU 40	2008	\$189,000
40' HUNTER 40	1986	\$59,000
34' BENETEAU 343	2007	\$112,375

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Ranger 27 Tug, 2011	NEW MODEL! 159,937
Ranger 25-SC Tug, 2010.....	NEW MODEL! 129,937
Ranger 21-EC Tug, 2011	49,937

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Ranger 29 Tug, 2010	224,900
Ranger 25 Tug, 2010	139,950
Ranger 25 Tug, 2009	125,900



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CALENDAR

Non-Race

Mar. 1-31 — Celebrate Women's History Month at San Francisco Maritime National Historical Park with interactive exhibits and programs. **3/12:** Suffragette March, 12 & 3 p.m.; **3/12:** Ladies Salon, 2 p.m.; **3/13 & 27:** The Captain & His Wife, 3 p.m. aboard *Balclutha*. Info, (415) 447-5000.

Mar. 2 — Club Nautique's Winter Wednesdays Seminar Series continues with 'Heavy Weather Preparation Devices & Skills' by Arnstein Mustad at Club Nautique in Alameda, 6-8 p.m. Seminars run at the same time at alternating locations (A=Alameda, S=Sausalito) and are free. **3/16:** 'Understanding San Francisco Tides & Currents' by Kame Richards (A); **3/30:** 'Cruise Planning for North of the San Rafael Bridge' by owners Don Durant and Dave Moore (S). Info, (510) 865-4700 or www.clubnautique.net.

Mar. 2 — Ullman Sails Seminar Series continues with 'How to Win the U/S Offshore Series' at the Santa Ana loft, 7 p.m. \$18; others free unless noted. Seminars run at the same time and location. **4/6:** 'Team Building, Coaching & Management'; **5/4:** 'The Baja Ha-Ha Adventure'; **6/1:** 'World Class Yacht Designers Forum'. Info & RSVP, (714) 432-1860.

Mar. 2-30 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$16.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

Mar. 3 — 'Emergencies at Sea' presentation by John Connolly at South San Francisco West Marine, 6:30 p.m. Free. Info, (415) 331-8250.

Mar. 5 — Sail a Small Boat Day. Free rides in a variety of different small sailboats at Richmond YC, 10:30 a.m.-3:30 p.m. Wear something warm and waterproof, like a wetsuit, and bring a PFD and change of clothes. Info, sebrowne@earthlink.net.

Mar. 5 — Basic Navigation Class at Gig Harbor (WA) Boat Shop, 10 a.m.-3 p.m. \$50. Info, www.gigharborboatshop.org.

Mar. 6 — 25th Annual Mariners' Sunday at St. Luke Presbyterian Church in San Rafael, 10 a.m. An ecumenical service dedicated to mariners with StFYC's Sons of the Sea Chorus, followed by brunch at Loch Lomond YC. Info, www.stlukepres.org. Brunch reservations, (415) 308-9878.

Mar. 6-27 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Mar. 9 — Free in-the-water liferaft training class by Sal's Inflatables, 3-5 p.m. at Golden Gate YC, just before the Crew List Party. Reservations and info, (510) 522-1824.

Mar. 9 — *Latitude 38's* 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)! Only \$7 for the rest of us. See www.latitude38.com for details.

Mar. 9-13 — 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.

Mar. 10 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 7:30 p.m. Info, www.singlesailors.org or (510) 233-1064.

Mar. 10-13 — Sacramento Boat Show at Cal Expo. Info, www.svmmainc.com.

Mar. 11, 1968 — Otis Redding was awarded a gold record for (*Sittin' on*) *The Dock of the Bay* three months after he died in a plane crash. The song was conceived while Redding was staying on a houseboat at Sausalito's Waldo Point.

Mar. 12 — About Boating Safely course by USCGA Flotilla 17 at Yerba Buena Coast Guard Station, 8:30 a.m.-5:30 p.m. \$35 includes lunch & materials. Info, fso-pe@flotilla17.org.

Mar. 12-13 — America's Boating Course by Carquinez

See the Boat of the Year – Catalina 355 at Farallone Yacht Sales

The new **Catalina 355** has just been honored as the 2011 Best Mid-Sized Cruiser and 2011 Domestic Boat of the Year, joining the award-winning 445 and 375 and bringing to 11 the number of awards Catalina has received for its designs. No other sailboat manufacturer has ever achieved this distinction.

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Weekend
March 12 & 13**

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- Catalina 375, 2010
- Catalina 355, 2011 **AT OUR DOCKS NOW!**

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- Catalina 440, 2005.....250,000
- Catalina 42 MkII, 1996.....149,900
- Catalina 42, 1993.....124,500
- Catalina 42, 1997.....140,000
- Catalina 400, 2004.....209,900
- Catalina 36 MkII, 2004.....126,000
- Catalina 36 MkII, 1999.....89,500
- Catalina 350 MkII, 2004.....125,663

- Catalina 34, 2007.....134,500
- Catalina 34, 2004.....107,000
- Catalina 34, 1988.....49,400
- Catalina 320, 2000.....68,500
- Catalina 310, 2007.....94,500
- Catalina 30, 1987.....34,500

Preowned Sailing Yachts at Our Docks

- Beneteau Oceanis 373, 2005.....\$139,000
- Hans Christian 43, 1989.....157,000
- C&C 38, 1979.....49,250
- Hunter 36, 2004.....119,000
- Hunter 340, 2002.....82,000
- Hunter 34, 1984.....42,000
- Bristol 31.5, 1984.....42,500

- Hunter 31, 2007.....84,900
- Nonsuch 30, 1981.....45,000
- Rustler 24, 2009.....65,000

New Ranger Tugs in Stock (base price)

- Ranger 29 Tug, 2011.....\$229,937
- Ranger 27 Tug, 2011.....**NEW MODEL!**.....159,937
- Ranger 25-SC Tug, 2010.....**NEW MODEL!**.....129,937
- Ranger 21-EC Tug, 2011.....49,937

Preowned Ranger Tugs at Our Docks

- Ranger 29, 2010.....224,900
- Ranger 25 Tug, 2010.....139,500
- Ranger 25 Tug, 2009.....125,900

Preowned Power Yachts

- Chaparral Signature 310, 2005.....95,900



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CALENDAR

Sail & Power Squadron at Vallejo YC, 9 a.m.-4 p.m. \$40. Info, www.carquinez.org/public_courses.html or (707) 55-BOATS.

Mar. 13 — Daylight Saving Time begins.

Mar. 17 — Take an Irish friend sailing on St. Paddy's Day!

Mar. 17 — 'Learn to Splice' at South San Francisco West Marine Rig Shop, 6-8 p.m. Free. Info, (650) 873-4044.

Mar. 18, 1848 — 'Captain Nat' Herreshoff, one of this country's most influential yacht designers, was born in Bristol, RI. During his 72-year career, Nathanael designed and built five winning America's Cup boats. In fact, every winning AC boat between 1893 and 1934 was built by Herreshoff Manufacturing Company.

Mar. 18 — Cruiser Tom Corogin shares his sailing adventures at a dinner seminar at Golden Gate YC, 6-9 p.m. \$30 for non-members. RSVP to Modern Sailing at (415) 331-8250.

Mar. 18-19 — Lin and Larry Pardey begin a West Coast seminar tour with 'The Compelling Power of Adventure' and '16 Ways to Insure Your Partner Shares Your Cruising Dream' at the Northwest Maritime Center in Port Townsend, WA. Registration limited. Info, www.nwmaritime.org.

Mar. 19 — Howl at the full moon on a Saturday night.

Mar. 19 — Suddenly In Command course by USCGA at San Jose West Marine, 10 a.m.-2 p.m. \$15 fee. RSVP to (408) 246-1147.

Mar. 19-20 — 4th Annual Potter Yachter Rendezvous at Peninsula YC in Redwood City. All West Wight Potters and trailerable pocket cruisers invited. Info, (650) 771-1945.

Mar. 19-20 — Basics of Oar Making at Gig Harbor (WA) Boat Shop, 9 a.m.-4 p.m. \$185. Info, www.gigharborboatshop.org.

Mar. 20 — Vernal equinox, a.k.a. the first day of spring!

Mar. 20 — North U. Tactics Tour, a one-day course teaching the latest in strategy, tactics and rules, continues at Seattle YC (WA). **4/3:** Anacortes (WA) YC. Prices vary; see www.northu.com for details.

Mar. 20 — Workshop for Women Sailors with Barbara McVeigh of Sailing Education Adventures at Bow Yoga in San Rafael, 10 a.m.-12 p.m. \$30 includes yoga class. Info, www.bowyoga.com/events.html or (510) 333-8846.

Mar. 20 — Paddlesports America course for kayakers and canoeists by USCGA Flotilla 12-1 at Berkeley YC, 11 a.m.-3 p.m. \$20 materials fee. Info, http://public.d11nuscgaux.info/PublicEd/paddlesports_america.html.

Mar. 20 — Tryouts for City of Oakland's Intro to Sailing Team spring session, 10:30 a.m.-2 p.m. at Jack London Aquatic Center. Info, (510) 238-2196.

Mar. 24 — Race Fundamentals seminar, part of Sausalito YC's Third Thursday Seminar Series, 6:30-7:30 p.m. Free and open to the public. Info, www.sausalitoyachtclub.org/calendar/whats-happening.

Mar. 24-25 — Lin and Larry Pardey continue their tour with a stop at Spaulding Wooden Boat Center in Sausalito. 'The Unstoppable Cruising Boat: From Nuts & Bolts to a Real Budget' will be presented Thursday at 7 p.m., \$15. Stop by Friday from 6-9 p.m. for the launch party (\$10) for Lin's latest book, *Bull Canyon — A Boatbuilder, a Writer and Other Wildlife*. RSVP, (415) 332-3179 or info@spauldingcenter.org.

Mar. 27 — Coyote Point YC (San Mateo) Open House & Chili Cook Off, 2-5 p.m. Come check out the club and get some grub! Info, www.cpyc.com.

Mar. 28, 30 — Lin and Larry Pardey close their tour at Orange Coast College in Newport Beach with 'Cruising Cost Controls Plus Paperwork' on 3/28 and 'Storm Tactics' on 3/30. Both talks run 7:30-9:30 p.m. and cost \$25 each. RSVP, (949) 645-9412 or sailing@occsailing.com.

Mar. 29 — Navionics World Mobile Apps seminar at South

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45' Spaulding Sloop, 1961
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Jeanneau 40, 2005
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36' Catalina MkII, 2002
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Beneteau 370, 1991
\$79,000



Catalina 42, 1989
3 cabin • \$105,000



33' Hunter Sloop, 1980
\$29,900



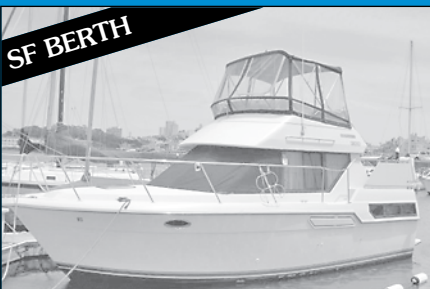
46' Moody, 2000
\$350,000



Hinterhoeller 26C Nonsuch
1981 \$25,000



Newport 30 MkIII, 1982
\$19,500



Carver 30, 1993
\$59,900



31' Uniflite, 1973
\$25,000



28' Blackfin, 1981
\$20,000

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2000 BENETEAU 321

Excellent condition with low hours on Yanmar diesel. Air/heat, autopilot, plotter, bimini. **\$79,000**



AT OUR DOCKS

2005 TAYANA 48 CC

Mexico vet. In great shape and loaded with everything you need. **\$435,000**



1979 BABA 30

Classic bluewater cruiser designed by Robert Perry. Bristol condition and ready for her next captain. **\$54,500**



MINI!

1984 TAYANA 37

This is the one you want. Perfect shape with lots of new upgrades and electronics! **\$119,000**



1984 LANCER 40 CC

Roomy center cockpit model. Recent refit includes new standing rigging, sails, and Volvo diesel. **\$59,000**



1976 CHEOY LEE MIDSHIPMAN

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CALENDAR

San Francisco West Marine, 6-7 p.m. Free. Learn about the latest in marine navigation apps for 'smart' devices. RSVP, wmsosanfrancisco@gmail.com.

Mar. 30, 1817 — George Crowninshield, Jr.'s opulent 100-ft hermaphrodite brig *Cleopatra's Barge* set off from Salem, MA, on the first American pleasure cruise across the Atlantic. She was sold to Hawaii's King Kamehameha II, renamed *Ha'aheo o Hawai'i* ("Pride of Hawaii"), and wrecked on a reef in Kauai's Hanalei Bay just seven years after her launch.

March, 1981 — It Was Thirty Years Ago from the article 'Rebirth of *Sandpiper*' by Jocelyn Nash:

A glance at *Sandpiper* makes you wonder. She looks a lot like a cruiser, with her self-tending jib and aft cabin. But she also looks like a racing machine, what with that tall stick and triple-spreader rig. She appears familiar, too; kind of like a boat you thought you once knew. Perhaps you did.

Sandpiper is an aluminum sloop that sailmaker Jim DeWitt designed and had built in the late '60s. Narrow and fast upwind in a breeze, by '71 *Sandpiper* had won two prestigious Lipton Cups. She had also made a TransPac round trip and trophied in countless events in the Bay and offshore.

Things took a turn for the very worst late one night in November '71: Jim received an excited call from the Richmond YC. There was a fire aboard his houseboat, moored about 100 yards away at the end of Mallard Drive. The two-story wooden structure had been a floating home for several months and served as headquarters for DeWitt's artwork, sailing classes and boat storage. The blaze was out of control when first noticed — *Sandpiper*, tied with her starboard side snug against the burning houseboat, never had a chance. She had been the victim of unknown burglars who'd vandalized the houseboat and then set it afire to cover their tracks.

When the insurance company declared *Sandpiper* totalled, Jim and his fiend Bill Kimley bought the remains. Builder Wilton Colberg examined the hull and found it hadn't warped, despite the intensity of the temperatures, and therefore was theoretically worth renovating. Jim and Bill effected makeshift repairs to take her to Colberg's yard, where a new starboard side was sitting, then brought her back to Richmond on her own bottom. She was hauled out, placed on blocks, and sat for five years. Eventually, she was covered with gallons of Bondo, faired, and launched. It was only an extended period of indignity, as she still bore the ugly scars of her past. Finally, nine years after the fire, Jim was able to properly prepare *Sandpiper* for her second coming.

Apr. 3 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Apr. 5 — Line Splicing seminar at San Jose West Marine, 6-8 p.m. Free. RSVP, (408) 246-1147.

Apr. 5-May 31 — Boating Skills & Seamanship course by USCGA at Del Rey YC in Marina del Rey on Tuesdays, 7-9:30 p.m. \$80 materials fee. Info, jonathan.smaby@gmail.com.

Apr. 9-May 14 — Safe Boating course by Marin Sail & Power Squadron in Novato, 7-9 p.m. \$40 fee. Info, (415) 924-2712.

Apr. 14 — Louis Vuitton Cup PRO Peter Reggio, Oracle Racing's Tom Ehman and Olympic hopeful Genny Tulloch will speak at Golden Gate YC, 7-9 p.m. Sponsored by US Sailing, \$30. RSVP, PR@ggyc.com.

Apr. 14-17 — Strictly Sail Pacific at Jack London Square. Info, www.strictlysailpacific.com.

Apr. 16 — Encinal YC's Nautical Flea Market, the largest in the East Bay, 6 a.m.-1 p.m. Breakfast, lunch and beverages available. Info, (510) 522-3272 or www.encinal.org.

Apr. 23 — Boaters Swap Meet at Stockton SC, 8 a.m. Fuel up at a pancake breakfast, too. Info, www.stocktonsc.org.

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CALENDAR

Apr. 23 — Marinship Day & Flea Market at Sausalito West Marine, 8 a.m.-3 p.m. Prizes and more! Info, (415) 332-0202.

May 1 — Opening Day on the Bay! Info, www.picya.org.

Racing

Mar. 5-6 — California Dreamin' series, a new set of West Coast ISAF Grade 3 match racing events, continues at Long Beach YC. Info, www.lbyc.org.

Mar. 3-6 — Heineken Regatta, St. Maarten, West Indies. One of the world's great fun regattas — and some of the wildest parties. Info, www.heinekenregatta.com.

Mar. 5 — Long Distance #1. SSC, www.stocktonsc.org.

Mar. 5-6 — Spring Keel Regatta on the Cityfront. StFYC, www.stfyc.com, (415) 563-6363 or raceoffice@stfyc.com.

Mar. 12 — Mercury Series #1. EYC, www.encinal.org.

Mar. 12-13 — Big Daddy Regatta, a don't-miss Bay Area classic. RYC, (510) 237-2821 or www.richmondyc.org.

Mar. 12-13 — Spring Dinghy. StFYC, www.stfyc.com.

Mar. 12-13 — California Dreamin' series concludes at San Diego YC. Info, www.sdy.org.

Mar. 13 — Spring Series #1. SSC, www.stocktonsc.org.

Mar. 18-24 — Newport Beach to Cabo San Lucas Race. This 800-mile downwind dash serves as a great tune-up for the TransPac. Newport Harbor YC, www.nhyc.org.

Mar. 19 — Rites of Spring, includes all-female crew division. OYC, (510) 366-1476 or www.oaklandyachtclub.com.

Mar. 19 — Stockton SC Doublehanded Long Distance Race #1. Info, www.stocktonsc.org.

Mar. 19 — Rosenblum Regatta. SFYC, www.sfyc.org.

Mar. 19-20 — Spring One Design Invitational. StFYC, (415) 563-6363 or www.stfyc.com.

Mar. 26 — Island YC's Doublehanded Lightship. Proceeds benefit United Cerebral Palsy. Info, www.iyc.org.

Mar. 26 — Small Boat Winter #3. EYC, www.encinal.org.

Mar. 26-27 — San Francisco Cup. SFYC challenges StFYC. Info, www.sfyc.org or www.stfyc.com.

Mar. 26-27 — NorCal High School Championships. StFYC, www.stfyc.com.

Mar. 27 — Spring Series #2. SSC, www.stocktonsc.org.

Mar. 28-Apr. 3 — BVI Sailing Festival & Spring Regatta, British Virgin Islands. One of the Caribbean's best regattas, which includes a huge bareboat fleet. A great way to spend a week-long charter. Info, www.bvispringregatta.org.

Apr. 2 — SSS Corinthian Race, formerly known as the In the Bay Race. Info, www.sfbayss.org.

Apr. 2 — Andy Byrd Memorial Race. CPYC, www.cpyc.org.

Apr. 9 — 30th Annual Doublehanded Farallones Race. BAMA, (510) 769-0309 or www.sfbama.org.

Apr. 9 — Spring Tune-Up Race, the mother of all beer can races. RYC, www.richmondyc.org.

Apr. 9 — Corinthian Challenge. CYC, www.cyc.org.

Apr. 9 — North Bay Challenge #1. VYC, www.vyc.org.

Apr. 9-10 — J/Fest, one design and PHRF racing for the J/boat faithful. StFYC, (415) 563-6363 or www.stfyc.com.

Apr. 9-10 — Resin Regatta, for Melges 24s and Etchells. SFYC, (415) 789-5647 or www.sfyc.org.

Apr. 9-10 — Camellia Cup on Folsom Lake, for centerboards, multihulls and keelboats. FLYC, www.flyc.org.

Apr. 10 — Spring Series #3. SSC, www.stocktonsc.org.

Apr. 16-17 — BYC's 39th Annual Rollo Wheeler Regatta. One design and PHRF buoy races on Saturday, pursuit race on Sunday. Bobbi, (925) 939-9885 or bobbi@jfcbat.com.

Apr. 30-May 1 — The 111th annual Great Vallejo Race, one of the biggest races on the Bay, which also serves as the

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BBS, TransPac winner.
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39' Schumacher, 1996, Recidivist
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38' Sabre 386, 2008, Kuai
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53' J/160, '00, Novakane.....	\$560,000	40' Avance, '85, Caribou*.....	\$119,000	33' J/100, Hull #9, '05.....	\$106,000
52' Santa Cruz, Kokopelli.....	\$749,000	39' Schumacher, '96, Recidivist.....	\$99,000	33' Back Cove, '08.....	\$279,000
52' Santa Cruz, '99, Renegade.....	Reduced \$495,000	38' Sabre 386, '08, Kuai.....	\$289,000	32' J/32, '02, Tango.....	SOLD
52' Santa Cruz, '98, Hula.....	\$449,000	38' Sabre 38 MkI, '84.....	\$89,900	32' Catalina 320*.....	\$61,000
52' TransPac with IRC mods, '03, Braveheart*.....	\$499,000	36' J/109, '03*.....	\$189,000	30' Peterson Half Ton*.....	\$27,500
48' J/145, Hull #9, '03*.....	\$675,000	36' Islander 36, '72, Absolute.....	\$45,000	29' MJM 29z, '07*.....	\$269,000
48' 1D48, '96, Chaya.....	\$125,000	35' J/105, '92, Hull #44, Orion.....	Pending	28' Alerion Express, '06*.....	\$99,000
47' Valiant, '81, Sunchase.....	\$110,000	35' J/105, '99, Life Is Good*.....	\$82,500	28' Alerion Express, '02*.....	\$72,500
44' Kernan, Wasabi.....	SOLD	35' J/105, '00, Hull #343, Nirvana.....	\$109,000	28' Islander, '79*.....	\$16,900
44' J/44, '93, Halcyon Days*.....	\$285,000	35' J/105, '00, Hull #347, Bald Eagle.....	\$109,000	26' J/80, '04, Heart Attack.....	\$34,900
44' Wauquiez 43 Pilot Station*.....	\$319,000	35' J/105, '02, Hull #520, Sea Room.....	Reduced \$94,900	26' Aquapro Raider, '02, enclosed hard top.....	Pending
43' J/130, '96*.....	\$209,000	35' J/35, '84, The Boss*.....	\$34,000		
40' J/122, '07, TKO.....	\$429,000	35' J/35C, '93.....	\$89,000		
40' J/120, '04, Mad Max.....	\$229,000	34' J/34, '85, The Zoo*.....	\$29,900		

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YRA season opener. Info, (415) 771-9500 or www.yra.org.

July 4-8 — 46th L.A. to Honolulu Race, better known as the TransPac, starts. Info, www.transpacrace.com.

Remaining Midwinter Regattas

BERKELEY YC — Chowder Races: Sundays through March. Bobbi, (925) 939-9885.

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

CORINTHIAN YC — Midwinters: 3/19 (bonus). Michael, racing@cyc.org.

ELKHORN YC — Frostbite Series: 3/6, 3/20. Paul, (831) 724-3875 or pputter@yahoo.com.

ENCINAL YC — Jack Frost Series: 3/26. Chris, rearcommodore@encinal.org. Small Boat Winter Series: 3/26. Charles Hodgkins, chodgkins@encinal.org.

GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Series: 3/5. Leslie Anne, (415) 931-3980.

HALF MOON BAY YC — Midwinters: 3/20. Info, rcommodore@hmbyc.org.

ISLAND YC — Estuary Midwinters: 3/13. John, (510) 521-2980 or iycracing@yahoo.com.

LAKE MERRITT SC — Robison Memorial Midwinters: 3/13. Jackie, (510) 582-1048.

OAKLAND YC — Sunday Brunch Series: 3/6. John, (510) 366-1476 or j_tuma@comcast.net.

RICHMOND YC — Opti Midwinters: 3/5. Small Boat Midwinters: 3/6. Tony, (925) 200-4441 or amcastruccio@sbcglobal.net.

SANTA CRUZ YC — Mids: 3/19. Info, (831) 425-0690.

SAUSALITO YC — Sunday Midwinters: 3/6. John Mount, race@sausalitoyachtclub.org.

SEQUOIA YC — Redwood Cup: 3/6. Winter Series: 3/19. Tim Peterson, trp43@aol.com.

SOUTH BEACH YC — Island Fever Midwinters: 3/19. Info, www.southbeachyc.org.

TIBURON YC — Midwinters: 3/12. Ian Matthew, ian.matthew@comcast.net or (415) 883-6339.

VALLEJO YC — Tiny Robbins Midwinters: 3/12. Info, (707) 643-1254.

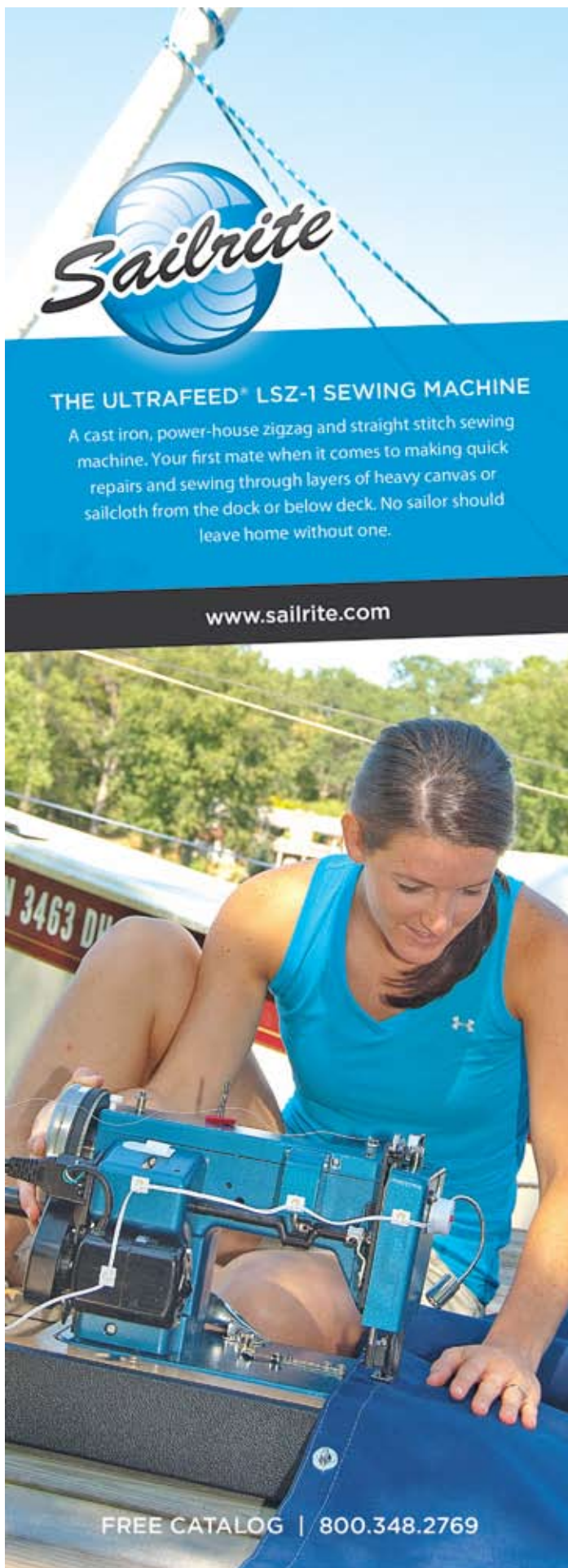
Mexico and Beyond

Mar. 8-12 — The 19th 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 Nautico Vallarta. For details, visit www.banderasbayregatta.com.

Mar. 12-Apr. 30 — The 2nd Annual Cruisers Rally to El Salvador starts in Mexico and meanders 'rally style' to the Bahia del Sol Hotel in El Salvador, where owner Marco Zablah is donating \$1,800 in prizes. Info, elsalvadorrally.blogspot.com.

April 7-10 — 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 2011 can be found at www.clubcruceiros.org.

Apr. 29-May 1 — Loreto Fest and Cruisers' Music Festival. This classic Baja event, started to clean up Puerto Escondido,



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CALENDAR

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.hiddenpartyachtclub.com.

May 2-7 — The Sea of Cortez Sailing Week will be just after Loreto Fest and sailed from Puerto Escondido 120 miles south to La Paz, with plenty of stops and lay days along the way. Don't miss the potlucks, hiking, volleyball, snorkeling, cocktail cruises, sunshine, instant friends and, of course, some of the most fabulous sailing you will find. Entry fee of \$25 is a tax deductible donation to Fundación Ayuda Niños (Foundation for Helping Children). The number of entries is limited to ensure room for the entire fleet on the infamous cocktail cruise aboard *Profligate*. Enter by emailing Patsy on *Talio* at patsyfish@gmail.com

June 24-26 — 6th Annual 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 races. Info, www.pacificpuddlejumper.com.

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

March Weekend Tides

date/day	time/ht.		time/ht.	
	LOW	HIGH	LOW	HIGH
3/05Sat	0535/1.3	1147/5.3	1741/0.8	
	HIGH	LOW	HIGH	LOW
3/06Sun	0015/5.4	0608/1.1	1226/5.0	1809/1.2
3/12Sat	0347/5.3	1100/0.6	1851/3.8	2239/3.2
3/13Sun	0551/5.3	1309/0.4	2054/4.0	
	LOW	HIGH	LOW	HIGH
3/19Sat	0539/0.3	1205/5.9	1753/0.2	
	HIGH	LOW	HIGH	LOW
3/20Sun	0029/6.2	0627/-0.2	1300/5.7	1835/0.7
3/26Sat	0518/5.5	1225/0.1	1958/4.4	
	LOW	HIGH	LOW	HIGH
3/27Sun	0044/2.8	0631/5.2	1333/0.2	2057/4.6

March Weekend Currents

date/day	slack		max	
	slack	max	slack	max
3/05Sat	0129	0408/3.4E	0744	1034/3.1F
	1337	1623/3.7E	2003	2253/3.1F
3/06Sun	0157	0442/3.6E	0820	1110/3.0F
	1417	1659/3.4E	2031	2322/2.9F
3/12Sat		0303/1.5F	0544	0921/3.4E
	1338	1635/2.2F	2006	2201/1.3E
3/13Sun	0112	0511/1.5F	0755	1124/3.6E
	1541	1844/2.5F	2207	
3/19Sat	0132	0421/4.7E	0750	1048/4.4F
	1355	1644/4.7E	2013	2307/4.2F
3/20Sun	0209	0505/5.1E	0839	1137/4.5F
	1450	1731/4.3E	2055	2348/3.9F
3/26Sat	0145	0427/1.8F	0713	1031/3.6E
	1451	1811/2.9F	2117	2358/1.5E
3/27Sun	0304	0552/1.8F	0827	1150/3.4E
	1556	1915/3.0F	2214	



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Now is the time to start getting ready! Make your list and check it twice; here are a few things you might want to consider:

- Sails in good condition
- Running rigging in shape
- Motor in good running order
- Clean boat bottom
- Berthing slip

We can service your sails of course, and if you need assistance finding other service providers let us know. If you are coming from out of town, be sure to find your slip or berthing very soon as the Bay will get busy. Call us and we can help direct you to marinas that will suit your needs.

Let us know what we can do to help you get ready for America's Cup 34!



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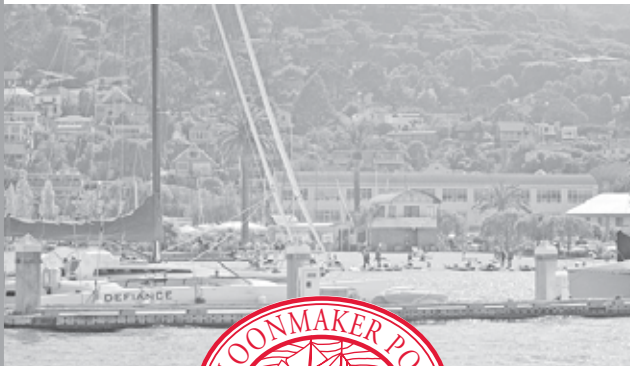
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LETTERS

↑↓ WHO CAN SHINE SOME LIGHT ON THIS PROBLEM?

Could someone please explain to me why the most simple piece of electrical equipment on my sailboat is the most unreliable?

I've got an AIS, which is somehow able to let me know where every ship is within 50 miles, what course it's on, how fast it's going, and how much of a threat it might be to me. It always works. I have a depthsounder that hasn't failed in nine years, and one part of that, the sensor, is always underwater, and another part, the display, is always out in the elements. Then there's my VHF radio, which never fails, even though it's pretty complicated. Even my handheld version, which has been soaked in a lot of salt spray, works like a charm.

No, the electrical equipment on my boat that reliably fails are the frickin' flashlights. I've bought the least expensive ones and the most expensive ones. I've bought the little tiny ones, and the big Maglites that cops use for hitting suspects over the head. I've bought the super simple ones that supposedly will just shine a plain beam forward. And I've bought complicated models, where you can narrow the beam, turn it into flashing mode, and even have it flash in red. Wowie!

But it doesn't matter what I buy, because after a couple of weeks, the damn flashlight doesn't work anymore. Guaranteed!

And don't get me started on the super powerful spotlights. They are basically oversized flashlights, so they don't last for squat either. I think I've dropped more of those in the dumpster than there are people in China.

It's not as if a flashlight is complicated. It's basically a container for two or more batteries, a bulb, and a switch that either sends or stops sending electricity to the bulb. Big deal. The batteries, which I can buy by the dozens for almost nothing at Costco, are never the problem. Sure, they eventually run out of juice, but they are supposed to. And all the replacements work like a charm.

No, it's the flashlight bulbs, or the switch, or the I-don't-know-what. All I know is that the life-

expectancy of a flashlight is measured in weeks, not months or years. The EPA ought to look into this because probably half of all landfill is flashlights that don't work anymore.

Come to think of it, I once did have a reliable flashlight. It was especially made for scuba divers. It was a little more cumbersome than normal, and it cost about five times as much as a regular soon-to-be-broken flashlight, but it worked every time it was asked to. Which, no doubt, is the reason that it walked off my boat in the hands of a sticky-fingered guest.

Has anybody out there had better luck with flashlights? Please God, let the answer be 'yes'.

Dick 'Flash' Gordon
Mary Lou Peggy Sue, Hunter 33
Fresno



LATITUDE / LADONNA

LaDonna's new LED flashlight, which lives in a clip next to the companionway (lower left corner), puts out far more light than her big, old Maglite.

Dick — Editor LaDonna Bubak feels your pain as her expe-

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LETTERS

rience with onboard flashlights has been similar. Luckily, her husband is a bit of a flashlight addict so he often brings new models down to their boat to try out (no doubt because they so frequently fail). His latest purchase was a \$20 West Marine three-watt LED light that has worked flawlessly for nearly a year now. Not only is it a fraction of the size of their big Maglite, but LaDonna reports that it puts out brilliant white light the old Mag can't touch, and features rubber O-rings to keep out moisture and a glow-in-the-dark grip.

But we're sure our readers have suggestions of their own. Send them to richard@latitude38.com.

↑↓HOT, HOT HOT!

I just watched the first video released by Oracle of the 45-ft catamarans that will be used by all the teams to ramp up



MILLICENT MILLER

their multihull game for the 34th America's Cup. They look hot, hot, hot!

Only as exciting as this?!

I can only imagine — and lust for — the performance and excitement of the 72-footers battling for the Cup itself! And battling for it on honking old San Francisco Bay in the honking month of August. What could be better? It's going to make watching the monohull America's Cup seem about as much fun as watching ladies' lawn bowling. Or curling. What's the deal with the guys with brooms in curling anyway?

As for the rumors that Bertarelli and some of the old school guys want to create a competing event using monohulls, I say let them kiss Ellison's behind. Say what you will about Ellison, but he's a proven winner. If Bertarelli and his bunch go ahead with their event, they'll be on the wrong side of history.

The multihull America's Cup on San Francisco Bay is not just going to be the bomb, it's going to be the nuclear bomb of sailing fun and excitement. And yeah, I bet at least one of the big boats will go over before it's all said and done. So count me in on the 34th America's Cup. And yes, I'm under 30, unlike all the old farts who keep bellowing to go back to leadmines.

Robert Jefferson
San Jose

Robert — We're with you. We think the big cat racing on the Bay is going to be spectacular. We can't remember where we saw it, but there's a clip going around of Tom Blackaller racing



GILLES MARTIN-PAGET

Formula 40 cats on the Bay. After it was all over, Blackaller, the man behind Northern California's first America's Cup entry and a legend of the St. Francis YC, said if the Cup was going to be held in fast multihulls, he'd even be interested in doing another one. Unfortunately, he died of a heart attack at age 49, far too young.

The AC 45s are indeed hot, hot hot!

We're also particularly excited about the Peyron brothers' Energy Team and the ALEPH Team France entries. The leaders of these two French teams have done it all on the oceans of the



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LETTERS

world with multihulls, and they will be bringing their experience and a certain je ne sais quoi and joie de vivre to the event.

↑↓ "MY NEW BOYFRIEND MIGHT GET HURT"

Has anybody considered how dangerous the upcoming America's Cup might be to the crews and other sailors? The new 72-ft cats with hard wings are going to be capable of speeds in excess of 30, and maybe even 40, knots. Can you imagine the damage to the bodies, not just the boats, if there were to be a T-boning at a combined speed of 50 knots?

These ultra-high performance cats are going to be about 46 feet wide, and it's certainly possible that one or more of them will flip. Can you imagine how badly a crewmember on a windward hull could get hurt if he were to free fall 46 feet onto the leeward hull?

Then there is the whole matter of the cats being built of carbon fiber. I'm no expert, but I've heard that when carbon fiber fails, it splinters into shards that can easily pierce the body. Once in the body, carbon fiber can't be detected by X-rays.

Lastly, these cats will no doubt be doing a lot of practicing on San Francisco Bay. Are they not going to be a danger to regular sailors, such as myself, on boats that have maximum hull speeds of seven knots or so?

As a sailor and a single gal not at all opposed to the idea of meeting buff young sailors raking in *beaucoup* America's Cup bucks, I love the idea that the Cup will be coming to San Francisco Bay. In fact, I'm planning to bring my boat down to the Bay to watch the action and be part of the social scene. I just hope that nobody — particularly me or my hoped-for new boyfriend — gets hurt or killed.

Carol Jensen
Cat's Cradle, Catalina 27
The Delta

Carol — It's true that carbon fiber can be nasty stuff, which is no doubt why the BMW Oracle crew wore body armor and helmets on USA 17 during AC33. If we're not mistaken, they



COURTESY TOMMY HILFIGER

It's exciting enough when a small cat like the Extreme 40 'Tommy Hilfiger' trips over herself, so if an America's Cup cat goes over, it certainly could be dangerous.

had a medical team follow the big tri on all her test sails off San Diego. We expect to see developments in these kinds of safety precautions.

As for getting out of the way of a giant, overtaking racing catamaran, forget it. We once sailed across San Francisco Bay on Bruno Peyron's 86-ft Commodore Explorer, and came up behind a startled powerboat operator at about 25 knots. Scared the daylights out of him when he turned around and saw a monster bearing down on him. All you can do in such situations is hold your course.

↑↓ THANKS FOR KEEPING UP WITH JEANNE SOCRATES

Unfortunately, we haven't seen much press coverage of Jeanne Socrates' attempt to complete a solo circumnavigation. So it's been great to see *Latitude's* various updates. As you know, this British woman — and Singlehanded TransPac vet — chose to start and finish in Victoria, British Columbia.

As you noted in your January 7 *Lectronic*, Jeanne's Najad



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380 *Nereida* was knocked down off Cape Horn and sustained substantial damage. Jeanne limped *Nereida* into the port of Ushuaia, Argentina, and has subsequently been working hard to mend what she can and source parts so *Nereida* can continue — although obviously it won't be a nonstop circumnavigation. For more details visit her website at www.svnereida.com. Jeanne updates the site with commentary and pictures frequently.

Jeanne's courageous voyage is inextricably joined to her determined wish to raise money for the Marie Curie Cancer Care Foundation. This is in memory of her husband, George, who lost his battle with cancer in '03 in the early years of their cruising life. There's a donation link on her website, and we're sure she would take any donation as encouragement.

Rose & Robert Brand
Tillicum, Seabird 37
Visiting in the UK from
Sidney, B.C.



COURTESY NEREIDA

Jeanne makes a repair to her windvane in Ushuaia, Argentina.

Readers — We're proud to say that Jeanne, who is 68 years young, is a good friend of *Latitude's*, and one of the world's more accomplished amateur sailors — let alone women sailors. Some of you may also remember that a problem with her autopilot put her previous boat on the

beach in Mexico less than 60 miles short of the completion of a singlehanded circumnavigation. Jeanne used to the insurance proceeds to have her new boat built, then left on her first nonstop circumnavigation attempt. Engine issues, among other things, forced her into Cape Town for months, which effectively forced her to abandon a circumnavigation. Instead of worrying about it, she sailed nonstop from New Zealand to Hawaii for the finish of last summer's Singlehanded TransPac. She left Victoria on October 25 on her second nonstop circumnavigation attempt.

⚡ A COLREG APP? SACRILEGE!

Did you guys see that there's a new iPhone and iPad app called *Lights and Shapes*? It provides a complete reference for the International Regulation for Preventing Collisions at Sea (COLREG), parts C and D. It's a fully indexed text of the COLREG (part C and D), so you can easily access each rule.

The app also includes 'electronic flash cards' of all possible light and shape combinations, and from all angles. But wait, as they say on television, there's more! It also includes signal sounds for rules 34, 35 and 36, with real sounds. And there are hundreds of tests so the owner can practice them all.

The App Man
Vallejo

T.A.M. — We weren't aware of the *Lights and Shapes* app, but we're not surprised. Like a lot of apps, it could be really helpful — if you remember that you have it. There are so many good apps, it's hard to keep up.

Of course, there are traditionalists who aren't very happy with the app way. For example, there is now an iPad app for — and we're not making this up — Roman Catholic confessionals. While the creators of the app had it blessed by some priests and a bishop, that old fogey the Pope apparently thinks it's the work of the Devil.



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LETTERS

↑↓ A GOOD DEAL ON A CATALINA 27

In January's *Letters*, John Gardner, who had lost his Catalina 27 *Mai Tai* at the entrance to Channel Islands Harbor, put out something of a request for another Catalina 27.

There is one for sale a few slips over from my freshwater home on Lake Millerton. I think the owner wants \$4k for his immaculate boat, which has only been sailed in fresh water. I bought the guy's trailer for my boat, but if Gardener bought the boat and needed to trailer her to the ocean, we could probably help.

He can reach me at jmmondeau@aol.com.

Jean & Denise Mondeau
Carmela, Cal 2-27
Madera



KEVIN MURRAY

More than 6,600 Catalina 27s were built in their 20-year production run.

Readers — An immaculate, freshwater-sailed Catalina 27 for \$4k sounds like an interesting proposition to us. The Catalina 27s are considered to be one of the better sailing boats of their size, era and type, and there was even a guy in the U.S. Virgins who beefed his up a bit and sailed her around the world. Not that we're recommending it, mind you.

↑↓ "SCREW IT, LET'S HAVE A BEER INSTEAD"

I'm a big believer in sharing mishaps involving sailing. Like the time we T-boned a Coast Guard vessel in Alameda, with all the Coasties on the rail laughing at us. Or the time we were smoking past a bunch of boats during a race through Suisun Bay, only to run aground. There are so many more stories, but I have a recent one I'd like to add.

My friend Andrea from New York wanted to do the Three Bridge Fiasco with me, and so I emailed the Singlehanded Sailing Society to see if they had set a date. We got a return email, and locked the date in. Having already done the event several times, I never bothered to look at the sailing instructions. Andrea flew out Thursday, and on Friday went up the mast to fix the Windex, and helped with other repairs and preparations.

We headed out of South Beach Harbor on Saturday morning, rigging all the gear while underway, and eagerly looking forward to the race. But after a while, I said, "Hmmmmm, something doesn't seem right. The Three Bridge Fiasco attracts hundreds of boats, but I don't see any." I knew that Andrea had printed the instructions, so I asked him to give them a look.

Oops, it was Saturday, January 22, and the race was set for January 29. We laughed hysterically at our mistake, then sailed to Sam's and drank a beer.

Art Hartinger
Pied-a-Mer, Beneteau First 310
South Beach Harbor

Art — Being able to admit one's mistakes, errors and screw-ups is, according to the Amateur Psychiatrist Handbook, one of the strongest indicators of a well-adjusted personality. Congratulations. You don't make it clear, but we presume the error was made by the SSS's emailing you one date and your writing down another.

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LETTERS

↑↓ KEHAULANI'S NINE-YEAR CIRCUMNAVIGATION

A friend of mine directed me to the November 8, 2010 *'Lectronic Latitude*, where it was reported that my Caliber 40 *Kehaulani* received assistance from the 134-ft steel, brigantine-rigged research and sail training vessel *Robert C. Seamans* during a passage to Hawaii.

The facts that were reported were close enough. It was actually a shroud that broke at the spreader base, not damaged sails.

For the record, *Kehaulani* and I completed a nine-year circumnavigation when we arrived back in Tahiti. Patricia, my high school sweetheart, and now my wife, joined me in Australia in '06, and sailed most of the way with me to Hawaii via the Indian Ocean, Cape Town, Rio, the Caribbean, and the '10 Pacific Puddle Jump.

Kehaulani is now in Honolulu. I plan to sail her to our new home in Bellingham next July.

John Harris
Kehaulani, Caliber 40
Bellingham, WA

John — Thanks for checking in, and congratulations on completing your circumnavigation. We'll have to add you to our list of West Coast Circumnavigators.

↑↓ A FAIR TRADE

The recent article about Cita Litt's Rhodes 90 motorsailer *Sea Diamond* reminded me of an encounter that I had with the boat years ago, an encounter that left me puzzled for days.

It was during the mid-'60s, during which time I had a very pretty Angelman Sea Witch ketch. She had gold leaf and red enamel trail boards, nice varnish, and looked really good. Anyway, I was standing off Avalon Harbor, waiting for my turn to enter, as was *Sea Diamond*. As we drifted into speaking distance, we exchanged compliments on how pretty each other's boat was. The man on *Sea Diamond* then said he would like to trade with me, straight across, for my boat. I assumed he was not serious, but was puzzled as to why he would even suggest it.

Just a few days later, I read about his financial troubles, and how he was losing everything. The apparent source of



It takes money and passion to keep a yacht like this looking like this.

the family wealth, Diamond Bar, was a huge ranch east of Los Angeles. It had lots of oil wells, but crude was only two or three cents a barrel back then, so he was apparently in deep trouble. There may have been a divorce, but I'm not sure about the nature of the problems.

COURTESY ROBERT C. SEAMANS

The crew of 'Robert C. Seamans' went to the aid of the crew of 'Kehaulani' mid-Pacific.

LATITUDE / RICHARD

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Photo by Billy Black

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LETTERS

Maybe I should have taken him up on the offer. But maintaining *Sea Diamond* probably would have broken me, too.

Ernie Copp
Orient Star, Cheoy Lee Offshore 50
Long Beach Marina

Ernie — It's unclear to us who might have owned Sea Diamond at the time, for she was owned by several members of the extended Bartholomew family, and then moved out of family hands for 47 years.

For those who didn't catch the news in 'Lectronic, Cita has apparently decided to cancel her TransPac and South Pacific plans in favor of shipping the mighty Sea Diamond to the Med. We think she is going to love that.

↑↓WHAT HAPPENED TO FAIR AND BALANCED?

I don't think you at *Latitude* are being balanced with your Mexico crime coverage. Your February 4 *Lectronic* makes it out that all is fine and dandy South of the Border, with statements like "but there had been three 'very minor [crimes]' near the cruise ship terminal this year," and "Furthermore, we didn't hear a single report of a cruiser, RVer, or ex-pat having any negative incidents."

Why not include in the report the photo of the Canadian injured in Mazatlan by stray gunfire that inspired the cruise lines to cancel trips? There's a link to it at <http://winnipeg.ctv.ca/servlet/an/local/CTVNews/20110119/mexico-incidents-110119/20110119?hub=WinnipegHome>. Then folks can make up their own minds without the media hype in either direction.

I was on my boat in Mazatlan last month, and in my estimation it's a pretty safe city. I won't go back, but that's because I found it to be a decaying, graffiti-laden tourist town well past its prime with not that much to offer.

Paul Lever
Jeorgia, J/37
Edmonds, WA

Paul — We have to agree that our "Mexican crime coverage" hasn't been balanced, because if it had been, we'd have excoriated every numbskull who has never been to Mexico, but who loudly proclaims to all who will listen that everywhere in Mexico is super dangerous. That's like saying San Francisco is super dangerous. It's a statement that's true or false depending on what part of San Francisco — or Mexico — you're talking about. Our role in 'balancing' has been agreeing that, yes, there has been horrific narco violence in parts of Mexico, but to date it hasn't affected members of the cruising community or the majority of places cruisers frequent. Indeed, things have been "fine and dandy" with regard to cruiser personal safety in Mexico. As we've said before, if this changes, we'll be the first to let you know — and the first to seriously reconsider having our boat in Mexico.

With regard to Mazatlan in particular, if you read our piece again, you'll note we said that, unlike most other places on the Pacific Coast of Mexico, we hadn't been there recently. As such, we couldn't offer any firsthand insight, which is precisely why we asked for input from cruisers who have been there or are there now, and therefore have some idea of what the hell they are talking about. Do you need any more proof that we're not trying to whitewash the situation in Mazatlan?

As for the Canadian gentleman who got shot, we were unaware of the incident at the time we wrote our 'Lectronic report, but did report on it on February 7. Nonetheless, aren't the first several paragraphs of the article, reprinted in the next

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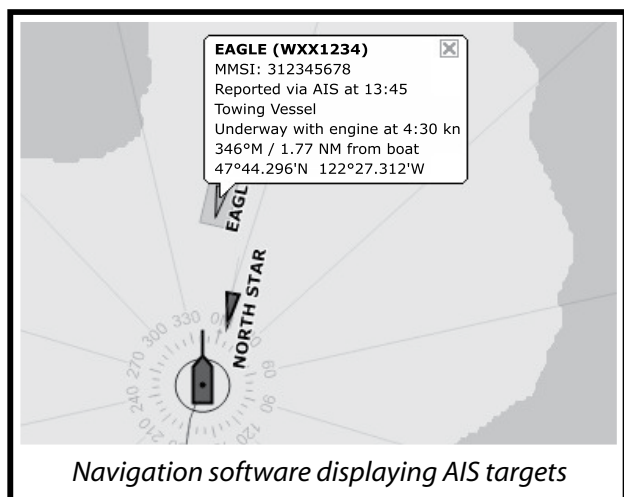
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LETTERS

paragraph, quite revealing?

"A 69-year-old man from B.C. says he still feels safe in Mexico despite being shot in the leg while walking from his hotel to a local plaza while on vacation Monday afternoon. Mike Di Lorenzo of Penticton, B.C. was hit by a stray bullet in Mazatlan, a city in the Pacific coast state of Sinaloa. Mexican police say the gunmen were trying to hit a man riding a motorcycle, when two bystanders were injured. The man on the motorcycle was killed. Di Lorenzo, who is recovering in a local hospital, said despite the violence and the fact he was hit just four blocks from his hotel, 'I feel safe here.' When asked if he had a message for family and friends back home, Di Lorenzo told CTV News Channel: 'I'm in very good hands here. I've been having help. I didn't know that they had so many good people, so many friendly people, nice people.'

For balance, the headline in the Winnipeg CTV edition on that same day read: "Two people were shot and killed in the Centennial neighbourhood of Winnipeg early Saturday morning after they were kicked out of a house party."

In a later story by Di Lorenzo's local British Columbia news station, he's reported to have said that he has every intention of returning to Mazatlan, his favorite vacation destination, and is even thinking about buying a home there. He also says he viewed the event as being "rare and random, and hope[s] it doesn't deter other people from travelling there."

↑↓ BELIEVE THOSE OF US ON THE SCENE

We are alumni of the '10 Ha-Ha and spent the last week of January at anchor off Stone Island outside of Mazatlan in company with Ha-Ha vets *Kokomo* and *Roksan*. Most days we bussed into town, walked around, and wondered why the streets were so empty. That is when we learned that, as you have reported, the cruise ships had pulled out of Mazatlan. This is too bad, since the town depends a lot on tourism. At no time did we feel uneasy or threatened, so we think the move by the cruise ship companies is an overreaction — as are most reports by the U.S. media. It may well be that the cruise

ships were looking for an excuse to break contracts because people afraid of violence were not booking their cruises to Mazatlan.

As *Latitude* has reported for some time, we think that Mexico has gotten a bad rap. We have been from La Paz to Santa Rosalia, from



Jim and Connie felt safe in Mazatlan.

Toplobampo to Los Moches up the Chepe railroad to Creel, and down through Mazatlan and San Blas, and found nothing but happy and helpful Mexicans. People should forget the newspaper stories and believe those of us on the scene.

Jim & Connie Merritt
Sound Effect, Dufour 385
Tacoma, WA

Jim and Connie — We don't think that people should "forget the newspaper stories," because it is factually accurate that there has been a horrific human toll in the narco wars in Mexico. However, we do think the news media need to do a better job of reporting by no longer painting all of Mexico with a broad and often inaccurate brush. Imagine if the news media portrayed all of the East Bay as a war zone — which, come to think of it,



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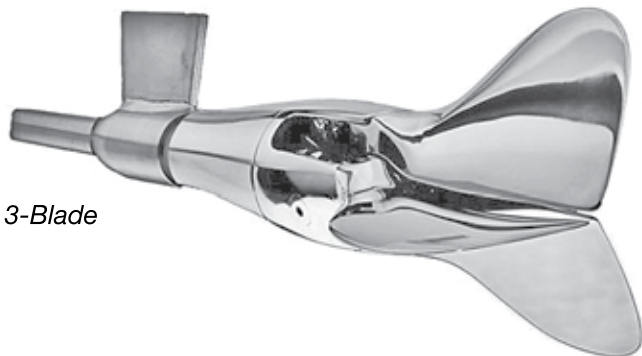
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LETTERS

they often do. While such a claim might be accurate for many parts of Oakland, it's not true for the Oakland hills or safe-as-milk Alameda, which is located just a stone's throw across the Oakland Estuary.

By the way, in less than a week, two of the three cruise ship lines changed their mind and are now having their vessels call on Mazatlan again. The third, Disney, said they will revisit the situation in the fall. Officials said Mazatlan welcomed 500,000 cruise ship passengers in '10 "without any problems." We find it hard to believe there weren't any problems, but that's the claim.

↑↓ MAZATLAN WAS FINE BUT WATCH YOUR DINGHY

I arrived in the Old Port section of Mazatlan at night after a crossing from La Paz. Thanks to the very helpful port captain's office, which hailed me on VHF as I was making my way up the channel, I was directed to the yacht anchorage and told about shore access for the next morning.

I found Mazatlan to be very welcoming to boatowners such as myself and my guests. We paid Club Nautico approximately \$20 for a week of shore access for the dink, and were soon enjoying the sightseeing, restaurants, bars, and shopping of the city.

After a week, it was time to say goodbye to all of my guests, which left me alone in the Old Port on my 68-ft Herreshoff schooner. My daily habit was to take the dink to Club Nautico in the morning, shop for a few hours, and return to the boat by nightfall. This worked out fine.

Fine until the morning I awoke to find that my 10.5-ft West Marine dinghy with an 8-hp outboard that I had tied to my rail, was gone. The painter had been cut, so my precious dinghy was history. I'd gone to sleep at 8:30 p.m. the night before and hadn't heard a sound during the night.

I announced my loss on the morning cruisers' net, and contacted the port captain — who sent an officer to my boat to take a report.

Fortunately, I had a second red-headed stepchild of a dink onboard, and I used that for the rest of the stay in Mazatlan. From then on, the nightly security measure that I and the rest of my Old Port neighbors employed was to hook a halyard to our dinks and raise them out of the water at night so as not to tempt the locals. Other than my dinghy loss, Mazatlan was welcoming and I felt safe everywhere I wandered.

Rory James Kremer
Condesa del Mar, Herreshoff 68
Monterey

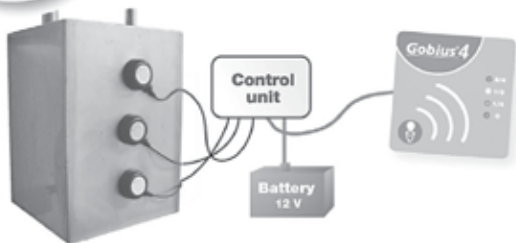
Rory — We think it would have been more accurate if your second to last line had ended with, ". . . so as not to tempt the locals or other cruisers." We know it's hard to believe, but cruisers have been known to steal from other cruisers. Furthermore, a Mexican with a small inflatable and a small outboard screams "Incongruity!" as they are panga people through and through.

For cruisers who somehow haven't gotten the word, if you don't raise your dink out of the water or lock it securely to your boat at night, you are solely tempting fate. And that's true the world over, not just in Mexico.

↑↓ MAZATLAN IS A GREAT CITY

I've lived in Mazatlan for the last seven years, and I have to say that I feel safer here than I did when I lived in the L.A. area and the Bay Area. Mazatlan is a great city, and the people are very friendly.

I sail between Mazatlan and Puerto Vallarta every year for



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LETTERS

the Banderas Bay Regatta, and plan to continue to do so until I no longer sail. That's how much I enjoy it down here.

Like everyone, I've heard reports of the violence around Mexico, but haven't run into any problems personally. I think most cruisers will agree that for them, Mazatlan is a great place to visit or stay.

Chuck Naslund
Saber Vivir, Catalina 30
Mazatlan

↑↓ **DEFINING THE 'WRONG SPOT'**

The Canadian who was hit in the leg by a stray bullet in Mazatlan says that it's his opinion that it could have happened anywhere — he was just "in the wrong spot" — and that he intends to go back. The day I think I'm in the wrong spot because I've walked two blocks to a market is the day I don't return to an area!

Michael Kew
Planet Earth

Michael — We understand exactly how you feel. That's why we no longer go to San Francisco, Oakland, Sausalito, Tiburon, Mill Valley, San Rafael, Vallejo, Sonoma, Richmond, Berkeley, Alameda, San Leandro, San Mateo, Redwood City, Santa Cruz, Santa Barbara, Ventura, Oxnard, Marina del Rey, Avalon, San Pedro, Long Beach, Newport Beach, Dana Point, Oceanside or San Diego. And after the cold blooded murder of Hollywood publicist Ronni Chasen, we don't go to Beverly Hills either.

↑↓ **"I HAVE NOT FELT DANGER IN MEXICO"**

We left Mazatlan last week after a month-long break in our cruise down from Canada. We stayed at the Marina Mazatlan, where we were treated well and got a reasonable monthly berth rate. We wandered the streets of the town wherever and whenever we chose, including passing by the cruise ship terminal several times, and experienced nothing which caused us to consider the town unsafe. In fact, on two occasions, local people approached us and just wanted to say hello and welcome us. Other cruisers we know, who have been in Mazatlan longer, have shared similar opinions.

We are aware that a Canadian tourist was shot during our

last week in Mazatlan, but there are conflicting versions as to what happened, so we have no idea if he was targeted or just unlucky. I suspect the latter. But to put this in perspective, during the same period a Canadian teenager was killed in a bar fight in the Caribbean, and a Canadian ex-pat woman was murdered in Costa Rica in a targeted attack.

By far the most dangerous thing we have done on our trip is make a car trip from Mazatlan to Durango on Highway 40. I would recommend this as a side trip to anyone, and would do it again given the chance. But driving the 'Devil's Spine' is not for the timid.

Over the years, we have traveled in Asia and Europe as well as North America, and I believe that I have good instincts for when I am in the wrong place and possibly at risk. Like the Wanderer, I have not felt in danger in Mexico — despite the serious narco violence that is obviously taking place. The sight



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Driving the Devil's Spine is more dangerous than walking in Mazatlan.

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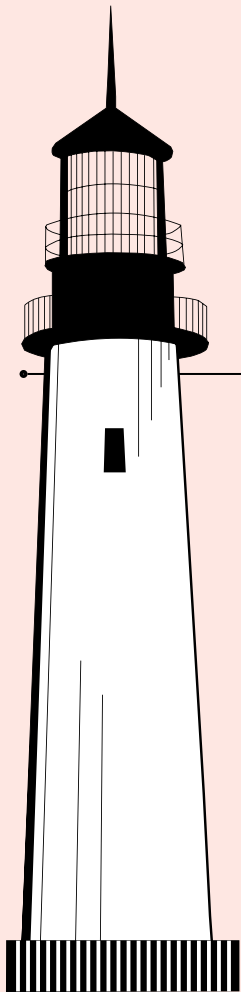
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LETTERS

of pick-up trucks full of balaclava-wearing soldiers brandishing automatic weapons is more sobering than reassuring.

Doug & Lyneita Swanson
Ka'sala, Coast 34
Comox, B.C.

⇅ NO IMMINENT CHANGE OF PLANS

Howdy from Marina Vallarta, which is a lot more run-down — especially the bathrooms — than most of the cruising guides had foretold. But as long as we buy drinks, we get to use the hotel pool.

I haven't heard of any violence toward cruisers down here, but the long-time yacht service outfit that identified itself as 'Julie Mazatlan' had their facility broken into. So much electronic equipment was stolen that they had to close up shop. In addition, a brand new TV/electronics store in town was held up by guys with machine guns who cleaned the place out. This happened just before Christmas. It made us a little nervous, but hasn't changed our plans. We will continue down to Barra and Zihua, then slowly work our way back north as the weather warms.



WEBB LOGG

Marina Vallarta tenants deserve better maintenance and some upgrades.

Marina Vallarta tenants deserve better maintenance and some upgrades. Jan — The condition of Marina Vallarta, which is the marina next to the airport and closest to downtown Puerto Vallarta, has been deplorable for some time now. As we understand it, it's been in a bankruptcy situation for many years, so nobody has been willing to put any money into maintenance or improvements. Its primary appeal has been its proximity to the hubbub of Puerto Vallarta proper. But after a recent 20% price increase, even the location wasn't enough, so some boatowners have opted to move to Paradise Village Marina or the Marina Riviera Nayarit. Both of those marinas are in excellent condition, right down to plentiful clean restrooms with great showers.

Jan Grygier
Neener3, Catalina 42
Richmond

Jan — The condition of Marina Vallarta, which is the marina next to the airport and closest to downtown Puerto Vallarta, has been deplorable for some time now. As we understand it, it's been in a bankruptcy situation for many years, so nobody has been willing to put any money into maintenance or improvements. Its primary appeal has been its proximity to the hubbub of Puerto Vallarta proper. But after a recent 20% price increase, even the location wasn't enough, so some boatowners have opted to move to Paradise Village Marina or the Marina Riviera Nayarit. Both of those marinas are in excellent condition, right down to plentiful clean restrooms with great showers.

⇅ THOSE WITH CITY SKILLS WILL BE FINE

I spent over a month in a small townhouse at the bottom of Ice Box Hill near the historic district of Mazatlan in '08. During that time, I pretty much explored the whole city by foot and public bus. One time, a sweet old lady on the bus warned me that it wouldn't be wise for me to get off at her stop, which was way south of town toward the airport. There is also a tough neighborhood near the Pacifico plant, between the giant Central Mercado and the cruise ship docks. If you take that shortcut any time of day, there could be trouble. But if anyone has any city skills at all, it's obvious you should only go there if you want to buy drugs or get mugged.

In the Golden Zone near the marinas, some of the low-paid construction workers, often brought in from other areas, can be rough. But they seem to keep to themselves, so it wasn't an issue for me.

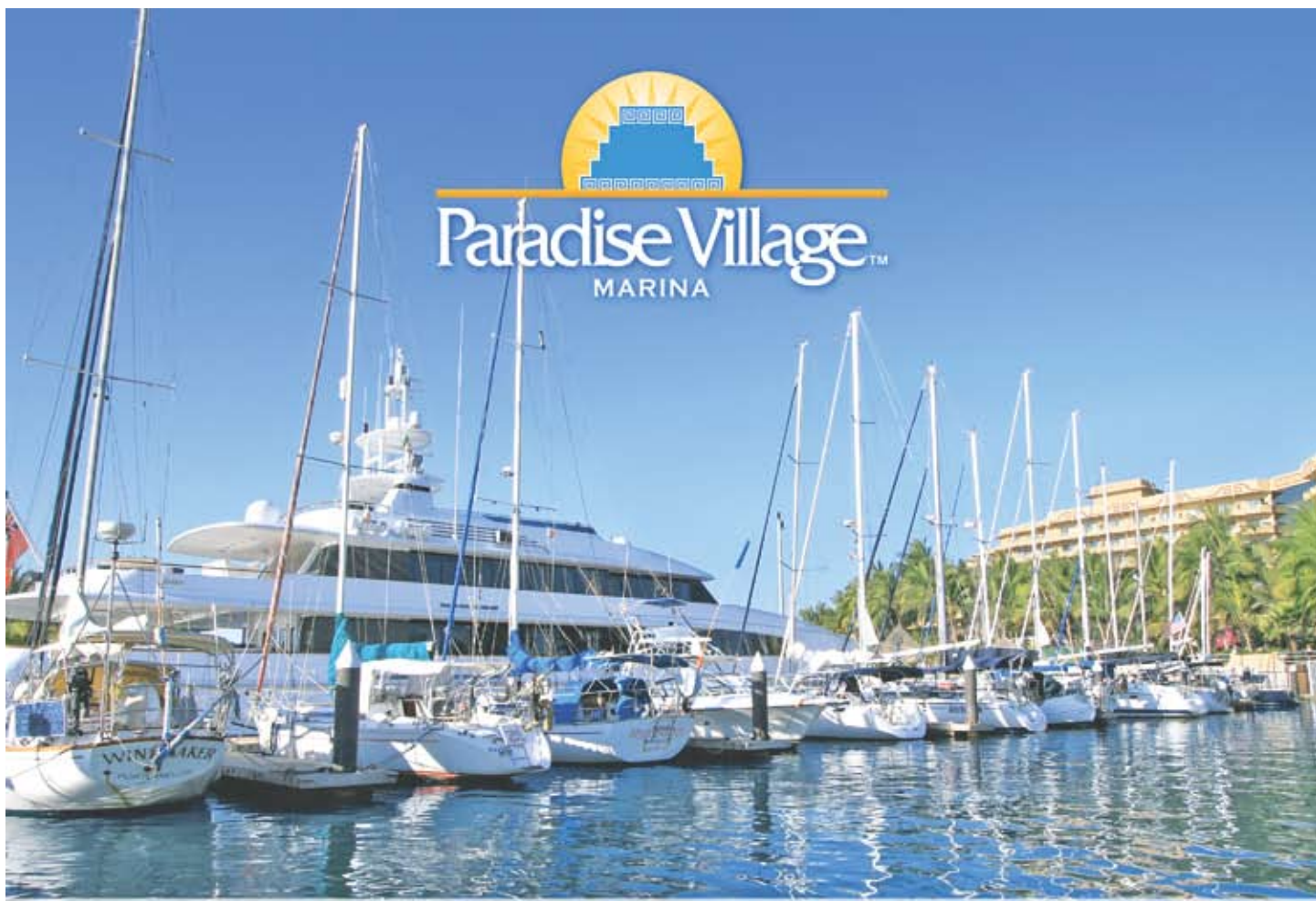
Old Town Mazatlan and the whole *malécon* waterfront are very family-oriented and well-patrolled by the authorities.

I hope to return to Mazatlan sooner rather than later, and I hope to stay longer.

Alan Johnson
Lake Tahoe



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LETTERS

↑↓ "IT'S THE POTHEADS' FAULT"

Generally speaking, I hate lawyers, but I'd like to see some of them sue the hell out of all the American consumers of illegal drugs, as they are the ones who are responsible for more than 35,000 narco deaths in Mexico. Are these people too stoned to connect the dots between their getting high and more than 100,000 young Mexican boys and girls now having to go through life without their fathers?

Furthermore, these drug consumers are responsible for the destruction of many tourist businesses, and therefore jobs badly needed by some of the nicest and most hard-working people on earth. You druggies and your 'it ain't my fault' stoner attitude make me want to puke. Don't kid yourself, that Mexican doobie you smoke is bright red with the blood of all those who died just so you can get 'fucked up'. You're disgusting and pathetic. If you got to smoke, grow your own damn stuff.

Jeff Danson
Sunnyvale

↑↓ COME ON DOWN!

Vets of the '09 Ha-Ha, we spent about 10 days in Mazatlan's Old Harbor on the hook, then we moved to Marina Mazatlan, and most recently to Isla Mazatlan. We have not had any personal safety or theft problems, nor have we heard of any others — except for the problems with dinghy thefts in the Old Harbor. We've heard that half a dozen dinghies were stolen in the last month, but haven't talked to any of the victims. We didn't lose our dinghy, but were careful to raise it every night.

In the north or marina part of Mazatlan, cruisers are a little remote from the hustle and bustle of downtown. As a result, we have ridden the bus to and from town many times, and spent many hours walking around and living with the locals. We have sensed nothing in the way of danger. The taxi drivers, as you might expect, are concerned about how we feel. We usually have a nice conversation with them about how we feel about Mazatlan, and whether we would return. We always tell them that there is never a doubt that we would return.

We tell all our friends back home that we feel much closer to potential drug-fueled violence back home in Alameda, which is just across from the seedy and dangerous parts of Oakland, than we have ever felt here in Mexico.

Our advice to others? Come on down!

Muggs & Larry Zabel
Peregrine, Fuji 45
Guaymas, Mexico

Muggs and Larry — With all due respect, we don't believe six dinghies have been stolen in the Old Harbor, or there would have been a giant stink about it. We think the number is one or maybe two, multiplied by hearing about them from others. If we're wrong, we'd very much like to be corrected. We'd also like to hear if any dinghy that had been raised or locked at night has been stolen anywhere in Mexico.

We didn't have space to include all the reports we received from Mazatlan, but they were overwhelmingly positive.

↑↓ IS SLAMMING MEXICO A CONSPIRACY?

We're not cruisers in Mexico — we leave our boat in Washington — but we live a few blocks from the marinas in Mazatlan about six months every winter. We have not witnessed any type of violence or felt uneasy during our winters here. We spend time in the Centro district shopping, attending the theater, dining out and enjoying the quality of life in Mexico. As many others have stated, we feel as safe down here as we



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Honolulu, HI - San Francisco Jul 22 - Aug 9, 2011

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LETTERS

would in any city in the United States. We do believe that the news media in the States have gotten out of hand, and they are hyping up stories to try to justify their existence. We'd like to read some nice stories about Mexico instead.

Tom & Diane Preston
Mazatlan

Tom and Diane — To the credit of the S.F. Chronicle, about two months ago they had a feature about people who loved living in Mexico. Naturally, it didn't get as big a play as the negative stories, which seem to be the specialty of the L.A. Times and CNN.

Normally we don't believe in conspiracies, but we believe there has been a low-grade conspiracy on the part of the U.S. government and U.S. media to portray Mexico as poorly as possible in order to benefit United States tourism interests. The truth of the matter is that U.S. tropical tourism — as represented by Hawaii, Puerto Rico, the Virgin Islands, and southern Florida — can't touch the 'bang for the buck' value of similar tourism in Mexico. Figure on the U.S. version being two to four times as expensive and with less pleasant service. After spending months in Mexico, we spent three days in San Juan, Puerto Rico, and felt as though we were being robbed. In a similar way, we believe the government and the U.S. media hammered away at Toyota as part of an effort to resuscitate General/Government Motors, which on its own was simply non-competitive.

↑↓ FINDING ROPE ON A BOAT

That was a good one about learning 'sailingo' in January 19's *Lectronic*. Being ex-Royal Navy and ex-Trinity House, I would like to correct an error regarding 'rope' in the article. You mention that once a rope is taken aboard a vessel, it's no longer a rope — it becomes, a warp, spring, halyard, sheet, etc. This is not exactly true, as there is one place on a ship where you will always find a rope, even on my 50-ft ketch: the bell rope.



The ship's bell turns out to be the only place you'll find a 'rope' on a boat.

David S Wheatley
Surabaya Girl, 50-ft ketch
Haslar Marina, Gosport, U.K.

↑↓ LEARN TO SAIL AT SEQUOIA YC

On page 78 of the February issue you had a section on where people could learn to sail. We think you missed us.

I'm the Junior Sail Program Director at Sequoia YC in the South Bay (Redwood City). We teach kids to sail and hold spring and fall sessions — 10 classes in each session — using Lasers and El Toros. Our spring session started on February 26.

By the way, *Latitude* does a great job, and I enjoy reading the magazine every month.

Peter McCormick
Sequoia YC
Redwood City

Peter — Thanks for the kind words. But as we missed your program, there's obviously room for improvement on our part.

↑↓ BILLY BONES REVEALED

In the last *Latitude* a reader inquired about me, and you replied, in part, that you liked and wondered about my 'Billy Bones' nickname. I got it as a result of a match race from

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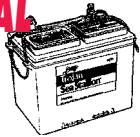
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LETTERS

City Island, New York, to Bermuda in '63. Yes, I'm that old. There were four of us Williams on the racing crew of 12 aboard the Alden 72 schooner *Chauve Souris*. The skipper, the well-known Hans van Nes (*Nina, Petrel*), got tired of saying, "Bill, go do this or that," and having the wrong person answer. So he gave us all nicknames: Billy Budd, Billy Bob, Billy Blue and Billy Bones. I don't know about the rest, but mine stuck.

I do appreciate *Latitude's* policy of not just giving out contact information, although in this case it was quite unnecessary. I did my time at 'Club Fed' in the late '80s, and have been quite the model citizen ever since.

By the way, did *Latitude's* Ocean 71 *Big O* once belong to Graham Kerr, the famous 'Galloping Gourmet'? If so, back in '73 or '74, I did a *Playboy* magazine photoshoot charter with her in Antigua, a shoot that also included Jol Byerly skippering his 72-ft schooner *Lord Jim*, and me skippering my cutter *Clover*. I then did a great Antigua Sailing Week with Don Street aboard his well-known *Iolaire*. Street was my insurance broker, via Lloyds, sail broker via Cheong Lee, and mentor of sorts.

As to great sailing nicknames, even Street called himself 'Squeaky' because of his voice. But my favorite is still 'Small Change', the nickname of a legendary sailor from Grenada.

William 'Billy Bones' Pringle
Sea/Scape, San Juan 24
 Mission Bay

Billy Bones — What a great trip down memory lane! As you know, back in the early '70s the Ocean 71s were the largest production sailboats made, and were extremely popular for charters. And smuggling pot. We can't tell you how many captains came up to Big O and told us they'd gotten their start on her or a sistership. Anyway, Graham Kerr owned a sistership to Big O, one with an unusual stainless steel aft cabin. He called it a few times to talk Ocean 71s.

We don't know if you're aware, but Lord Jim was eventually purchased by Holger Kreuzhage and Tracy Brown of Sausalito, who sailed her around the world at least three times. During her most recent go around, she ran aground on a reef, and for the last several years has been held hostage by a Brazilian boatyard. As for Jol, just last week Joe Hutchens, who used to run another Ocean 71, told us that Jol is still alive and kickin' in Antigua.

As for Squeaky, in the mid '90s Don's *Iolaire* and our Big O were hauled out together at Centro Marine Oriente in Venezuela. Don was suffering from hepatitis and didn't look so good. But he looked better than the engineless *Iolaire*, which at the time was showing both her 85 years and relentless lack of maintenance. At that point Don, weak as he was, started going on about what a bad boat Big O was. True, ours had been ridden hard and put away wet for many years, which is why we could afford her in her the first place. But given the dreadful state of *Iolaire*, he seemed to be the last person who should have been opening his mouth. We handed him a 'greenie', at which point he ceased to be as irascible.

Ah, what great times! We hope you get to make it back there from time to time.

⇕ BLOW ALL THE SMOKE YOU WANT

I'm not trying to blow smoke up your ass, but *Latitude's* cover photos over the last 18 months or so have seemed exceptional. In fact, the covers are among the things I look forward to most in a new *Latitude*.

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LETTERS

This February's cover was no exception. That AC45 cat looks smokin'! I've got a couple of dumb questions though: How come the two guys on the bow are on the leeward hull? Shouldn't they be on the high side? Also, how do the bows work with the reverse sheer? It looks as if that design would cause the hull to 'submarine' as the boat picked up speed.

Bill Nork
Emeryville

Bill — We're glad you like the covers. Our favorites of the last year have been the May issue cover with the four cats on the

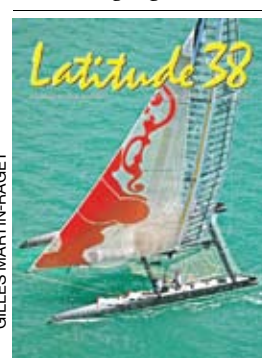


These are the Publisher's favorite covers from 2010.

hook in the blue and shallow waters of a cove at Caleta Partida; the August issue, with LaDonna Bubak's photo of Adrian Johnson's Olson 30 Idefix spinnaker reaching into cloud-ringed Hanalei Bay at the end of the Singlehanded TransPac; and, because we're a guy, the December issue with lovely Lindsay Leonard high on the seagull striker of Profligate, outlined by the spinnaker, on the last leg of the Ha-Ha.

As for your AC45 questions, Racing Editor Rob Grant has the following insight: "It's our understanding that the aerial session during which that photo was taken coincided with lighter air. In those conditions, the catamaran's beam already provides more righting moment than needed. Moving the crew weight to leeward can permit the weather hull to fly, which significantly reduces drag, and thus increases the boat's speed. At these kinds of boatspeeds, moving the weight forward also reduces drag by immersing the 'skinny' end of the hull. As the boatspeed increases, the crew weight will come aft to minimize 'wave-making' drag which becomes a bigger impediment as the boatspeed increases.

"As for the reverse sheer and dreadnought bows, you're absolutely right: 'submarining' is exactly what the design is attempting to accomplish. Multihull designers have found that this effect can be beneficial. Encouraging the bows to become immersed as they encounter waves makes the whole platform pitch less in a seaway, which means the boat spends more time going forward than up-and-down, which also creates the by-product of minimizing the disturbance to the air flowing across the sailplan.



GILLES MARTIN-RAGET

"There is a point where this bow shape can be taken to extremes that are unworkable, but the AC 45, at least in its hull shape, is considerably more conservative than some other racing multihulls. Look closely at the photo, and you'll notice that the volume in the hulls is distributed fairly evenly from where the forward-most crewman on the leeward hull is hanging on, back to about the aft-most winch. In fact, when sitting at the dock, the area in front of

"Why are the crew on the leeward hull?"

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LETTERS

that crewman is almost entirely out of the water. Look for the AC 72s to be waaaaaay more extreme, especially as they will most likely have curved or canted daggerboards that produce lift, thus reducing the requirement for buoyancy in the bows."

↑↓ **WORLD'S GREATEST BOTTOM PAINT OR . . .**

I keep my Catalina 25 slipped in Oceanside. I have the bottom cleaned monthly for \$30. The last time I had her hauled for cleaning and painting was six years ago. I'm going to have it done again this year.

I don't recall what type of bottom paint I have, but it's relatively hard and doesn't wipe clean with ease. I don't think it's an ablative.

Joe Wergers
Utopia, Catalina 25
Oceanside

Joe — You haven't hauled in six years? It makes us think that either you have the world's greatest bottom paint, or that all the water in Oceanside Harbor must be toxic.

We were kind of disappointed in the response to our 'Lectronic request for bottom paint reports. We think we'll revisit the question in the fall, after everyone has been using their boats all summer.

↑↓ **SERIOUSLY, WEAR THE PROPER GEAR**

Like many, I'm waiting with great hopes for the final results from the bottom paint test on Editor LaDonna Bubak's boat. I'd like modern ecologically correct bottom paints to actually work. Meanwhile, I'd like to warn anybody tempted, as I was, by a great deal on submarine paint, or any other heavy-duty U.S. Navy bottom coating.

Many years ago, I got a swell deal — \$75 for five gallons of submarine paint. I used it on the bottom of my Oldsmobile (a.k.a. Tayana 37). It worked great! Barnacles fell off pilings three slips away. My boat's bottom remained clean two years later. But I didn't use any extra precaution when I painted it on. I rolled and brushed and got it on me, and I breathed the fumes through a simple paper mask.

A few weeks later, I had arthritis so bad that I couldn't close my hands enough to grip and haul on a 5/8" halyard. My ankles got painfully creaky as well, and just walking up the dock was torture. I got invited to sail across the Atlantic on the Coast Guard's *Eagle* and leapt at the chance, but then had to force myself into the rigging, fighting pain in my hands and knees. The ship's medic gave me high-powered Motrin pills that took 20 years off my fast-deteriorating life and I was able to scamper around again, but if I forgot to take the stuff, I was one hurting puppy.

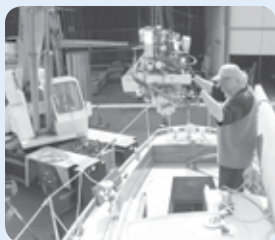
I visited enough doctors to make a herd and finally one figured out I had hemochromatosis, or iron overload. He had me bleeding a pint every three days for a year or two to purge the heavy metals, since new blood from one's bone marrow comes iron-free. It worked in that, years later, tests show I'm no longer full of oxides. I can pass a compass and not swing its needle. It appears it wasn't hemochromatosis but metals from that high-tin Navy paint that collected in my joints and organs. The timing of using that paint and symptom onset is too close for much doubt. Though the metal's purged, the damage is done. Walking remains a pain. I can haul on 5/8" lines again, but not 1/2". That's cut into my sailing a bunch!

So whatever you use, don't be silly as I was — cover up and use proper respirators! And hope the new paints the Birkenstock crowd likes won't contaminate painters and will really work . . . at last!



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By the way, I know a number of old boat workers who can also hardly walk now. Some have had feet amputated. One had amputations and died too early anyway. It's not always certain that the toxins are to blame, but the coincidences are remarkable. Gravity pulls metals down in the body to collect in the lower extremities, docs tell me, so it's expected for feet and hands to be most affected.

Brooks Townes
Port Townsend, WA

↑↓ **IF ONLY THE GOVERNMENT WERE SO EFFICIENT**

Slower shipping? In the January 28 *'Lectronic*, you reported that the world's 4,650 largest ships now travel the oceans of the world at a combined average speed of 11.7 knots, down 7% from a year ago. The lower speeds are to reduce fuel costs, which have risen considerably in the last year.

But what about these new monster ships that have a cruising speed of 31 knots? I'm referring to the likes of the *Emma Maersk*, part of the fleet of the Danish shipping line. No wonder 'Made in China' is displacing goods made in North America big time — this monster, which is 1,302 feet long and 184 feet wide, can carry an astonishing 15,000 or so containers from China to the States in just five days. Despite being longer than most U.S. aircraft carriers, which have crews of 5,000, and being nearly 100 feet too wide to fit through the Panama Canal, she has a crew of only 13!

The 31-knot cruising speed means ships like *Emma* can bring goods from China to California four days faster than typical container ships, which only travel at 18-20 knots. Thanks to 11 cargo cranes that can operate simultaneously, all 15,000 containers can be unloaded in just two hours. The result is that these ships are highly competitive — even when it

comes to delivering perishable goods from the Far East to the United States. *Emma* is one of seven such ships built to transport goods for Wal-Mart. The other two are slated for commissioning next year.

The 'Emma Maersk' can carry 15,000 containers from China to the U.S. in just five days.

Speaking of bottom paint, the silicone paint applied to *Emma's* bottom reduces water resistance so that 317,000 gallons of diesel for her 14-cylinder inline diesel engine are conserved. She cost about \$145 million to build, which is way less than the price tag on Roman Abramovich's new 536-ft *Eclipse*.

David Yearsley
Petaluma

David — *If only government could realize efficiencies like this in their operations. Let's see, 15,000 containers offloaded by 11 cranes in just two hours . . . according to our math that's a little over two containers every second. Smokin'!*

Emma notwithstanding, as a whole, ships have been deliberately slowed down to control fuel costs. Just as all of us should do.

↑↓ **DON'T BLAME THE WORKERS**

I have been a continuous reader of both the print and web versions of *Latitude* for at least the last 25 years, and I have



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LETTERS

never written to take issue with anything posted therein. Until now. The January 14 *Electronic Latitude* article on the recent visit to Cuba by the crew of *TerraNova* was an excellent vignette of a beautiful country — until the photo and caption about the dirty water in the bathtub of a Cuban hotel.

While it's undeniable that Cuba's infrastructure has been frozen — or rusted — in time since '59, to blame the Cuban workers for the water conditions is beyond the pale. Please remember that these folks live in a government-run, socialist state where they have to cobble up whatever is available to get the job done. In Cuban-speak, they have to "resolver" or make do.

The Cubans are hard, conscientious workers, who toil long hours to earn in a month what most people would leave for a tip at an average restaurant in San Francisco — and then they have to contend with the ration card.

If these are the conditions that are presented to foreign tourists, can you imagine what the average Cubans have in their own homes?

Please, a little more consideration next time.

J
Planet Earth

J — While it was not our intention, what we wrote certainly gave the impression that we think the Cuban workers are to blame. Our apologies. There is no doubt in our mind that what's to blame is old man Castro's refusal to admit that Communism is a failed economic model. You think he might have caught on after what's happened in China and Vietnam, which have a communist political system, but in many respects have hog wild capitalistic economic systems.

As for whether Cubans are hard and industrious workers, we're not sure. When we cruised Cuba, there simply weren't enough raw materials or real jobs for people to have much to do. Standing around waiting to die was their primary occupation, but through no fault of their own — except perhaps for the fact that they didn't start a counter-revolution.

↑↓ PIRACY IN THE MARSHALL ISLANDS

A recent series of boat invasions and burglaries aboard yachts has the yachting community in Majuro in the Marshall Islands very concerned. It being seen as a place to avoid the cyclone season in the South Pacific, more and more yachts have been coming to the Marshall Islands to spend the winter. Cruisers have been told that it is a safe place to leave their boats while they make family or business trips to their home country.

But the last three to four months have seen at least a dozen break-ins or attempted break-ins. Tens of thousands of dollars' worth of gear has been stolen, boats trashed, dinghies slashed, and yachts cut adrift in the night.

I have been here in the Marshall Islands this time around for over two years. I work here and live aboard my boat. I have been a liveaboard sailor and cruiser for over 25 years, and have circumnavigated once. I am not a newbie. In the two years that I have been here, I have been boarded by pirates/thieves on three occasions. The first time occurred shortly after my arrival two years ago. I was boarded by two men at midnight while I was sleeping. I was assaulted and my face was cut in the ensuing scuffle. I only managed to make them flee when I called for the assistance of other yachtsmen. This was reported to the local police and to the newspaper. I was called in to ID one man at police headquarters a week later. After giving them a positive identification, I never heard from them again.

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The second time was during the latest series of break-ins. While I was away from my boat for several months helping out the Jost Van Dyke Preservation Society's boat-building project on JVD in the British Virgins, my boat was boarded and trashed, and I was ripped off for thousands of dollars' worth of gear. It was reported to the police by fellow yachtsmen, and upon my return I followed up with another report of things stolen. At that time, I learned that other boats had been forcibly entered, and computers, fishing gear, dive gear and electronic equipment stolen.

I recently heard that the police had questioned five young men, one of whom admitted to being on my boat. I asked the police that he be charged with breaking and entering, criminal trespass and grand larceny. The police detective apologized to me, but said that since she was just one person with no car available, and no help from the other detectives, there was little she could do. The young man, she said, denied having taken anything while aboard my boat!

I might add that the young men involved have threatened bodily harm or death to anyone who turns them in!

The third time was even more recently, when my boat was boarded in broad daylight by one of four boys who pulled alongside in two kayaks. They were spotted by a neighbor and turned over to the police — who promptly told us that these were not the ones who were breaking into the yachts. The four were released to the custody of their parents.

Boats that have come north for the winter are leaving daily fearing for their safety and their property. As a result of this activity, the Marshall Islands have become one of the most dangerous places for yachtsmen to visit. It is unfortunate, because generally the Marshallese are very kind and welcoming. But these young men consider themselves to be gangsters, and above the law, which has proven unable to stop them.

Charles G. Handy
Deviant, 41-ft sailboat
Marshall Islands

Readers — We regret to say this, but Handy's report was verified by several sources in the Marshall Islands. A week after running it in 'Lectronic, we received the following two letters indicating that the situation in Majuro had improved.

↑↓ MORE POLICING IN MAJURO

I'm sure you've seen our local news reports that the police have taken the initiative on increasing security in the lagoon. I live right by the lagoon and can confirm that it has been quiet because of the increased policing. I also haven't heard anything else from the yachting community here lately. As far as the perps are concerned, I haven't heard anything new.

Dolores deBrum-Kattil
General Manager
Marshall Islands Visitors Authority

↑↓ NO MORE BREAK-INS REPORTED IN MAJURO

Following a number of boardings of yachts in Majuro, capital of the Marshall Islands, the Mico Beach Yacht Club has put a number of safety measures in place that will hopefully put a halt to any further problems of this nature. The club's committee has obviously been extremely disturbed by this recent trend, which is a completely different picture from that experienced by hundreds of cruisers over the past decade.

The club's safety measures are being backed up by regular night-time patrols of the lagoon area where yachts are moored by a small 'rapid response' vessel belonging to the National Police through its maritime division, Sea Patrol.

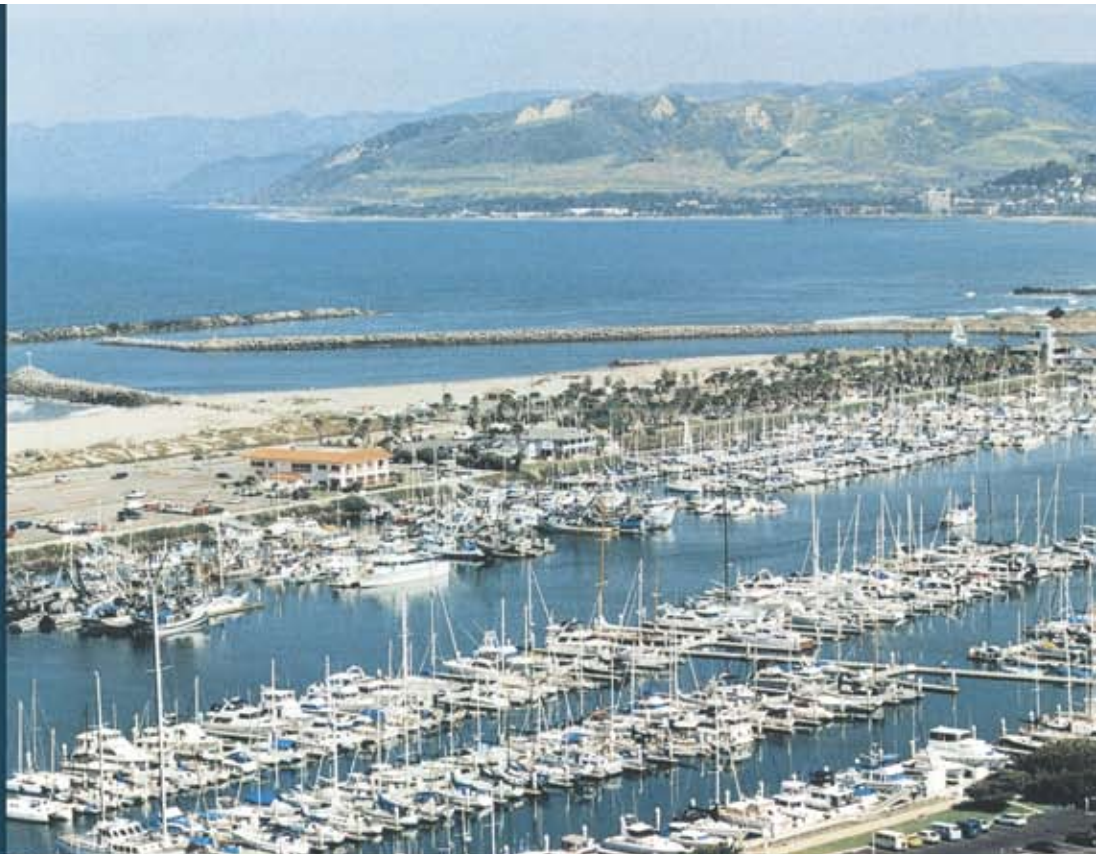
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LETTERS

Adding to its support of the yachts, on February 11, the National Police Commissioner, George Lanwi, had a letter published in the *Marshall Islands Journal* which stated, in part: "Since the last incident of January, 2011, the police have been carrying out a vigorous, 24-hour patrol of Majuro lagoon. This all-pervading police presence in the lagoon can be attested to by all yacht owners presently staying in and enjoying the Marshall Islands. There has never been a single case of yacht burglary since the commencement of these patrols. Police patrol is now a permanent feature of the lagoon."

The club's committee believes that it is one small group of people who have committed the great majority of the recent break-ins or attempted break-ins, and there are many people in the community, as well as the police and the cruisers themselves, who are working toward their apprehension. This is a relatively small place and things tend not to stay secret for too long.

That said, Majuro may be a small atoll (a rectangle of about 28 miles by four miles), but it is still an urban center with all of the inherent pressures that come with a low employment rate and high levels of poverty. Just as they would in any other part of the world, cruisers intending to leave their yachts in Majuro should have items such as motion detectors on board.

My husband Cary and I have worked hard to promote



the Marshall Islands around the world's yachting community. As well as our being co-founders of the Mico Beach YC, our yacht seal is a 'Cruising Station' for the Seven Seas Cruising Association. I have also served with the Marshall Islands Tourism Association and

New on-the-water police patrols have curbed a rash of thefts from yachts visiting Majuro.

have created and sell a travel guide CD called *On the Move in the Marshall Islands*. We do all the above because we believe this a place that is truly remarkable for cruisers, who can sail to our many outer islands and enjoy great people, great diving and great fishing.

We don't want a couple of bad apples to stop yachties from enjoying this unique country, which has so many wonderful features. On this topic, Police Commissioner Lanwi stated in his above-mentioned letter: "Marshallese remain the friendliest and most hospitable people in Micronesia . . . Please be assured that our warm hearts and welcome await you as you sail here."

Komol tata (thank you very much)!

P.S.: Since the Police Commissioner wrote his letter, there have been no further incidents with yachts in Majuro.

Karen Earnshaw
Commodore, Mico Beach YC
Majuro, Marshall Islands

↑↓ MAJURO DOESN'T HAVE ANYTHING ON MONTEREY

If the crimes against cruisers in Majuro, Marshall Islands — as reported in the February 7 *'Lectronic* — increase any further, it will be as bad as here in the Monterey Municipal Marina. At least six boats were broken into last week. The 'pirates', probably bored teenagers, were apparently only interested in common stuff, as no expensive marine items were



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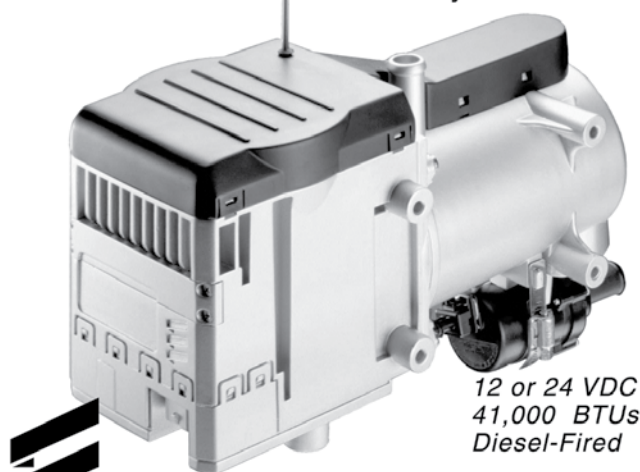


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LETTERS

taken. In the case of my Cal 36 *Eupyschia*, her hatch was pried open and the stores rummaged through. I don't think I lost anything significant.

Unlike in Majuro, the Monterey Police were of some help in locating a few of the items stolen from other boats. That said, it seems a bit of an overreaction for cruisers to leave the Marshalls because of a few petty thefts. However, it seems as if the police should be a little more sensitive to the problem. I'm headed to the Marshalls sometime this year from Palau on X, my Santa Cruz 50, so I want to thank everyone for the heads up.

Update: It's now a few days later and I have an update. The 'piracy' in Monterey is up to nine boats, as more owners have wandered down to their boats to discover forced entries. From what I understand, it's all been petty stuff.

By the way, I loved the Wanderer's great February 9 *Lectronic* about hunting down *Poco a Poco* and hoping that Olson 30 could become *Esprit de La Gamelle*. It's too bad she wasn't as good in real life as in the racing photo, for driving her downwind in the trades in the lee of St. Barth would be a blast!

David Addleman
 X, Santa Cruz 50
 Monterey

↑↓ "YOU'RE ALIVE AND LIVIN' IT!"

I'm so proud of the Wanderer, having read about his Puerto Rican 'Olson Quest' in *Lectronic Latitude*. He had a big dream, got his heart engaged, came up with a plan, and reached for the sky. What a great example to those who dream but haven't yet 'done'. I was grinning during the whole, sad, wonderful story. Hold your head high, by God; you are alive and livin' it!

Bill Kelly
Surface Time, Four Winns
 Rio Vista

Bill — To say we had a "big dream" and "reached for the sky"



LEIGHTON O'CONNOR

might be overstating it a bit, but the *Quest* was fun — and frustrating — and really did get the juices flowing. And god knows, the more we all age, the more critical it is that we be passionate and get the juices flowing.

By the way, our inspiration for the *Quest* came from a line in January's *Changes* from Kurt and Katie Braun, who have been out cruising for nine years now aboard their *Deerfoot 74* Interlude. When they noted that their motto was to "Go boldly until we can go no more," we saw something that we could believe in.

↑↓ **PURE POETRY**

I loved the Wanderer's New Year *Lectronic* report from Mexico's Gold Coast, and particularly his decision not to go to town with everyone else to celebrate the arrival of the new year. "We got to ring in the new year by communing with our beloved catamaran," he wrote. That's pure poetry, man.

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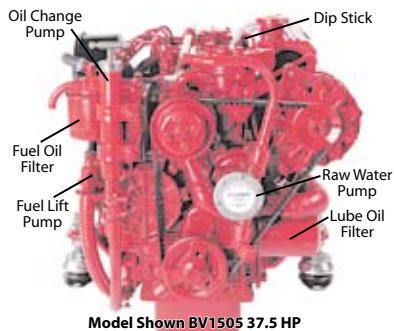
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LETTERS

The bad weather on the Bay on New Year's Day broke my string of New Year's Day sails, so your line in *Lectronic* is just what a landlocked sailor like me needed to hear.

Greg Carter
Origami, F-27
Sausalito

↑↓EVEN THE TYPOS ARE ENTERTAINING

I got a kick out of the following listing in the online *Classy Classifieds*: "... 2 two-speed electric wenchs, roller furling, nice interior. Boat is really BUILT."

Are these "electric wenchs" some sort of San Francisco sailing subculture thing that I wouldn't understand? It seems this could be painful, especially when it's time to lube them.

Pat Byrnes
Albuquerque, NM

Pat — *It was a particularly good typo, wasn't it? Thankfully our crack proofreader caught it before it went to print.*

↑↓BOGUS COUNTY BOAT ASSESSMENT UNCOVERED

My wife and I bought a new Catalina 42 from the dealer in Marina Del Rey in November of '06 and took offshore delivery. We kept the boat in Mexico for more than a year, and had followed all the rules, so we were therefore granted an exemption from sales tax by California's State Board of Equalization.

We had planned to go cruising, but due to an illness, had to change our plans. When we returned to Marina del Rey for the tax year '09, the L.A. County Assessor assessed the boat we had paid \$267,000 for two years before at \$255,000. The assessment seemed way too high to us, as new boats are generally thought to depreciate 15 to 20% as soon as you take possession.

We figured a correct assessment was about \$50,000 lower, so I called the Assessor's Office and spoke to the assessor assigned to our boat. Noting that the boat market was "in the toilet," she agreed with my evaluation over the phone. She said that if I agreed not to appeal, she would lower the assessment by \$50,000 — and thus our tax bill by more than \$500.

But get this: she said I first had to pay the higher tax bill to avoid any penalties, and then wait for the new tax bill to be approved by her supervisor. Only then would I get a refund for overpayment. So we paid.

Months went by, and after numerous phone calls from me to her, she said she would check the pile of requests on her supervisor's desk. And guess what? She told me her supervisor had turned down her suggested reduction, and the \$255,000 assessment would stand! If I wanted to file an appeal, I could.

By the way, I later learned that the woman was appealing her own personal property tax assessment. That 'one of their own' doesn't trust the system she works for gave me pause.

Since I was filing an appeal, I asked the assessor for all correspondence between her and her supervisor. Even though earlier in the day she claimed to have seen her supervisor's 'turn down' memo, she told me there was no correspondence between them. And if there had been, they wouldn't have kept it.

Frankly, I didn't believe her. And I would later learn that she hadn't been truthful with me. At my eventual appeal hearing, I 'accidentally' picked up the file they had on my boat and took it home with me. Looking into the file, I learned that the assessor had been telling me one thing and her supervisor another! I'm sure the assessor will have a story different than my version, but the proof in the pudding is that my assessment eventually got lowered substantially and that I have the

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LETTERS

documents that she told me didn't exist!

In order to contest my appeal, I needed to get the county's worksheets for my assessment. They insisted I had to request them in writing. Once I got the worksheets, it was obvious that not a lot of effort had gone into the work, and some of the valuations seemed questionable. More on that later.

After waiting more months, I made several calls to the appeals board to find out why my appeal wasn't being heard. They said they'd been slammed by appeals because of the recession, and it would be several more months.

After my hearing date was finally set, I got a letter from the assessor's office that would intimidate most people. They asked for nine items of information from me, including a request for a "Marine Independent Survey." I still don't know what that is for assessment purposes, who does them, or why I should pay to have one done. So I refused. They also claimed they would have to inspect my boat. I asked them to do it twice, but they never did. In my opinion, they never intended to, and were just trying to bluff me.

Some of the items they asked for — such as a copy of the bill of sale — were things I had sent to them when I first registered our boat with their office. When they asked for them again, I refused. Why should I waste my time giving them documents I had given them in the past? But get this. I later learned they had all of the information they were requesting from me in their files. How did I learn this? Remember how I 'accidentally' picked up the file they had on me? All the stuff was already in there!

I don't like being lied to. And all things considered, I viewed their written requests as nothing but harassment. I sent a letter to them asking for all correspondence on my case. I got nothing from them.

A few weeks before my hearing date, and out of the blue, I got an email from the new assessor assigned to investigate my claim. She informed me that her supervisor had approved an approximate 10% reduction in my assessment from \$255,000 to \$231,000. If I agreed, I would get a refund of about \$300. They wanted to know if I would agree to that and not go to my hearing.

I was curious why they had made a reduction, so I asked for and received the worksheets for the new lower assessment. By law they were required to send me the stuff. I was surprised to find that the new lower assessment was based upon the exact same information as the original assessment! Upon closer examination, I discovered that the assessor had made several stupid and inexcusable mistakes in my original assessment. For example, instead of subtracting the depreciation/condition on my boat, she added it, creating a \$60,000 error! There were other problems, too. Instead of using the price of "comparable sales," as required, she used the asking prices for similar boats. As if the asking price is ever the selling price. She also made — and later admitted making — an erroneous 5% addition for 'geographic location' — even though the BUC book, which suggested the adjustment, said it applied only to powerboats, not to sailboats. By the way, the assessor relied heavily on the BUC price guide, despite the fact that BUC says their information may be inaccurate and that they won't stand behind their values in court.

So would I accept a \$300 reduction and cancel my assessment hearing? Fat chance!

When the time for the hearing came, my request to have it before a hearing officer was granted. It was an informal hearing, so I didn't need to bring a lawyer. I found the hearing to be conducted fairly, as the officer didn't take sides, and was competent. Further, he didn't lie to me and wasn't

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LETTERS

arrogant.

During the hearing, the assessor's supervisor apologized to me for their mistakes, and we did shake hands. After hearing both sides, the hearing officer, who seemed like a good guy, agreed with me and lowered our assessment to \$215,000. I would have liked more, but it was good enough for me. I had put in a lot of time checking out my assessment, and did so in the hopes that all boaters would learn from my experience to not trust the assessor's valuation of their boat.

What irks me is that the assessor, as far as I'm concerned, tried to cover her mistakes, never admitted them, and never apologized for it until the hearing. Too bad for them, as I told them all along in writing that I was a retired investigative reporter and activist, and win or lose, I planned to get this story out to the boating public.

I also told them that I had won a major press association award for a news series on property tax assessments in my home state of Maryland. Indeed, my series resulted in an overhaul of the Maryland assessment system and the assessor's losing his job. The public was furious when I exposed the flaws in the system that resulted in the public's being cheated.

The assessment supervisor actually seemed like a good guy, and I don't think his staff had fully informed him of the problems in my case. He did say that the assessment process was "an art, not a science," but I think that's a lame excuse for what happened. Two assessors in the same office using the exact same information should not be more than \$24,000 off in their determination of a boat's fair market value.

I was also shocked to find that, despite my not paying sales or use tax on the purchase of my boat due to a valid offshore delivery, the assessor added a phantom sales tax to the purchase price of my boat, and then assessed me on the new total. Thus they taxed my boat on a tax that didn't exist.

My advice to *Latitude* readers is to not blindly accept tax assessments. Your assessment may be correct, but it may be wrong. If you don't check, you'll never know. My advice is to pay whatever bill is due, but under protest, then ask for the last three years' calculation sheets on your boat's assessment. And if you just bought your boat, ask for the calculation sheet showing how they determined your current tax bill. In the case of L.A. County, filing an appeal online is as simple as going to <http://bos.co.la.ca.us/categories/Appeals/applications.htm>. It costs you nothing, and you can withdraw your appeal at any time until your hearing comes up about a year later.

By the way, we later moved our boat to San Diego, where she was assessed at . . . \$215,000.

P.S. I'm an avid reader of *Latitude* and learn a lot from it. You're the best!

Capt. Sandy Golden
U.S. Coast Guard Licensed 100 Ton Master
Sweet Angel, Catalina 42
San Diego

Capt. Sandy — Thanks for the kind words. But thank you even more for your investigation and case history.

You can imagine how shocked we were to learn that well-paid, coddled, big-pensioned government employees not only make bonehead mistakes on tax assessments, but seem to deliberately lie to and cheat the very citizens they are supposed to serve. The one obvious lesson of your tale, which is also one we've heard from citizens fighting traffic and other tickets, is that the strategy of the government bureaucracy is to make fighting them way more costly than simply paying the fine or tax, thereby discouraging objections. Nothing like paying tax dollars to institutions that are out to abuse you, right?

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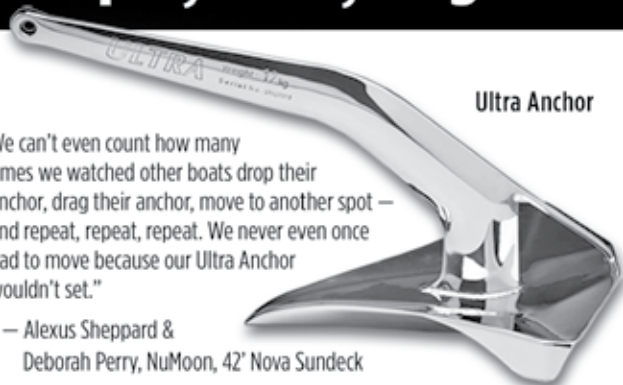
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LETTERS

↑↓ HOW TO WIN A GOOD CONTEST

Does the Grand Poobah/Wanderer have a thing for water? I ask this because he’s apparently the guy behind the From Here To Eternity Kissing contest at the end of the Baja Ha-Ha, and also the ‘Dropper’ during the Great Water Balloon Drop from the Sky Bar at Marina Riviera Nayarit during the Banderas Bay Blast.

I’d also like to know if there is a particular technique for winning either or both contests, as I plan to take part in both of them next year.

Terry Waintross
Walnut Creek

Terry — Yes, the Poobah/Wanderer believes that most things in life go best either in, on, around or with water. In the case of sailing, board surfing, bodysurfing, paddling, and From Here To Eternity-style kissing, preferably warm, clear, saltwater.



PETER MEYER

The keys to winning the FHTEKC are kissing during the maximum impact of the largest wave possible, the maximum intertwining of limbs, and red-hot passion. In other words, click on your exhibition switch and entertain your audience. You’ll probably be glad you took a little step outside what’s probably your normal comfort and maturity zones.

As for the balloon drop, you want to prepare yourself with your knees bent and shoulder-width apart, elbows bent, and hands, wrists and arms supple. But in the case of a properly filled and dropped balloon, it shouldn’t make any difference. You should still get drenched, which is, after all, the whole point.

↑↓ PART-TIME DELIVERY FROM BVIS TO CALIFORNIA

The ‘10 Ha-Ha, our second, cinched it for us: We love Mexico, so we left our O’Day 34, *Flibbertigibbet*, in La Paz and are currently commuter cruising. The problem is that she has gotten smaller during the 13 years we have owned and sailed her in the Bay, Delta, and up and down the coast.

The second part of our problem is that for 10+ years we have owned a Catalina 42 in the BVIs that we seldom use as it takes a full day to get there. It’s only a (cheaper) three-hour flight to get to Mexico, the Mexican people are friendlier, and we know many more cruisers (thanks to the Ha-Ha).

Although there are advantages to the Caribbean, air travel has become difficult, and let’s face it, remove the bars, mooring balls, smoking, rude Europeans, and New Yorkers from White Bay on Jost Van Dyke, and you have a typical beach in the Sea of Cortez. We have decided that having the longer, wider, faster and roomier Catalina closer to home makes more sense.

So we have four options: sell the Catalina there, where we’d compete with the flooded market of charter boats and she would fetch tens of thousands less than a replacement here; have her shipped to the West Coast, also tens of thousands; sail her to Florida or Texas and have her trucked here;

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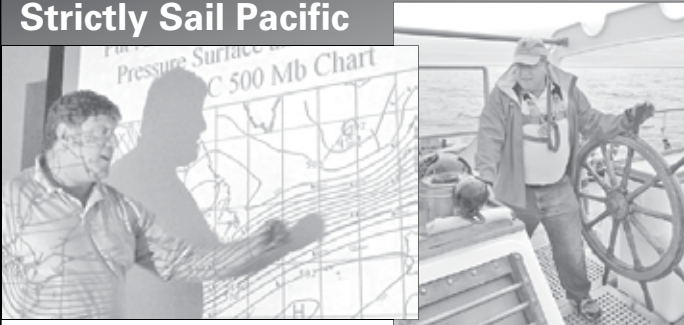
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LETTERS

or bring her home on her own bottom, which is also pricey, but would save us \$8-10,000 in California use tax since we already own her.

After reading Jimmy Cornell's book on cruising routes, we've decided that a straight-run type of delivery sounds more like work than cruising, so we are looking to you, Grand Poobah. Knowing that you and yours have done similar runs many times, can you suggest a route and time of the year that an almost-retired couple could 'commuter deliver' — 1-3 weeks on the boat, leave her for 1-3 weeks, and so on — and have her in California in one year or less?

Most of our friends and acquaintances are sailors, also fully or semi-retired, and many have offered to do a leg or two from St. Somewhere to St. Elsewhere, but none are interested in a grueling delivery. Of course, we would need to leave her in safe harbors with airports. Any suggestions would be appreciated.

Jim & Betty Adams
Flibbertigibbet, O'Day 34
Discovery Bay / La Paz
Silver Fox, Catalina 42
On the hard in Virgin Gorda

Jim and Betty — It's actually much easier to get your boat back to Mexico and California than you seem to think. Your first leg, from the BVIs to Panama's San Blas Islands and the Panamanian mainland, would be the longest, at about 1,200 miles. But it's all downwind and warm, and you'd have both the fantastic San Blas Islands and the Canal as the carrot at the end. You want to do this before hurricane season, June to November, and before the Christmas winds start hooting in late December. Even so, it's probably a good idea to have at least one reef in the main all the way across the Caribbean Sea. Once you arrive in Panama, you can leave your boat at Shelter Bay Marina on the Caribbean side, or at one of several other spots on the Pacific side.

The remaining three legs would all be 750-milers: Panama to Puesta del Sol Marina in Nicaragua, with pleasure stops in Costa Rica. You can leave your boat in total safety at Puesta del Sol and fly home from Managua. Then it's 750 miles from Puesta del Sol to Acapulco, including crossing the Gulf of Tehuantepec. Like the previous leg, this will no doubt involve a lot of motoring. We'd actually probably push it another 135 miles to Zihua, which hasn't had any drug violence. You can leave your boat at Marina Ixtapa. From Zihua, it's 750 miles to Cabo, where you can leave the boat and fly home, and then after the 750-mile Baja Bash you're back in California.

Timing is critical on these last four legs, too. It's best to do them in winter, starting in November or December, and just make sure you get back to California by July — assuming you don't want to leave the boat in Mexico over a hurricane season at a spot such as Puerto Vallarta, Mazatlan or La Paz. You don't want to do any of these four legs in the summer because of rain, hurricanes, lightning and humidity.

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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PROVISIONS**

SIGHTINGS

west coast sailors killed by pirates

On February 22, American cruisers Scott and Jean Adam, 70 and 66, of the Marina del Rey-based Davidson 58 *Quest*, and their Seattle guests Phyllis Macay and Bob Riggie, 67 and 59, were shot and killed by Somali pirates off the coast of East Africa. Although kidnapping sailors and commercial mariners is common in that area, this is the first time American captives have been killed, as they are normally held for ransom.

Quest was seized by the pirates on February 18 while 240 miles off the coast of Oman — and 750 miles from the coast of Somalia.



The Adams and their guests had been on their way from Mumbai, India, to Oman. The hijacking occurred just three days after the Adams had decided to split off from a large group of yachts in the Blue Water Rally.

The military explained that the captured sailboat, which was making its way toward Somalia, where the captives would surely have been taken inland as ransom negotiations took place, was being shadowed by the U.S. Navy destroyer *USS Sterett*. Two pirates had gone aboard *Sterett* and negotiations were ongoing when a grenade was launched at the warship, followed by the sound of shots fired aboard *Quest*. When U.S. reaction forces reached the yacht in small boats, they found that all four Americans had been shot. Two were already dead and the other two succumbed to their wounds



COURTESY QUEST

Scott and Jean Adam, left, and Phyllis Macay and Bob Riggie were murdered by Somali pirates aboard 'Quest'.

shortly afterward, despite receiving medical attention. Two pirates died during the confrontation and 13 others were captured.

Pirate leaders told Reuters that they'd ordered their "colleagues" to kill the hostages because "they were being attacked by a U.S. warship." The Navy maintains that they fired no shots until after rescue forces had boarded *Quest*. We may never know exactly why the Americans were killed, rather than simply being held for ransom. But the fact that the bodies of two additional pirates, who had been dead for some time, were also found aboard *Quest*, suggests that there was possible dissension within the group of captors.

Scott and Jean Adam bought *Quest* in New Zealand in '02 and brought her back to Marina del Rey. After two years of living aboard, they left in '04 on what was supposed to be an eight- to 10-year circumnavigation. During the ensuing time, the couple were very adventurous cruisers, sailing more than 60,000 miles.

Some question the Adams' decision to make the passage from Mumbai, India, to Oman and then the Red Sea, and even more so for leaving what might be perceived as the relative safety of the Blue Water Rally fleet. To give some context to the first contention, see *Changes* for Randy Repass' account of his passage through the same area just days before the tragic incident. Others have been critical about their mission to deliver Bibles to the communities they visited, but friend Scott Stolnitz, who has been cruising for the last several years with his wife Cindy on the Marina del Rey Switch 51 *Beach House*, downplays this angle, saying that the Adams just passed out Bibles if needed or requested in remote areas. The Adams had been married for 15 years and had three children between them from previous marriages.

While attacks on commercial shipping continue unabated in the 'pirate alley' between the Indian Ocean and the Red Sea — 30 vessels and over 700 crew are currently being held hostage — attacks on cruising yachts have been relatively uncommon. It might be a co-

continued on outside column of next sightings page

l'hydroptère bound

Although we haven't been able to confirm it as of this writing, we have very good reason to believe that Alain Thébault's record-breaking 65-ft foiling trimaran *L'Hydroptère* will be lining up with the already impressive fleet in this year's TransPac sometime around July 4. Until American Rob Douglas took back the record for the kitters last year, the foiling trimaran had held the speed record over a 500-meter course at 51.36 knots. While the conditions on a TransPac course might not be ideal to replicate those kinds



GILLES MARTIN-RAGET

We couldn't get a 'oui' from the 'L'Hydroptère' camp, so if this turns out to be a false rumor, we'll be saying 'oof' as we wipe the 'oeuf' off our face.



for the west coast?

of speeds, *L'Hydroptère* nonetheless represents a significant threat to one of the softer records in West Coast sailing: the 5d, 9h, 18m, 26s-mark for multihulls set in the '97 race by Bruno Peyron's *Explorer*.

We've been wondering when the attention that an America's Cup on the Bay brings to the region would translate into attracting noteworthy international racing programs outside the Cup. If the rumor mill has it correct, that might just

continued in middle column of next sightings page

pirates — cont'd

incidence, but just two days before *Quest* was captured, a New York court sentenced the only Somali survivor of the attack on the *Maersk Alabama*, which had been successfully resolved by Navy sharpshooters, to 33 years in prison. If brought to the U.S. for their trials, the surviving pirates could face the federal death penalty.

"We've got to have a more effective approach to maintaining security on the seas, in the ocean lanes, that are so essential to commerce and travel," said Secretary of State Hillary Rodham Clinton after the killings. As international forces take their time in coming up with an "effective approach," it will be business as usual for the pirates. "I lost the money I invested and my comrades," the pirate leader complained. "No forgiveness for the Americans. Revenge. Our business will go on."

— *latitude 38*

The talk on the dock is that Alain Thébault might be bringing his kick-ass 65-ft foiling trimaran 'L'Hydroptère' to the West Coast for this summer's TransPac, and possibly to the Bay afterward.



SIGHTINGS

it's been a lovely cruise . . . out

The joys of cruise-outs have often been touted in these pages — they're a great way to make new friends, check out other people's boats, explore a new area, or simply get the boat out of the slip — so it was this reporter and her husband's pleasure to take part in our first cruise-out as new members of the Vallejo YC over Valentine's Weekend. This year's annual Sweetheart's Cruise sent the fleet of 15-or-so boats the nine miles to Martinez Marina.

One would think that a nine-mile jaunt shouldn't take more than a couple hours, if that, but one also needed to take into account the strong ebb current that was running that Friday. So unless you were an early riser — we most definitely aren't — you either had to push long and hard just to get under the Carquinez Bridge, or you hung out at the club until late afternoon. We did both.

continued on outside column of next sightings page

l'hydroptère

be now! Normally we try to confirm these things before blasting them out there, but this tidbit got us so excited that we couldn't restrain ourselves.

The rumor doesn't seem like too much of a stretch, given that Thébault and his team have been working on plans to build a G-Class foiler to set the Jules Verne record — they've already built a half-size prototype. The TransPac, a comparatively benign race course, would make a good testing ground. Also factor in that Thébault was a protégé of the late Eric Tabarly — who sailed his 72-ft trimaran



Family time — Grandma and Grandpa, Janet and Jim Pecorella, love taking Austin on cruise-outs aboard their Gulfstar 37 'Pelagian' — and Austin loves it, too! Spread, accompanied by Ruben and Robbie Gabriel on their Pan Oceanic 46 'Buffalo Spirit', we did our best to sail to Martinez but it was a lost cause. Regardless, the weekend outing was still a blast.



— cont'd

Pen Duick IV to unofficial line honors in the '69 TransPac — and the idea seems even more plausible.

The boat will reportedly spend some time in the Bay after the TransPac. And while we wonder how it would fare in a lighter-air TransPac, we do think that it would be a good candidate to wrest the Ronstan Bridge to Bridge Race record from the boardsailors!

Multiple attempts to contact the team went unreturned, and TransPac officials say they are not on the entry list.

— rob

cruise-out — cont'd

As we watched the 'early risers' head out of the marina that morning, we wondered if we should forget the tea we were leisurely sipping and leave, too. "Nah, it'll be a good chance to blow the carbon out of the engine," we decided. Besides, we wanted to take showers.

All was well on our way out the Napa River, as one might suspect on an ebb, but as soon as we turned the corner, we fairly screeched to a halt. We quickly realized that it was going to be a long, boring motor — not a breath of wind ruffled the fast-flowing water and, after an hour, we hadn't even reached the bridge — so we flipped a U and spent the day at the club relaxing in the sun.

Good thing, as it turned out, because we almost certainly would have run aground in the marina at low tide. Depth sounder readings from the 'early risers', some of whom had issues finding enough water to accommodate them, confirmed that waiting was the right decision. So Mom was proven right once again — patience really is a virtue.

Just two of us left later that day —

the rest of the fleet would join us on Saturday — and though we put in a valiant effort to sail, once we actually started moving backward, on came the engine. We arrived at the marina at dusk with plenty of water to spare under our keel, then were whisked off to the Martinez YC for a fantastic — and fattening — meal of ribs with all the trimmings.

As the rest of the fleet did their best to race up the Carquinez Strait the next day, we spent time exploring downtown Martinez, relaxing in the cockpit, and joining an impromptu dock party. Sadly, the racers experienced the same conditions we'd had the day before, resulting in almost all of them calling it quits and driving over for that night's rockin' Valentine Party,

once again hosted by Martinez YC.

Everyone was more than happy to take advantage of that obnoxious ebb the next morning, most of all us, as we were heading back to our home marina in Sausalito. Just four hours after leaving, we were tied up, recounting the fun times we'd had to anyone who'd listen.

Perhaps we sound like a broken record, but it bears repeating: whether you belong to a yacht club or not, cruise-outs are an outstanding way to set a date to get your boat out of the slip. In today's hectic world, it's easy to say, "Oh, we'll go out next weekend." Then six months go by without your stepping on your boat. But if you've committed to an outing with friends, it's much harder to blow it off. So do your stress level a favor and either join your club's next cruise-out or organize one with some boat buddies — you won't regret it!

— ladonna



Several four-legged friends got in on the Sweetheart Cruise action, too.



Exploring new places is just one of the many reasons to go on a cruise-out with friends.



Becky Ronk of the Beneteau 411 'Bequia' and crew Lorraine enjoyed some much-needed girl time as husbands Dennis and Rudy bonded over beers on the dock.

cirque du sail

We've known circumnavigating sailors who've replenished their cruising kitties in all sorts of ways — by working at odd jobs ashore, repairing gear for other sailors, playing music in foreign bars . . . you name it. But last month we observed a new variation: As they slowly make their way around the world, French sailors Delphine Lechiffart and Franck Rabilier perform 'high-wire' circus acts from the rigging of their 40-ft sloop *La Loupote* — and pass the hat afterward for donations to their cruising cause.

Franck was trained in the circus arts as a kid, but gave it up — at least temporarily — to become an engineer. After he met the extremely

continued on outside column of next sightings page

cirque — cont'd

athletic Delphine, however, the couple began practicing acrobatic routines together just for fun — and Franck put his engineering career on hold. In their first years together, they expanded their interests to include dance, theater and improv, performing in Paris, Brittany and elsewhere in France.

They'd both done a little sailing as kids in Brittany, and those experiences must have planted a seed. Because at some point they



Beautiful family, beautiful life. The multi-talented 'Loupoite' crew will be in the Bay next fall.

hatched the unique idea of buying a sailboat and creating special shows that could be performed from its rigging. But they had to perfect their sailing skills before that dream could become reality. Their initial test cruise in Brittany aboard a chartered catamaran — with Franck as captain — went pretty well, except for the part when the cat went high and dry during low tide. Ah well, *pas de problème!*

After a lot of searching, the couple found *La Loupoite*, a cold-molded, flush-deck sloop that would give them a good potential performance space for an affordable price. An unfortunate craftsman had spent 17 years building her in his backyard but died before he had a chance to sail her. We think Franck and Delphine's active use of her would probably make the sloop's builder very proud. After four years

of upgrading her, they set sail from Brittany in '04 with their lovely daughter Loeva, who was then only 5, and began their dream of performing wherever they went.

They've now sailed thousands of miles and performed in dozens of harbors in France, Portugal, Morocco, the French West Indies, New England, Eastern Canada, Panama and Mexico. The second adorable daughter, Ondja, now 2½, was born in France between tours. When we saw Franck and Delphine perform last month in Puerto Vallarta, their two-part show had been honed to perfection. The first 20-minute segment, called *The Navigators*, was a slapstick comedy sketch reminiscent of the antics seen in silent movies, while the second piece, *Between Islands and Wings*, had a sweet romantic theme. Both required great skill and timing, and were flawlessly performed, even when the wind kicked up to 18 knots.

This exceptional sailing family will soon set sail for Hawaii — where they'll perform at the Waikiki YC — thanks to a chance meeting with the Club's ex-commodore Mark Hazlett, who's now cruising aboard his Outbound 44 *Pua'ena*. They'll be in British Columbia from June to September for a confirmed engagement, then will head south to San Francisco where they hope to perform — as always, for donations — at a number of yacht clubs and other waterside venues. (Email laloupoite@gmail.com if you'd like to host them.)

"We're not trying to get rich by doing this," says Franck. "We just love to perform."

"But we are rich inside," adds Delphine with a sweet smile. You only have to observe the joy they bring to audiences wherever they perform, and the love this couple and their daughters share, to know these acrobatic seafarers are indeed rich — in ways most of us will never know. We highly recommend that you catch their act when they sail this way. You can't miss *La Loupoite*. Her hull is colored with the same bright yellow paint used on school buses!

— andy

yasi's path

Australian cleanup efforts in the aftermath of Cyclone Yasi, which pummeled the beleaguered state of Queensland early last month, are making progress but, with the extent of devastation caused by the Category 5 monster, recovery will take many months, if not years. Officials have expressed relief that the damage caused by the largest cyclone to ever hit the continent — packing winds up to 186 mph — wasn't any worse.

While agricultural interests have been hit hard by the monster storm — the



of destruction

sugar cane industry is expected to take a \$500 million hit and 75% of the nation's banana crop was wiped out — the storm avoided highly populated areas and gave a pass to much of the country's lucrative mining infrastructure.

The yachting community along the Queensland coast was devastated, particularly at the normally well-protected Port Hinchinbrook Marina in Cardwell. The breakwaters weren't able to withstand the 12-ft storm surge — similar to

continued in middle column of next sightings page

crew list party time

Are you having trouble finding crew? Are you having trouble finding rides? With the sailing season just around the corner, it's time to do something about it. The *Latitude 38* Crew List has been a staple for Bay Area sailors for the past three decades, and it's still an extremely effective way to find both crew and rides. And it's not limited to just racers — lots of casual sailors enjoy having company on daysails. Oh, did we mention that it's totally free? You can find the Crew List online by clicking on 'Crew List & Party' on the home page of www.latitude38.com.

There you'll find details on our upcoming Spring Crew List Party, which is tailor-made for people who value face-to-face introductions to potential skippers and/or crew. Many crew listers find it's a perfect, neutral place to meet their new crew or skipper for the first time. Plus they're a ton of fun!

The last few parties have brought out great numbers of motivated

continued on outside column of next sightings page



Delphine and Franck make maximum use of 'La Loupoite's' deck space during their 20-minute comedy routine they call 'The Navigators'. Inherent in their slapstick antics is thrilling expertise in aerial arts.



PHOTOS LATITUDE / ANDY

SIGHTINGS

crew list — cont'd

skippers and crew, and a lot of fresh faces. They've produced some great success stories, and we hope the next one is yours.

So come on down to the Golden Gate YC on March 9 from 6 to 9 p.m. It still costs just \$7 — \$5 if you're under 25 (with ID) — and includes snacks to go along with the no-host bar. No early birds, please, and exact change is always appreciated. Before the party gets going, Sal's Inflatables will be holding an in-the-water liferaft demo starting at 3 p.m. The demo represents a rare opportunity to practice with a liferaft on someone else's dime, which is no small expense. Reservations are required; call Sal's directly at (510) 522-1824 to reserve a spot.

If you find yourself in need of either a ride or new crew in '11, you know where to go: www.latitude38.com.

— rob

yasi

a tsunami — that ravaged the 250-berth facility, sending boats crashing into the tony homes that encircle the port.

Amazingly, there was only one confirmed death from *Yasi* — that of a 23-year-old man who died of asphyxiation from running a generator in a poorly ventilated room. (A married couple and a solo sailor from Port Hinchinbrook had been declared missing aboard their yachts but all were found alive and well after *Yasi* had passed.)



Always wondered what getting into a liferaft would really be like? Don your wetsuit and try for yourself at a demo by Sal's Inflatables the day of the Crew List Party.



PHOTOS LATITUDE ARCHIVES

— cont'd

With that bittersweet fact in mind, we suppose it's now safe to share our favorite politically incorrect bit of levity that resulted from the tragedy — our thought being that even in sad times a laugh is good therapy:

What did Cyclone Yasi say to the coconut tree?

"Hang onto your nuts, this is no ordinary blow job!"

— *latitude*



Got crew? Get some at the Spring Crew List Party on March 9.

eight bells

The Sausalito waterfront lost another luminary last month. Jim Leech had retired from a 40-year career as a master sailmaker on December 31 and was looking forward to spending more time with his family. Though he'd been in poor health in recent years, his passing on January 27 of a heart attack was unexpected. He was 62.

Jim was a lifelong sailor who learned his craft at a young age. Having apprenticed at Larsen & Sutter Sails when he was just 13, he eventually managed Sutter Sails after Pete Sutter retired. Jim and Mark Rudiger later established their own loft, Leech & Rudiger Sails, and Jim had a successful 30-year career with Neil Pryde Sails. "He was one of the most experienced sailmakers in the world, and highly respected throughout our industry," said Tim Yourieff, president of Neil Pryde Sails.



COURTESY KATHLEEN LEECH

In addition to selling sails, Jim was known along the Sausalito waterfront for his stint as harbormaster at Pelican Harbor, as well as his role as manager at Anderson's Boatyard. "Jim was very well-known and well-respected in Sausalito," said friend John Skoriak.

Local sailmaker John Amen shared a fond memory of his old pal. "Jim and I grew up as Sausalito kids sharing the same back fence and the love of sailing. When I was 13, we drove down to Encinal YC with his new tricked-out mahogany 110 for a regatta on the Estuary. Since it was a round robin, we had to trade boats after every race, and the spinnaker halyard stuck on every take-down aboard the boat we were dealt. Even though we were struggling to get the kite down, Jim turned back upwind when he saw another 110 was swamped and almost sinking. They actually disappeared under water. When they surfaced we threw them life jackets (we didn't wear them back then). Jim saved the lives of those sailors and I will never forget that."

"That's just the kind of guy Jim was," confirmed Kathleen, who went on to explain that her husband had been responsible for saving several other lives as well. "In 1969, *Santana* was sailing back from Monterey when, just outside the Gate, Jim spotted a strange light so they turned around to investigate." Turns out five guys — one of them being Spec Simmons, owner of Spec's Bar in North Beach (Jim never again paid for a drink at Spec's) — were being swept out to sea after their boat had sunk. On another occasion, Jim saved a toddler who'd fallen in the water and become lodged under a dock. He performed CPR and the child ultimately recovered.

It's clear that sailing was in Jim's blood. Not only did he participate in a number of races to Tahiti, Mexico and Hawaii, but from 1971-73, he also circumnavigated aboard then-owner Charlie Peet's famed Sparkman & Stephens-designed 55-ft schooner *Santana*. In the '90s, Jim retired from ocean racing because of family priorities and health issues, his last race being the '94 Vic-Maui aboard the Tripp 73 *Atalanta*, which took first overall and first in class.

Above all else in his life, though, Jim's passion was his family, especially son Connor, now 21. After Connor's birth, Jim adjusted his work schedule to accommodate his dedication to fatherhood. "This was quite a blessing to me and our son," Kathleen said. Connor, in turn, has become an accomplished sailor himself, having sailed competitively in high school and college. He's even planning a South Seas cruise after he graduates this summer.

continued on outside column of next sightings page

SIGHTINGS

eight bells — cont'd

Jim's ashes were scattered on February 4, and a memorial was held the next day. Kathleen hopes that those who knew him will send remembrances to Connor at leech1@comcast.net for a family memory book. "His passing is a great loss to our family and his friends, of whom there were many in the sailing community," said Kathleen. "He was a fine man, a great sailor, a great father and husband, and an active agent here on the Bay his whole life. We truly miss him."

— *ladonna*

zihua sailfest's 10th anniversary

The 10th anniversary of the Zihuatanejo Sailfest raised nearly \$36,000 USD (431,000 pesos) to support the educational projects of Por Los Niños de Zihuatanejo, AC, Sailfest's Mexican foundation. Forty-four sailboats were joined by several motor yachts for a week-long festival of fun, games and heartfelt volunteerism.

Local and international musicians stole the show this year, donating their talents to perform at four sold-out benefit concerts. For the past five years, these musical acts have helped build 14 classrooms with their voices and guitars.

The cruisers this year had the novel idea of asking their friends and yacht club members back home to bet on their performance in the pursuit race by making a PayPal donation at www.porlosninos.com, raising \$3,400. A permanent trophy was created to celebrate this new annual fundraiser.

Sailfest's initiatives to send Zihua's less-fortunate children to school were enthusiastically supported by the local community. This year,

261 businesses donated gifts and services to the Sailfest auctions and raffles, raising nearly \$8,300.

Inspired by the vision of the cruisers, Rotary International awarded a \$22,000 humanitarian grant to the new primary school built with 2010 Sailfest funds. The grant provided classroom furnishings, teaching materials, a computer system, a playground/basketball court and a kitchen/lunchroom.

Over the past ten years, Sailfest/Por Los Niños de Zihuatanejo and their caring partners, including the City of Zihuatanejo, Rotary International and nearly 300 members of our local business community, have

helped build more than 40 classrooms, purchase thousands of reading books, fund hundreds of scholarships, create school nutrition programs and provide educational opportunities for more than 2,500 economically disadvantaged young scholars in our community.

For more information on Sailfest educational initiatives, please visit www.porlosninos.com. The Sailfest 2012 schedule of events will be posted soon at www.zihuasailfest.com.

— *lorenzo marbut*

call it persuasion

I prefer even the most boring sailing experience to jewelry. But jewelry is really nice, too. Sailors, you say that you want to persuade your loved one, male or female, to join you sailing? Call it persuasion or use the word bribery, but I have a suggestion that just might work. Let me explain how I came up with the idea.

Eagerly perusing a Gump's jewelry catalog in front of my husband

continued on outside column of next sightings page

boat-in dining

What could be better after a day of great sailing on the Bay than to sail up to the dock of your favorite restaurant for a bite to eat? There are literally dozens of options on the Bay: the Estuary has Quinn's, Scott's and Yoshi's among many others, Tiburon has Sam's, the City has La Mar Cebicheria Peruana at Pier 1½, Emeryville has Trader Vic's right next to the marina, Richmond has Salute at Marina Bay, and Sausalito even has a few — Fish at Clipper Yacht Harbor Basin 2, Le Garage at Schoonmaker Point Marina, and Horizons' private dock, which was recently repaired after being out of

COURTESY ZIHUA SAILFEST

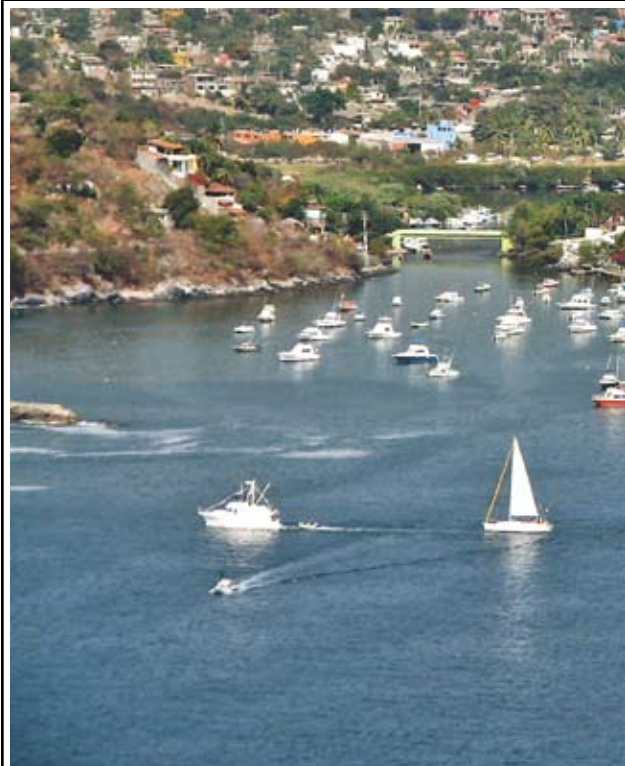


Sailfest's laid-back race is a highlight of the event every year.

COURTESY ZIHUA SAILFEST / LYNN BRADBROOK



COURTESY ZIHUA SAILFEST / JULIA



suggestions needed

commission for nearly a year. And that's just to name a few!

We're planning a full-featured article on sail-in dining for the April issue of *Latitude 38* and would like our readers' input. What's your favorite boat-in restaurant on the Bay or the Delta and why? Have you ever done a boat-based wine tasting tour? Is there a restaurant you've always wanted to try but didn't for some reason? Email your suggestions to ladonna@latitude38.com, and be sure to include your favorite boat-in dining story, as well as any photographic evidence you may have.

— *ladonna*

persuasion — cont'd

in January, I mumbled that Valentine's Day, my birthday *and* our anniversary were coming up — "Look, honey, aren't these just the prettiest earrings?" I circled my *objet du désir* in red pen, positioned the catalog in strategic places around the house with no apparent effect, and finally threw it away.

Imagine my surprise to find a little Gump's box on the kitchen table on Valentine's Day! Did I get my earrings? Well, no, but a picture of them from the catalog was nestled inside, with a promissory note from Gump's apologizing for the delay and assuring me that a salesperson would call when they arrived at the store.

The incident gave me an idea to help those who are having a hard time getting their loved ones to sail with them: call or visit any store within walking distance of Pier 1½, South Beach Marina or San Francisco Marina — perhaps Shreve's or Gumps, or even the Ferry Build-

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Zihua Sailfest — Clockwise from above, for indigenous kids from Zihua's hillside communities, a day at the beach isn't all that common; Team Jamaica Mistaica, with Doug Romain, Keith Forsey, Ken Ross and Jim Machado, served up the good stuff at the chili cook-off; the boat parade is a great way to show off; the 'Catch 22' of Mexico's mainstream school system is that you can't attend unless you speak Spanish, and Sailfest helps to bridge the gap; even 'los luchadores' helped to raise funds to build schools.



PHOTOS THIS PAGE COURTESY ZIHUA SAILFEST / MARGARET REID

SIGHTINGS

persuasion — cont'd

ing — and buy something unique to the City. It could be a necklace or a Gore-Tex jacket, but it must be a purchase for which you can reasonably argue that a sail is necessary in order to collect. In other words, a gift from the heart awaits the lucky recipient following a sailing expedition across the Bay. Make this your opportunity to lure that special someone into an experience that will forever be associated with that *objet de l'amour*.

Is this a crass and transparent effort? Perhaps. Might it be considered a pathetic last ditch effort on your part? Possibly. Is it worth the effort? Well, only if you really want that person to join you sailing.

From my own experience, as both the sailor *and* the recipient, collecting jewelry from Gump's presents me with an excellent and purposeful destination. If I have 10-12 knots of breeze and a flood tide, I can sail *Dura Mater*, my Cal 20, from the Berkeley Marina to Pier 1½ in a little over an hour. After a coconut gelato at the Ferry

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mark your calendar

That the Delta isn't chock-a-block with Bay-based boats all summer long has always been a mystery to us. After all, its warm, fresh waters, its easygoing atmosphere, and its soul-enriching heat are just what many Bay sailors — especially wannabe cruisers — dream about.

Two years ago, in an effort to entice more sailors to explore the Delta's deliciously warm waterways, we created a family-friendly little rally we dubbed the Delta Doo Dah, which took a group of 30 or so boats from the Bay as far as Stockton. The response was fantastic — we sold out in just three days — so last year we increased the entry list to 50 boats.



A rockin' spinnaker run up San Pablo Bay will eventually lead you to the Delta's peaceful Potato Slough.

PHOTOS LATITUDE / LADONNA EXCEPT AS NOTED

GARY RYAN

for the doo dah '3d'

Though more boats were able to sign up, the list filled within just 12 hours!

This year, we've decided to give you a little extra time to mark your calendar, so we moved registration to Monday, April 4. As soon as *'Lectronic Latitude* is posted on that day (usually around noon), follow the link in the Doo Dah story and fill out the registration form. The entry fee is \$59 and includes a burgee, a killer T-shirt, and a swag bag full of cool stuff from our sponsors. To keep things fair, we don't pre-sell space — it's first-come, first-served, which allows newbies and repeat offenders the same odds of snag-

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persuasion — cont'd

Building, it's just a short walk up to Gump's to collect my prize.

Given this brilliant scheme, have I been able to persuade my own non-sailing beloved to join me on a trip to collect the beautiful jewelry he ordered for me? No way. Something about great whites and a dislike of confined spaces. But he did agree to take BART over and join me at Tadich's afterward.

I don't promise that it will work for you, either, but you never know until you try. In the meantime, I'm happy to go collect the earrings, wear them during lunch, and then run all the way home across the Bay singlehanded. That's what floats my boat.

— jackie philpott

alleged murderer captured in panama

Disturbing news came out of Panama last month when expat Don Winner of the Panamanian news site *www.Panama-Guide.com* reported that Spanish national Javier Martín, 42, was arrested on suspicion of murdering two sailors: American Don North, 56, of the North Carolina-based Morgan 385 *Windancer*, and Frenchman Jean Pierre Bouhard of the 50-ft aluminum catamaran *Levante*.

Apparently, Martín ran a business transporting backpackers from Panama to Colombia — a service Bouhard also offered — before his 44-ft Beneteau Oceanis *Twyla* was wrecked in San Blas. Winner reports that Martín left port in bad weather on December 8 with 11 backpackers aboard, and that when he was forced to turn back, he "missed the turn" and sailed onto a reef. All aboard reportedly saved themselves. *Twyla* is currently lying in 25 feet of water.

Now without an income, Martín was allegedly hired by singlehanded cruiser Don North in January to help deliver *Windancer* to Colombia. North and his schipperke Kuna haven't been seen since January 10. But the connection between North and Martín wasn't officially made until Bouhard's body was discovered by divers on February 4 in the waters off Portobello with a gunshot wound to the head. He'd apparently been tied to an anchor or other heavy object and dumped overboard. Reports indicate that Bouhard disappeared after declining Martín's offer to buy his catamaran, *Levante*, on credit.

Levante was recovered not long after, and investigators reportedly discovered blood as well as Don North's passport aboard. *Windancer* was also recovered, and blood was again found to be present. Both boats had been renamed. *Windancer* had been abandoned, but *Levante* had allegedly been left at the Green Turtle Cay Marina by Martín himself.

On the tourist island of Chichemé, which is near where Don North went missing, two tents that investigators say were rented by Martín were searched. According to Winner, they found many items belonging to North, as well as papers indicating that Martín may not have been the legal owner of *Twyla*. Winner also claims to have received a report that, after North's disappearance, his credit cards were used to plunder his bank account. Winner heard similar news from Bouhard's sister.

When Martín was taken into custody on February 14 in Santa Fe, Darien, officials say he was in possession of three guns — a .38, a 12-gauge shotgun and a Glock 9 mm — ammo, \$14,000 cash, and North's credit card. He's currently in custody in Panama City and could get as much as 60 years if convicted of murdering both men.

— ladonna



BETTY ADAMS

The inspiration for the Doo Dah's logo. Don't miss the fun — registration opens April 4!



Give your kids inspiration for their 'What I Did This Summer' essay.



WWW.PANAMA-GUIDE.COM

Don North (and Kuna) and Jean Pierre Bouhard are believed to have been murdered in Panama by the man known as 'The Spaniard', Javier Martín.

missive from the big house

Here at *Latitude 38*, we get a surprising amount of mail — roughly six letters a year — from readers incarcerated in correctional facilities. The letters usually mention how much the magazine keeps the dream of sailing — and the freedom and autonomy it represents — alive for people who will take all the incentive and hope they can get to build a new life after they've finished paying their debt to society. They're faced with creating new chapters in their lives' narratives that will suddenly have to be forged without the regimentation of the institution that becomes second nature after so many days, months and years of having very little self-determination.



'Golden Compass' is an impressive model, especially since it was built by someone who's never even seen a boat outside of these pages.

We rarely run these letters because, by definition, they don't come from people actively engaged in sailing on a practical level. But we received one recently that caught our attention, primarily because it came in a big cardboard box and was accompanied by a 20-inch-long hand-hewn model sailboat. Well-proportioned, the *Golden Compass* is reminiscent of a Columbia 36 with the transom treatment of an Express 27. We were struck by the accuracy and attention to detail that went into its construction. Also in the box were a second letter and a pair of hull lines and offsets drawn by builder Jason Duran. *Latitude 38* subscriber and inmate at California Men's Colony in San Luis Obispo. The hull, which rests in a custom cardboard shipping cradle, is built primarily of popsicle sticks and tongue depressors, with the deck 'planks' stained to look like teak. There's marquetry in the form of a star on the foredeck. The hull is faired with Bondo. It has double lifelines — the top ones are made of silver chain — and gold-colored craft store metal details like the wheel, anchor and ornaments around the foredeck and transom.

A neighbor of Duran's carved a realistic soap figurine —sporting intricately-detailed Hawaiian shorts — that supposedly represents the builder. A compass rose is silkscreened onto the sails, which were made from a sacrificed pair of fresh boxer shorts and stitched by Duran's "bunky" or cellmate. The mast, made of drinking straws, is supported by a dowel that was added after it left prison grounds. It's rigged with two sets of geometrically accurate wooden spreaders and standing rigging made from hand-spun two-strand twine prepared by another neighbor.

According to Duran's well-written letter, the model was a big hit with the rest of the inmates, who cheered it on when he first floated it in the bathroom, despite the fact it didn't prove very seaworthy. The second letter was written by a paroled inmate whom Duran had trusted to send the model, and who added the dowel to support the mast. The sender explained that a piece of wood that long would be considered a weapon and, even if procured, it would be hard to hang on to. (He also noted that Jason's copies of the magazine had helped pass a lot of slow hours, and that his favorite part was Max Ebb's column.)

Duran's letter was too long to print here, but it detailed the process by which someone who claims to have never seen a sailboat up close, much less sailed on one, was able to create an impressively accurate representation, armed only with the photos in *Latitude* and a copy of the *Gougeon Brothers on Boat Construction*.

What struck this editor about the process Duran describes are the analogues to sailing: oftentimes it's a combination of getting help from friends, neighbors and mentors, plus making the best of what you have on hand in less-than-ideal circumstances — with a little ingenuity and lateral thinking — that gives one any measure of success as a sailor. As important as personal responsibility and liberty are — values Duran

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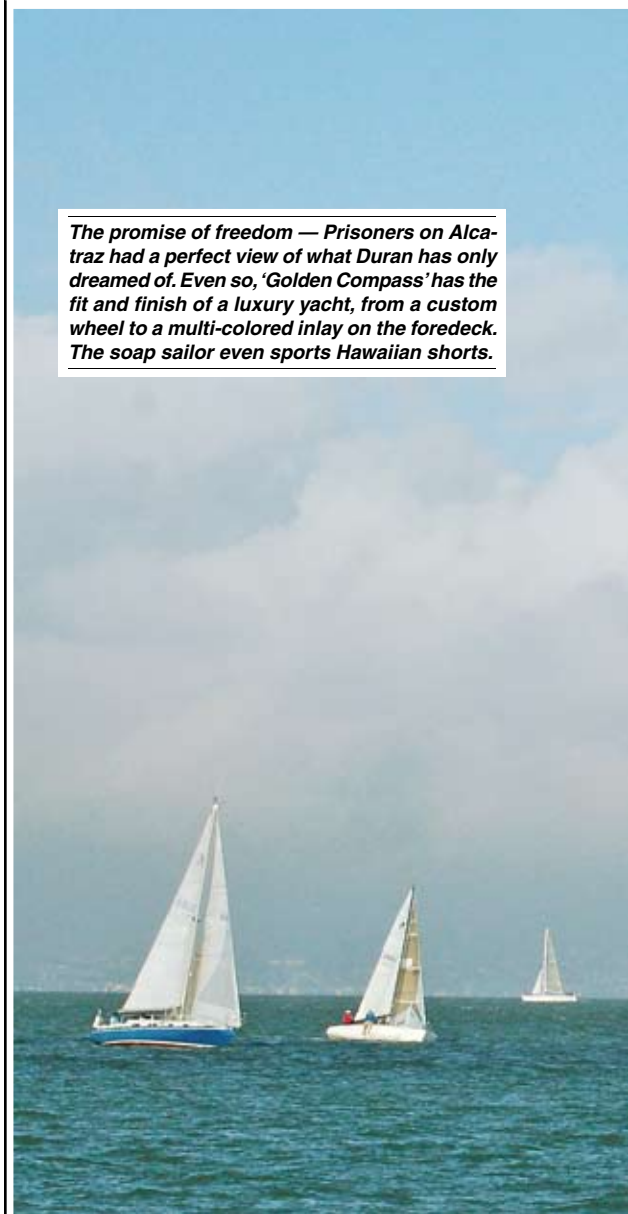
doo dah

ging a coveted spot.

But don't give up hope if the list fills before you can sign up. Since sign-ups happen so far in advance of the actual event, a number of boats will almost certainly drop out for any number of reasons. Last year we were able to offer space to every last boat on the waiting list!

The dates for the third annual Delta Doo Dah — a.k.a. Doo Dah 3D — are July 30-August 5. The itinerary is similar yet different, as we like to 'share the love' with the various clubs, marinas and other businesses that enjoy partnering with us. Though the exact details are still being hammered out, we can confirm that Berkeley YC is hosting the Kick-Off Party

The promise of freedom — Prisoners on Alcatraz had a perfect view of what Duran has only dreamed of. Even so, 'Golden Compass' has the fit and finish of a luxury yacht, from a custom wheel to a multi-colored inlay on the foredeck. The soap sailor even sports Hawaiian shorts.



— cont'd

on Friday, July 29. After the photo-op start at the Richmond-San Rafael Bridge the next morning, the fleet will pull into Vallejo YC for a Welcome to the Delta Party. From there, we'll enjoy a stop at Owl Harbor Marina and, of course, our annual Beach Party at Bethel Island, hosted by Peter Yates, Boyd's Marina and the Rusty Porthole. The fleet will have two 'free days' to explore on their own before making their way to the final Doo Dah Hoopla Party at Stockton Sailing Club on Friday, August 5. This leaves the weekend for boats to sail back to the Bay.

For more info on the Doo Dah, check out www.deltadoodah.com.

— ladonna

big house — cont'd

says he now holds as some of his core beliefs — being able to engender support for your adventures, and paying that forward by providing some measure of gratification to those who help you along the way, is essential to making it count for something.

We don't know why Duran is in prison. We know he's been in for eight years, and it doesn't sound as if he'll be getting out any time soon. It seems you'd have to do something pretty egregious to get that kind of time. Would knowing his crime influence this editor's emotional response to the model and letter? Almost certainly. Don't for a second think that this article represents an exoneration for whatever transgressions Duran was convicted of. But to be intellectually honest, if the point of incarceration is as much to rehabilitate as it is to punish, then you have to believe that something like this is a positive step, and that there are chances for redemption in *this* life.

We'd be happy to look at photos of whatever keeps the sailing dream alive for you, but, please, no more models.

— rob



PHOTOS LATITUDE / LADONNA