

Latitude 38

# Latitude 38

VOLUME 420 June 2012

WE GO WHERE THE WIND BLOWS



JUNE 2012

VOLUME 420



# INVITATION *to* GRAND MARINA and the Estuary Stroll

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Clockwise sail on June 23 • 2:00 p.m. aerial photo of all boats under sail

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Cover: Railriders hang on tight as the *J/24 Flight* bashes to weather in wind-blown chop during the Elite Keel Regatta.

Photo by Jeff Zarwell

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

## SELECT BROKERAGE



40' Beneteau, 2008 \$185,000



38' Island Packet 380, 1999 \$228,000



50' Gulfstar, 1977 \$149,500



32' Beneteau 323, 2007 \$84,500

### SAIL

50' Gulfstar	1977	149,500
47' Beneteau 473	2005	235,000
46' Island Packet 465	2008	Pending
45' Island Packet	1998	229,000
44' Spencer S-1330	1976	111,000
41' Dehler DS	1998	169,900
41' Newport	1983	50,000
41' Tartan 4100	2004	345,000
40' Beneteau	2009	199,000
40' Beneteau	2008	185,000
39' Beneteau 393	2007	149,500
38' Beneteau Moorings	1991	49,500
38' Island Packet 38	1993	SOLD!
38' Island Packet 380	1999	228,000
38' Hunter 380	2000	Pending
38' Ericson 38-200	1988	69,000
37' Beneteau 373	2005	118,500
37' Island Packet 370 cutter	2004	288,000
37' Irwin center cockpit	1976	41,900
37' Pacific Seacraft yawl	1984	119,000
36' Beneteau 361	2000	94,950
36' Hunter sloop	2004	110,000
36' Islander	1972	Pending
36' Islander	1977	40,950
36' Islander	1978	37,950
36' Pearson 36-II	1985	57,900
35' C&C MkII	1983	44,500
34' C&B Marine Tiffany Jayne	1982	29,000
33' Yamaha	1979	19,000
32' Beneteau 321	2000	79,000
32' J/32	1997	79,000
32' Valiant	1977	38,550
32' Westsail	1976	64,400
31' Island Packet	1988	59,500
28' Alerion Express	2002	87,000
24' Corsair Sprint 750	2008	55,000

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June 9-10

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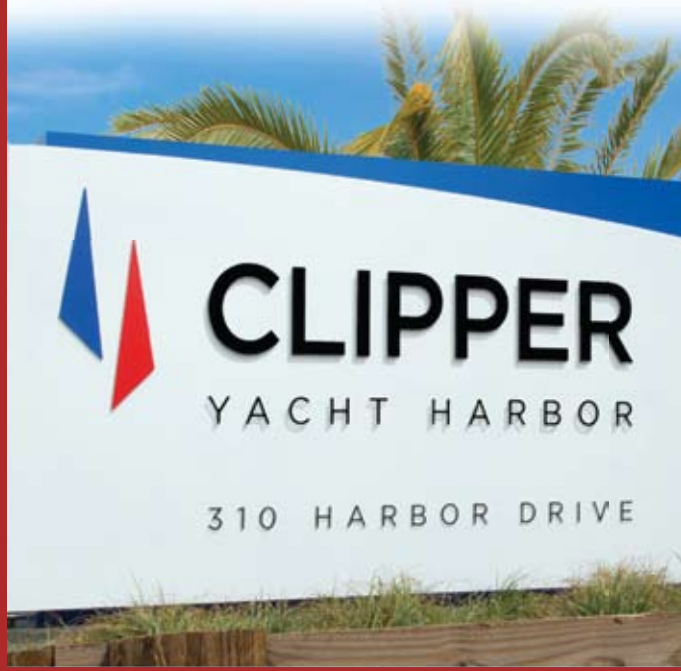
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## Latitude 38

*"we go where the wind blows"*

Publisher/Exec. Editor .....	Richard Spindler .....	<a href="mailto:richard@latitude38.com">richard@latitude38.com</a>
Associate Publisher.....	John Arndt .....	<a href="mailto:john@latitude38.com">john@latitude38.com</a> ..... ext. 108
Managing Editor .....	Andy Turpin .....	<a href="mailto:andy@latitude38.com">andy@latitude38.com</a> ..... ext. 112
Editor .....	LaDonna Bubak .....	<a href="mailto:ladonna@latitude38.com">ladonna@latitude38.com</a> ..... ext. 109
Racing Desk .....	.....	<a href="mailto:racing@latitude38.com">racing@latitude38.com</a> ..... ext. 105
Contributing Editors .....	John Riise, Paul Kamen	
Advertising Sales .....	John Arndt .....	<a href="mailto:john@latitude38.com">john@latitude38.com</a> ..... ext. 108
Advertising Sales .....	Mike Zwiebach .....	<a href="mailto:mikez@latitude38.com">mikez@latitude38.com</a> ..... ext. 107
General Manager .....	Colleen Levine .....	<a href="mailto:colleen@latitude38.com">colleen@latitude38.com</a> ..... ext. 102
Production/Web .....	Christine Weaver .....	<a href="mailto:chris@latitude38.com">chris@latitude38.com</a> ..... ext. 103
Production/Photos.....	Annie Bates-Winship .....	<a href="mailto:annie@latitude38.com">annie@latitude38.com</a> ..... ext. 106
Bookkeeping.....	Penny Clayton.....	<a href="mailto:penny@latitude38.com">penny@latitude38.com</a> ..... ext. 101

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# CALENDAR

## Non-Race

**June 2** — Chantey Sing-a-Long aboard *Balclutha* at Hyde St. Pier, 8 p.m.-12 a.m. Dress warmly and bring a mug for hot cider. Free. RSVP at (415) 561-7171.

**June 2** — Laserpalooza with Laser champ and Rig Shop manager Ryan Nelson at Alameda West Marine, 11 a.m.-3 p.m. Bring your Laser to get free expert advice and help to rig it. RSVP to [nburke@skysail.com](mailto:nburke@skysail.com).

**June 2** — Nautical Flea Market at Napa Valley Marina, 8 a.m.-2 p.m. Info, (707) 252-8011.

**June 2** — Call of the Sea Fundraiser for Youth Sailing at the Bay Model in Sausalito, 4-7 p.m. \$30 (\$15 for kids 6-20, under 6 free). Party and sunset sail, \$75 (\$40 kids). Buy tickets in advance for the sail at [www.callofthesea.org](http://www.callofthesea.org).

**June 2, 9** — Two-day Weekend Navigator I course by USCGA 12-1 at Oakland YC, 9 a.m.-1 p.m. \$50. Info, (510) 601-6239 or [nancy@windwave.com](mailto:nancy@windwave.com).

**June 3** — Minney's Marine Swap Meet, daylight to noon in Costa Mesa. Info, (949) 548-4192 or [minneys@aol.com](mailto:minneys@aol.com).

**June 3-24** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**June 4** — Go sailing under a full moon on Monday night.

**June 6** — Forecasting Marine Weather by NOAA's Larry Smith at Corinthian YC, 6:30 p.m. Free but RSVP required. Co-hosted by Modern Sailing School & Club. Info, (415) 435-4771 or [www.cyc.org](http://www.cyc.org).

**June 6-27** — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under the 'Events' tab at [www.stfyc.com](http://www.stfyc.com).

**June 7** — Youth on the Water Symposium at the Bay Model in Sausalito, 11 a.m.-8:30 p.m. Take action to get under-served youth sailing on the Bay, featuring Nick Hayes, Kimball Livingston, Kame Richards and others. \$30 (free after 6 p.m.). Info, [www.sfsailing.org/symposium](http://www.sfsailing.org/symposium).

**June 8** — World Oceans Day, created at the '92 Earth Summit to celebrate the stuff that makes up 70% of our planet. Info, [www.worldoceansday.org](http://www.worldoceansday.org).

**June 9** — National Marina Day celebration at King Island Resort in Stockton, 9 a.m.-5 p.m. Free. BBQ, petting zoo, bouncy house and live music! Info, (209) 951-2188.

**June 14** — Hoist your ensign on Flag Day!

**June 14** — Singlehanded TransPac final race seminar 'Weather & Strategy' at Oakland YC, 7 p.m. Free and open to the public. Info, [www.singlehandedtranspac.com](http://www.singlehandedtranspac.com).

**June 14** — Are you a single boatowner and need crew? We have crew to help sail your boat. Single Sailors Association monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, [www.singlesailors.org](http://www.singlesailors.org) or (510) 239-7245.

**June 16** — 'Music of the Sea for Kids' aboard *Balclutha* at Hyde St. Pier, 3-3:45 p.m. \$5 (under 16 free). Info, (415) 447-5000.

**June 16-17** — Inaugural Channel Islands Marinafest at Channel Islands Marina. Check out new and used boats, family activities, vendor and food booths, boat rides and more! Free! Info, [www.ci-boatshow.com](http://www.ci-boatshow.com) or (805) 984-3366.

**June 17, 1851** — The schooner *America*, which would go on to defeat a fleet of English yachts off the Isle of Wight later that summer, was registered in New York.

**June 17** — Let Dad take the helm today.

**June 17** — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**June 20** — Fight the Wednesday blues by going sailing on the solstice!



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Catalina 42 MkII, 2001.....	164,000
Catalina 42 MkII, 1995.....	129,000
Catalina 42 MkI, 1993.....	<b>NEW LISTING!</b> 118,000
Catalina 42, 1989.....	<b>REDUCED!</b> 91,000
Catalina 400, 2001.....	<b>NEW LISTING!</b> 170,000
Catalina 400, 1995.....	160,000
Catalina 380, 2000.....	141,000
Catalina 36 MkII, 2001.....	98,500

Catalina 36, 1995.....	<b>NEW LISTING!</b> 75,000
Catalina 36, 1989.....	53,900
Catalina 36, 1984.....	<b>NEW LISTING!</b> 57,750
Catalina 36, 1983.....	<b>NEW LISTING!</b> 54,900
Catalina 350, 2005.....	129,900
Catalina 34, 1989.....	47,500
Catalina 30, 1984.....	<b>SOLD!</b>
Catalina 30, 1984.....	26,000
<b>Preowned Sailing Yachts at Our Docks</b>	
Norseman 447, 1984.....	<b>NEW LISTING!</b> 229,000
Moody 42 DS, 2001.....	249,000
Gary Mull Custom 42, 1990.....	<b>NEW LISTING!</b> 109,000
Tartan 4100, 2004.....	345,000
C&C 41, 1984.....	57,500
Morgan 381 Center Cockpit, 1994.....	118,000
C&C 38, 1979.....	45,000
Beneteau Oceanis 373, 2005.....	<b>SOLD!</b>
Islander 36, 1979.....	30,000
Pearson 34, 1984.....	<b>NEW LISTING!</b> 47,500

Tartan 33, 1982.....	42,000
Hunter 310, 2007.....	79,900
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Ranger 27 Tug, 2012.....	<b>NEW MODEL YEAR!</b> 159,937
Ranger 25SC, 2012.....	<b>FISHERMAN'S PKG!</b> 129,937
Ranger 21-EC Tug, 2011.....	49,937
<b>New Cutwater Boats in Stock (base price)</b>	
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# CALENDAR

**June 20** — Friends of China Camp fundraiser at SF Maritime Museum, to help raise money that will keep China Camp State Park open, 6-9 p.m. Info, [www.friendsofchinacamp.org](http://www.friendsofchinacamp.org).

**June 20** — *Freda* restoration presentation and fundraiser at Corinthian YC, 7 p.m. Free. RSVP required at [www.cyc.org](http://www.cyc.org) or (415) 437-4771.

**June 22-24** — 7th 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.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).

**June 23** — Open House at Oakland's Lake Merritt Boating Center. Free rentals, 5-7 p.m. Info, [www.sailoakland.com](http://www.sailoakland.com).

**June 23** — Community Day at the Aquatic Center in Mountain View's Shoreline Park, 10 a.m.-2 p.m. Co-hosted with the Ho'oku'i outrigger canoe club, the day offers seminars and hands-on outrigger action. Info, [shorelinelake.com/aquatic/aquatic.htm](http://shorelinelake.com/aquatic/aquatic.htm).

**June 23** — Bay sailors are invited to the big Summer Sailstice event at Encinal YC, 10 a.m.-8 p.m. Live music, food, seminars and a boat-building contest will keep the whole family entertained. Find out more at [www.summersailstice.com/sf](http://www.summersailstice.com/sf).

**June 23-24** — Celebrate with sailors around the Northern Hemisphere during Summer Sailstice. Sign up for prizes and see who'll be sailing in your area at [www.summersailstice.com](http://www.summersailstice.com).

**June 24** — Master Mariners Wooden Boat Show at Corinthian YC, 10 a.m.-4 p.m. Info, [www.mastermariners.org](http://www.mastermariners.org).

**June, 1982** — It Happened 30 Years Ago from the *Sightings* article 'Stowaway Sinbad':

For those of you who don't know Sinbad, he's the black cat who adopted the Sausalito Cruising Club as his mascot about seven years ago.

Recently, a couple of local sailors were provisioning their boat, which was tied up at the club, for their dream voyage to the South Pacific. A couple of weeks later, after many farewell parties and friends waving goodbye from shore, they set off on their great adventure.

About the same time they reached the Farallones, who should come strolling out of the forepeak? Yup, Sinbad.

Under the circumstances, there are perhaps not a few who would've just had the stowaway walk the plank, or maybe they'd have relented and tossed him into a cat-sized lifeboat, or even dropped him off at the next port of call.

But what these folks did was a 180. They sailed back under the Gate, through Richardson Bay and all the way back to the Cruising Club, where they deposited the furry black culprit. They then turned around to resume their cruise, which by now must have become a bit anticlimactic.

**July 3** — Celebrate Independence Day a day early at Barron Hilton's Fireworks Extravaganza at Mandeville Tip in the Delta.

**July 4** — Haul ass back to the Bay for more fireworks!

**July 5-7** — 3rd Annual Cabo Marine Show in Cabo San Lucas. Info, [www.cabomarineshow.com](http://www.cabomarineshow.com).

**July 28-Aug. 3** — *Latitude 38's* Delta Doo Dah 'Fab 4', a laid-back rally to the balmy Delta waters. Follow the event at [www.deltadoodah.com](http://www.deltadoodah.com).

## Racing

**June 1-3** — California Invitational Blind Sailing Regatta hosted by IYC. Info, [www.iyc.org](http://www.iyc.org).

**June 1-3** — 29th Classic Mariners' Regatta in Port

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33' Hans Christian 33T, 1984 \$139,000



37' Tayana Cutter, 1978 \$85,000



Westsail 32, 1977 \$57,000



**SF BERTH**

36' Catalina, 1986 \$45,000



30' Albin Ballad, 1978 \$25,000



33' Nauticat, 1987 \$92,000

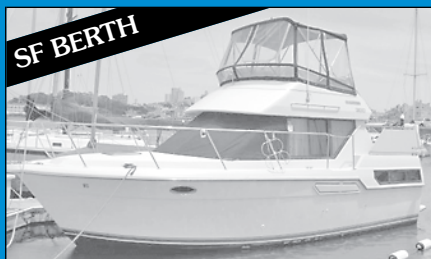


36' Catalina MkII, 2002 \$112,000



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30' Carver 300, 1993 \$59,000



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## CALENDAR

Townsend, WA. Info, [www.woodenboat.org](http://www.woodenboat.org).

**June 2** — Delta Ditch Run, from Richmond to Stockton. RYC/SSC, [www.richmondyc.org](http://www.richmondyc.org) or [www.stocktonsc.org](http://www.stocktonsc.org).

**June 2** — Melges 24 Silver Cup #2. SFYC, [www.sfyf.com](http://www.sfyf.com).

**June 2** — Summer #3. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**June 2-3** — Cal Race Week in Marina del Rey. Cal YC, [www.calyachtclub.com](http://www.calyachtclub.com).

**June 3** — Woodies Invitational. StFYC, [www.stfyf.com](http://www.stfyf.com).

**June 3** — Ladies Day Race. MPYC, [www.mpyc.org](http://www.mpyc.org).

**June 3** — Spring Series #3 on Fremont's Lake Elizabeth. Info, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**June 9** — X-Bay Regatta, the inaugural cross-Bay race that will start in the Central Bay and finish at CYC. Next year it will finish at SBYC. CYC/SBYC, [www.cyc.org](http://www.cyc.org) or [www.southbeachyc.org](http://www.southbeachyc.org).

**June 9** — Mercury Series #4. EYC, [www.encinal.org](http://www.encinal.org).

**June 9-10** — YRA-OYRA Drakes Bay. CYC, [www.yra.org](http://www.yra.org).

**June 9-10** — Spring Invitational. SFYC, [www.sfyf.com](http://www.sfyf.com).

**June 9-10** — BAYS Summer Series #2 for Optis, Lasers, C420s & SFJs. RYC, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

**June 9-10** — 31st annual Go for the Gold regatta on Scotts Flat Lake in Nevada City. All classes invited. Gold Country YC, [www.gcyc.net](http://www.gcyc.net).

**June 9-10** — Ronstan Bay Challenge. StFYC, [www.stfyf.com](http://www.stfyf.com).

**June 9-10** — BAYS #2 at Richmond YC. Info, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

**June 11-14** — Catalina 22 Nationals on Scotts Flat Lake in Nevada City. Info, [www.gcyc.net](http://www.gcyc.net).

**June 12** — North Bay #2. VYC, [www.vyc.org](http://www.vyc.org).

**June 13** — Coastal Cup Race, from the Bay to Santa Barbara, starts. EYC, (510) 823-5175 or [www.encinal.org](http://www.encinal.org).

**June 16** — H.O. Lind #1-3. TYC, [www.tyc.org](http://www.tyc.org).

**June 16** — YRA-WBRA #4 Mid-Bay. BVBC, [www.yra.org](http://www.yra.org).

**June 16** — YRA #2 short course. BVBC, [www.yra.org](http://www.yra.org).

**June 16** — Singlehanded #3. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**June 16-17** — El Toro Regionals on Clear Lake. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**June 16-17** — Madcap Challenge. StFYC, [www.stfyf.com](http://www.stfyf.com).

**June 16-22** — Hobie 16 & 20 NAs. SYC, [www.hcana.hobieclass.com](http://www.hcana.hobieclass.com).

**June 17** — Baxter/Judson #3. PresYC, [www.presidioyachtclub.org](http://www.presidioyachtclub.org).

**June 18-22** — Hobie 16 & 20 Nationals on Richardson Bay. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**June 21-24** — Opti Heavy Weather Race. StFYC, [www.stfyf.com](http://www.stfyf.com).

**June 23** — YRA Summer Sailstice. SBYC, [www.yra.org](http://www.yra.org).

**June 23** — YRA-WBRA #5. SFYC, [www.yra.org](http://www.yra.org).

**June 23** — Barbary Coast. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**June 23** — Small Boat Spring. EYC, [www.encinal.org](http://www.encinal.org).

**June 23** — Lake Tahoe Southern Crossing Race. Tahoe Windjammers YC, [www.tahoeWindjammers.com](http://www.tahoeWindjammers.com).

**June 22-24** — South Tower Race, from Stockton to YRA #16 and back. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**June 22-24** — Ullman Sails Long Beach Race Week, Alamitos YC and Long Beach YC. Info, [www.lbrw.org](http://www.lbrw.org).

**June 23-24** — J/105 Regatta. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**June 24** — Summer Series #1 on Fremont's Lake Elizabeth. Info, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**June 27, 1791** — The first recorded Corinthian (amateur) yacht race in the British Isles on the River Thames in England with a fleet of nine boats.

**June 29-July 1** — Santa Cruz 27 Nationals. RYC, [www.richmondyc.org](http://www.richmondyc.org).

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53' J/160, '01, <i>Mandalay</i> .....	\$579,000	40' Olson, <i>Elka</i> .....	SOLD	33' J/100, Hull #9, '05, <i>Brilliant</i> .....	SOLD
52' Santa Cruz, '99, <i>Renegade</i> .....	\$495,000	38' Sabre 386, '08, <i>Kuai</i> .....	SOLD	33' Back Cove, '08.....	\$269,000
52' Santa Cruz, '98, <i>Hula</i> .....	SOLD	38' Sabre 38 Mkl, '84.....	SOLD	32' J/32, '02, <i>Tango</i> .....	SOLD
52' TransPac with IRC mods, '03, <i>Braveheart</i> *.....	\$499,000	38' Pearson True North, '02, <i>Ricochet</i> .....	\$199,999	30' Columbia 30, '06, <i>Escudero</i> .....	New Listing \$99,800
50' Bakewell-White, '02, <i>Brisa</i> .....	\$615,000	36' J/109, '03*.....	\$189,000	30' Mull custom, '74, <i>The Shadow</i> .....	\$40,000
48' J/145, Hull #9, '03*.....	\$675,000	36' J/36, '82.....	\$59,000	30' Olson 911S, '89, <i>Halcyon</i> .....	SOLD
48' 1D48, '96, <i>Chaya</i> .....	Reduced \$60,000	36' Tiara 3600, '87, <i>Incentive</i> .....	New Listing \$109,000	30' Olson 30, '79.....	SOLD
47' Valiant, '81, <i>Sunchase</i> .....	\$90,000	35' J/105, '02, Hull #581, <i>Business Time</i> .....	\$99,000	30' J/30, '79*.....	\$26,000
44' J/44, '90, <i>Phantom</i> .....	\$239,000	35' J/105, '02, Hull #520, <i>Sea Room</i> .....	SOLD	30' Peterson Half Ton*.....	\$19,900
44' Kernan, <i>Wasabi</i> .....	SOLD	35' J/105, '01, Hull #463, <i>Trickster</i> .....	SOLD	30' Scout 30, '80, <i>Zelda</i> .....	New Listing \$60,000
44' Wauquiez 43 Pilot Station*.....	\$299,000	35' J/105, '01, Hull #405, <i>Swoosh</i> .....	SOLD	29' MJM 29z, '07*.....	\$269,000
43' J/130, '96*.....	\$184,000	35' J/105, '01, Hull #400, <i>Lulu</i> .....	\$105,000	28' Alerion Express, '02*.....	\$59,500
43' Custom C&C, '73.....	Reduced \$260,000	35' J/105, '00, Hull #347, <i>Bald Eagle</i> .....	\$89,000	28' Islander, '78*.....	\$16,900
41' J/124, '06.....	\$239,000	35' J/105, '99, <i>Life Is Good</i> *.....	\$73,900	26' J/80, '01, <i>Whiplash</i> .....	SOLD
40' Farr, '97, <i>Far Niente</i> .....	\$170,000	35' J/105, '01, <i>John B</i> *.....	\$94,500	26' J/80, '01*.....	\$32,900
40' Pacific Seacraft, '99, <i>DreamKeeper</i> .....	\$314,900	35' J/105, '92, Hull #44, <i>Orion</i> .....	SOLD	26' J/80, '00*.....	\$29,000
40' J/120, '98, <i>Jolly Mon</i> .....	New Listing \$165,000	35' J/35C, '91*.....	\$89,000	26' J/80, '04, <i>Heart Attack</i> .....	SOLD
40' J/120, '02, <i>Alchera</i> .....	\$189,000	34' J/34, '85, <i>The Zoo</i> *.....	\$29,900		

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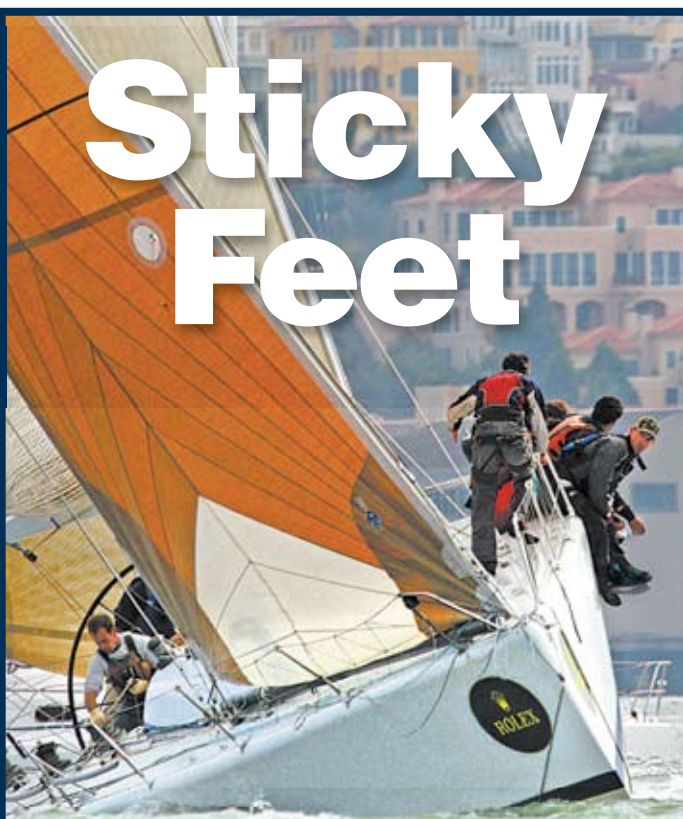
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## CALENDAR

[richmondyc.org](http://richmondyc.org).

**June 30** — YRA-WBRA #6. StFYC, [www.yra.org](http://www.yra.org)

**June 30** — YRA-OYRA Half Moon Bay. StFYC, [www.yra.org](http://www.yra.org).

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**June 30** — 5th Annual Great San Francisco Schooner Race, for schooners in Gaff and Marconi divisions. SFYC, [www.sfyf.org](http://www.sfyf.org).

**June 30** — Rear Commodore's Race from Knox to VYC. SYC, [www.sausalitoyachtclub.org/racing](http://www.sausalitoyachtclub.org/racing).

**June 30** — Silver Eagle Long Distance In-the-Bay Race, with a shorter course for boats rating 150 or above. IYC, [racing@iyc.org](mailto:racing@iyc.org) or [www.iyc.org](http://www.iyc.org).

**June 30** — Island to Island Race, an endurance pursuit race from Twitchell Island in the Delta, around Angel Island and back. Andreas Cove YC, [andreascoveyc.org](http://andreascoveyc.org).

**June 30** — North Bay #3. VYC, [www.vyc.org](http://www.vyc.org).

**June 30-July 1** — Combined Boreas Race, San Francisco to Half Moon Bay to Moss Landing. Elkhorn YC and HMBYC, [www.elkhornyc.com](http://www.elkhornyc.com).

**June 30-July 1** — J/120 Regatta. SBYC, [www.southbeachyc.org](http://www.southbeachyc.org).

**July 1-8** — Highland Spring HIHO Windsurfing Regatta in the BVIs. Info, [www.go-hiho.com](http://www.go-hiho.com).

**July 4** — Brothers & Sisters Regatta, a low-key lap around the two island groups followed by a BBQ and shoreside fun for the whole family. TYC, [www.tyc.org](http://www.tyc.org).

**July 4** — Independence Cup. SFYC, [www.sfyf.org](http://www.sfyf.org).

**July 7** — Moonlight Marathon. SeqYC, [www.sequoiaiyf.org](http://www.sequoiaiyf.org).

**July 7** — Jack & Jill Race. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**July 7-8** — Longboard SF Classic/UN Challenge. StFYC, [www.sfyf.com](http://www.sfyf.com).

**July 7-8** — Skiff Fleet Regatta. GGYC, [www.ggyf.org](http://www.ggyf.org).

**July 14** — 28th Annual Plastic Classic Regatta & Concours d'Elegance, for fiberglass boats from the '60s & '70s. BVBC, [www.bvbc.org](http://www.bvbc.org) or (415) 495-9500.

**July 14** — YRA-OYRA Jr. Waterhouse. RYC, [www.yra.org](http://www.yra.org).

**July 14** — H.O. Lind #4-6. TYC, [www.tyc.org](http://www.tyc.org).

**July 14** — Team Race Championship. StFYC, [www.sfyf.com](http://www.sfyf.com).

**July 14** — Twin Island #2. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**July 14** — PICYA Lipton Cup. StFYC, [www.picya.org](http://www.picya.org).

**July 14** — Trans-Tahoe Race, generally featuring either too much wind or too little but always lots of fun. Tahoe YC, [www.tahoeyc.com](http://www.tahoeyc.com).

**July 14-15** — BAYS #3 at San Francisco YC. Info, [www.bayarea-youthsailing.org](http://www.bayarea-youthsailing.org).

**July 15** — Baxter Judson #4. PresYC, [www.presidioyachtclub.org](http://www.presidioyachtclub.org).

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## CALENDAR

**July 16** — If you'd like to share an ocean crossing with friends, the Pacific Cup is for you. Info, [www.pacificcup.org](http://www.pacificcup.org).

### Summer Beer Can Regattas

**BALLENA BAY YC** — Friday Night Grillers: 6/1, 6/15, 6/29, 7/13, 7/27, 8/10, 8/24, 9/7. Matt Schuessler, (925) 785-2740 or [race@bbyc.org](mailto:race@bbyc.org).

**BAY VIEW BOAT CLUB** — Spring Monday Night Madness: 6/11, 6/18 (make-up). Arjan Bok, (415) 310-8592 or [bayviewracing@sbcglobal.net](mailto:bayviewracing@sbcglobal.net).

**BENICIA YC** — Thursday nights: 6/7-6/28, 7/12-8/23, 9/6-9/27. Grant, (510) 230-3649 or [harlessgrant@sbcglobal.net](mailto:harlessgrant@sbcglobal.net).

**BERKELEY YC** — Every Friday night through 9/28. Paul Kamen, (510) 540-7968 or [pk@well.com](mailto:pk@well.com).

**CAL SAILING CLUB** — Year-round Sunday morning dinghy races, intraclub only, typically in Laser Bahias and JY15s. Info, [racing\\_chair@cal-sailing.org](mailto:racing_chair@cal-sailing.org).

**CORINTHIAN YC** — Every Friday night through 9/7. Michael, [racing@cyc.org](mailto:racing@cyc.org).

**COYOTE POINT YC** — Every Wednesday night through 10/17. George Suppes, (650) 921-4712 or [regatta@cpyc.com](mailto:regatta@cpyc.com).

**ENCINAL YC** — Friday Night Spring Twilight Series: 6/1, 6/15. Susan, [rearcommadore@encinal.org](mailto:rearcommadore@encinal.org).

**FOLSOM LAKE YC** — Every Wednesday night through 9/26. Info, [www.flyc.org](http://www.flyc.org).

**GOLDEN GATE YC** — Friday nights: 6/1, 6/15, 6/29, 7/13, 7/27, 8/10, 8/24. Gary, (916) 363-4566 or [gshalvo@pacbell.net](mailto:gshalvo@pacbell.net).

**ISLAND YC** — Spring Island Nights on Fridays: 6/8, 6/22. John, (510) 521-2980 or [iycracing@yahoo.com](mailto:iycracing@yahoo.com).

**LAKE TAHOE WINDJAMMERS YC** — Every Wednesday night: 6/6-late September. Will Anderson, (678) 517-6578.

**LAKE WASHINGTON SC** — Every Thursday night through 9/27. Dan Clark, [www.lwsailing.org](http://www.lwsailing.org).

**LAKE YOSEMITE SA** — Every Thursday night through 8/23. Tom Cooke, [tcookeatty1@yahoo.com](mailto:tcookeatty1@yahoo.com).

**MONTEREY PENINSULA YC** — Sunset Series, every Wednesday night through 10/3. Garth Hobson, (831) 915-7020 or [turbogar@hotmail.com](mailto:turbogar@hotmail.com).

**OAKLAND YC** — Wednesday night Sweet 16 Series through 6/20 & 7/18-9/5. John, (510) 366-1476 or [j\\_tuma@comcast.net](mailto:j_tuma@comcast.net).

**RICHMOND YC** — Wednesday nights: 6/6, 6/20, 6/27, 7/11, 7/18, 7/25, 8/1, 8/8, 8/15, 8/22, 8/29, 9/5, 9/19. Eric Arens, (510) 841-6022 or [ericarens@comcast.net](mailto:ericarens@comcast.net).

**ST. FRANCIS YC** — Wednesday Night Series: 6/27 & 8/1-8/29. Thursday Night Kiting Series: 6/7, 6/28, 7/12, 7/26, 8/2, 8/16, 8/30, 9/13. Friday Night Windsurfing Series: 6/8, 6/29, 7/13, 7/27, 8/3, 8/17, 8/31, 9/14. Robbie Dean, (415) 563-6363 or [racemgr@stfyc.com](mailto:racemgr@stfyc.com).

**SANTA CRUZ YC** — Wet Wednesdays through 10/31. Corinthian sailing every Friday night: 5/4-8/24. Info, (831) 425-0690 at [scyc@scyc.org](mailto:scyc@scyc.org).

**SAUSALITO YC** — Spring Sunset Series on Tuesday nights: 6/12, 6/26. Dave Borton, (415) 302-7084 or [race@sausalitoyachtclub.org](mailto:race@sausalitoyachtclub.org).

**SEQUOIA YC** — Every Wednesday night through 10/10. John Graves, (408) 306-1408 or [www.sequoiayc.org](http://www.sequoiayc.org).

**SHORELINE LAKE AQUATIC CENTER** — Laser racing (BYOB) every Wednesday night through October. South Bay Cup Windsurfing Series on Monday nights through July. Info, (650) 965-7474.

**SOUTH BEACH YC** — Friday Night Series: 6/1, 6/15, 6/22, 7/6, 7/20, 7/27, 8/3, 8/17, 8/24. Info, [rearcommadore@southbeachyc.org](mailto:rearcommadore@southbeachyc.org).



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## CALENDAR

**STOCKTON SC** — Every Wednesday night: 6/6-8/29. Patrick Felten, (209) 518-6371 or [regatta11@stocktonsc.org](mailto:regatta11@stocktonsc.org).

**TAHOE YC** — Wednesday Night Beer Can Series through 6/27 & 7/11-8/29. Dan Hauserman, (530) 581-4700 or [dan@ilovetahoe.com](mailto:dan@ilovetahoe.com). Monday Night Laser Series: 5/28-8/27. Rick Raduziner, (530) 583-6070 or [raduziner@sbcglobal.net](mailto:raduziner@sbcglobal.net).

**TIBURON YC** — Every Friday night through 8/31. Ian Matthew, [race@tyc.org](mailto:race@tyc.org) or (415) 883-6339.

**TREASURE ISLAND SAILING CENTER** — Laser & Vanguard 15 racing every Thursday Night through 9/13, sponsored by Svendsen's. Vanguard 15 fleet: Al Sargent, (415) 742-1430, [www.vanguard15.org](http://www.vanguard15.org). Laser fleet: Nick Burke, (415) 601 7483, [www.d24.laserforum.org](http://www.d24.laserforum.org).

**VALLEJO YC** — Every Wednesday night through 9/26. Tom Ochs, [fleetcaptainsail@vyc.org](mailto:fleetcaptainsail@vyc.org).

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

### June Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
6/02Sat	0424/-1.1	1125/4.4	1559/2.0	2225/6.8
6/03Sun	0513/-1.6	1222/4.7	1652/2.2	2312/6.9
6/09Sat	0332/5.2	1003/-0.4	1722/5.2	2302/2.1
6/10Sun	0436/4.6	1054/0.2	1809/5.3	
6/16Sat	0437/-0.2	1141/4.1	1557/2.6	2207/5.9
6/17Sun	0512/-0.4	1224/4.3	1640/2.8	2243/5.9
6/23Sat	0156/5.4	0835/-0.5	1557/4.9	2059/2.6
6/24Sun	0244/5.1	0915/-0.2	1634/5.1	2159/2.3
6/30Sat	LOW	HIGH	LOW	HIGH
7/01Sun	0319/-0.6	1024/4.1	1442/2.4	2113/6.8
	0411/-1.1	1124/4.5	1542/2.5	2206/6.9

### June Weekend Currents

date/day	slack	max	slack	max
6/02Sat		0244/5.4E	0640	0942/4.2F
	1302	1519/2.8E	1828	2123/3.4F
6/03Sun	0015	0334/5.9E	0729	1033/4.6F
	1356	1611/2.9E	1918	2212/3.5F
6/09Sat		0235/2.3F	0524	0830/4.0E
	1227	1533/3.4F	1852	2120/2.6E
6/10Sun	0109	0342/2.0F	0631	0925/3.3E
	1321	1628/3.0F	1942	2220/2.6E
6/16Sat		0245/4.1E	0648	0959/3.3F
	1300	1522/1.8E	1831	2121/2.4F
6/17Sun	0006	0323/4.4E	0727	1036/3.4F
	1344	1557/1.9E	1910	2157/2.5F
6/23Sat		0110/2.3F	0348	0716/4.5E
	1055	1401/3.5F	1730	1955/2.7E
	2308			
6/24Sun		0158/2.2F	0436	0802/4.1E
	1132	1443/3.3F	1809	2043/2.9E
6/30Sat		0128/4.8E	0536	0839/3.6F
	1155	1404/2.2E	1714	2011/3.0F
	2304			
7/01Sun		0225/5.3E	0629	0936/4.1F
	1253	1505/2.3E	1811	2107/3.2F
	2357			

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## LETTERS

### ↑↓ THE IMPORTANCE OF UNDERSTANDING BIG SETS

I just read the April 24 *Lectronic*, which featured *Low Speed Chase* survivor Bryan Chong's exceptional — and beautifully written — account of the tragedy at the Farallones, with the many lessons for all of us to learn. I thank Bryan for his courage to share his story.



COURTESY BRYAN CHONG

**Bryan Chong.**

But the one phrase that stopped me in my tracks was, "I estimate we were inside of 10 boat-lengths — which on a Sydney 38 would be 128 yards — from the beginning of the break zone. Our distance looks safe and no one on the boat comments."

That zone does not take into account fairly frequent big sets, 'sneaker waves', or whatever you want to call them, that are often double the height of average waves. Because these waves are bigger, they consequently break far outside the normal surf line.

Surfers know this better than sailors, because they're always sitting in the lineup watching out for these bigger sets. For sailors who aren't surfers, I suggest watching a surf line sometime for at least half an hour. Watch the big sets — typically a group of two or three — break way outside the normal surfline. Perhaps those of us in Hawaii are more conscious of this phenomenon, so we give such shores a very wide berth when sailing.

Tim Dick  
Sausalito/Honolulu

Tim — As longtime surfers, we know all about getting 'caught inside' when the 'wave of the day' or even just a big set comes through. If sailors are really going to appreciate this everyday phenomenon, we suggest they watch a surf spot for an entire afternoon, preferably from out in the lineup. But even



NOAA

**This month, Max Ebb and Lee Helm dissect how depth affects wave height at the Farallones.**

that would be just an introduction because, as any surfer can tell you, it is sometimes an hour or more between big sets.

We don't consider ourselves to be experts, but it seems to us that waves on the open ocean tend to be of a more consistent size than those breaking in shallow water. The result is that sailors may be lulled into being less alert than surfers for 'set waves' when in shallow water.

For more on sailing and waves, see this month's Max Ebb.

### ↑↓ SOUND JUDGMENT, THE ULTIMATE SAFETY DEVICE

Anyone who has sailed around the Farallon Islands, or any island turning mark, knows that decisions have to be made about how close to come to shore. And how important — and difficult — it can be to judge the size of waves when viewing them from behind.

I'm disturbed that, perhaps because of the deaths, a lot of sailors aren't really accepting what happened to *Low Speed Chase*. From all that I have read and heard, conditions at the time at the Farallones were rough, but not *that* severe, at least in deeper water. But as is always the case, waves break when they encounter shoal water, and bigger waves break in

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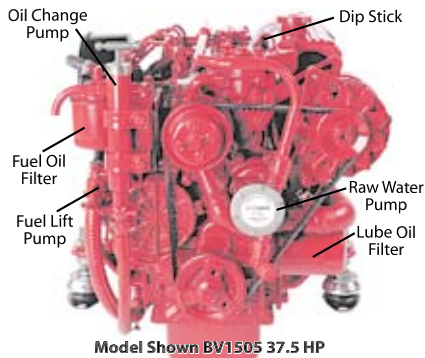


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## LETTERS

deeper water. Yet many sailors seem to want to talk about a "rogue wave" or "wave out of nowhere." Having sailed for 80 years and still being an active ocean sailor, I find this talk inappropriate and dangerously misleading, as all indications are that the boat simply sailed over shoal water when a wave



DENISE PATTERSON

**Commodore Tompkins hopes that people will learn from the 'LSC' tragedy.**

big enough to break came along.

Someone far wiser than I wrote that there is no action without a consequence. I don't want to be harsh, but the decisions and actions of those on *Low Speed Chase* led to the tragic consequences. It will be a shame if waves of sympathy for those who were lost,

as well as fear and ignorance, prevent sailors from understanding the real cause of the accident.

I very much hope that we do not hear talk about new regulations, additional PFDs, and/or harnesses. No regulations or amount of equipment can replace sound judgment, which is the ultimate safety device.

Warwick 'Commodore' Tompkins  
*Flashgirl*, Wylie 38+  
Mill Valley / South Pacific

*Commodore* — We agree that nothing can replace sound judgment, but the problem is that the soundness of judgment is most easily evaluated after the fact. Had *Low Speed Chase* sailed past the Farallones between big sets, we wonder if anyone would have questioned their course. Which is why we think it's going to be so hard for the US Sailing investigation panel to come up with a specific solution to the 'problem'.

We don't know about anyone else, but we had a real 'there but for the grace of God go we' reaction to the tragedy. We're not certain that we would have sailed as close to shore as the *Low Speed Chase* crew did, but looking back on more than 40 years of sailing, we know there have been several occasions where poor judgment on our part put us in situations where, had other things gone wrong, we could have found ourselves in serious trouble. In light of the *Low Speed Chase* tragedy, we've been 'recalibrating' our judgment.

### ↑↓ WHY THE DIFFERENT TREATMENT?

Most sailors know what happened to *Low Speed Chase* at the Farallones and why. They got too close to the island for the size of the swells. If you get too close to the island, the same thing will happen to you.

After the fatal *Low Speed Chase* accident, the captain of the port decided to suspend all ocean racing. There was a fatal sailing accident in Southern California a short time later during the Ensenada Race. Ocean racing wasn't suspended down there. Why the difference?

Jeff Pearson  
Reno, NV

Jeff — We agree that ocean racing's being canceled in Northern California, and not being canceled in Southern California, begs for an explanation.

You write, "If you get too close to the island, this [getting rolled by huge waves] will happen to you." We're not sure if you wrote precisely what you meant, but if you did, we disagree

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## LETTERS

with you.

We think it's quite possible that other boats sailed as close to the island as Low Speed Chase, if not during this year's race then surely during other Farallones Races. Other boats didn't get rolled because they didn't happen to be in the more shallow



MICHAEL LAWLER

water when an unusually large set of waves, or even the proverbial 'wave of the day', came through. Our belief is that Low Speed Chase wasn't just

**Of the many small pieces of 'Aegean' that were retrieved, this was the largest.**

in the wrong place for the size of the swell that day, but they were also there at the exact wrong time. We think a lot of sailors — and racers in particular — need to ask themselves if they haven't done exactly what Low Speed Chase did, but just didn't get 'caught'.

### STRETCHING THE CONCEPT OF ATROCITIES

Two incidents don't necessarily make a trend, but what's our Coast Guard coming to by recently denying a semi-blind but proven sailor the right to continue voyaging, and now mandating a suspension of ocean racing in Northern California? And why does the Coast Guard get to sanction races in the first place?

Are these abuses of power the result of a 'nanny' at the top of the Coasties dictating a nursery school teacher mentality down through the ranks? And could this perhaps be a prelude to assuming ever more control over adults' lives afloat? The United States is feeling more and more like a police state rather than the 'land of the free'.

Thanks to *Latitude* for reporting these atrocities. Without a vigorous Fourth Estate, which we've mostly lost already, our freedoms will surely be lost as well. It seems about time each of us asks 'our' elected representatives in Washington to educate the non-elected Coast Guard brass to protect our freedoms rather than curtail them.

Brooks Townes  
Port Townsend, WA

Brooks — We assume that one of the two incidents you're referring to is the case of Dennis Howard, who has alleged that the Coast Guard forcefully 'rescued' him against his will off the coast of Mexico, leaving his 20-ft Pacific Seacraft Flicka Avalo



USCG

behind. You might wait until all the evidence comes out, as we've been told by a normally reliable source that Howard did radio that he was injured and needed to be rescued. We'll no doubt get more facts as time goes on.

**The story of Dennis Howard's 'forced rescue' may be more complicated than initially thought.**

As for Capt. Cindy Stowe, Captain of the Port of San Francisco, refusing to issue permits for ocean races for a month or so until the safety guidelines can be reviewed by the U.S. Coast Guard and US





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- June 3** - Full Moon Club Sail (6 - 10pm) **\$50**
- June 6** - NOAA Presents Forecasting Marine Weather @ CYC, 6:30pm **FREE**
- June 9** - Crew Overboard Rescue Clinic (9am - 4pm) **\$175**
- June 10** - Spinnaker Clinic (9am - 4pm) **\$175**
- June 16** - Farallones Day Trip (8am - 8pm) **\$185**
- June 18 - 24** - Heavy Weather Offshore Course (ASA 105, 106) **\$1475**
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## LETTERS

*Sailing, we hardly think it reaches the level of an "atrociousness." After all, 'atrociousness' commonly is defined as 'enormous wickedness', and usually is reserved for cases of mass executions and such. We may not agree with Capt. Stowe's decision, but we'll give her the benefit of the doubt that she made it with the best of intentions based on her knowledge — or lack of it — rather than wickedness.*

*For as long as we can remember, organizers of races have had to get permits from the Coast Guard to hold organized events on the Bay and in the Gulf of the Farallones. Something like 1,300 of them are issued each year, including 24 for events outside the Gate. We're believers in small government, but given the amount of vessel traffic on the Bay, we don't believe requiring permits is any more atrocious than is putting stoplights at busy intersections — particularly since we can't recall anyone's complaining that the Coast Guard has capriciously denied them a permit.*

*By the way, things are different down in San Diego, where the Coast Guard doesn't permit more than one beer can race per week. Can you imagine? Maybe it has something to do with the fact that no fewer than nine government agencies have some sort of police jurisdiction over San Diego Bay. And maybe that's why the wind is afraid to blow very hard down there.*

### ↑↓ I LEARNED LESSONS FROM A TRAGIC RACE

I think the Coast Guard's suspension of ocean racing off San Francisco is wrong. And I think I would feel the same if I were asked while I was hanging onto the stanchion of the Moore 24 that was close to capsizing as a result of a breaking wave on Potato Patch Shoal during the deadly Doublehanded Farallones Race of '82. Obviously, the boat righted herself, and we luckily made it in the Gate to safety, and — I think — finished the race.

Although I was doing that race for fun, I learned valuable lessons that I have applied to other tough situations in life.

Name Withheld by Request  
Planet Earth

### ↑↓ SAFETY STAND DOWNS IN AVIATION, TOO

Since the Captain of the Port has called on US Sailing, which governs yacht racing in the United States, to help investigate the safety of races outside the Golden Gate, I hope and believe they will put well-qualified individuals on the case. They did that with the investigation of the loss of crew lives from the sailboat *Wingnut* in the '11 Mackinac Race.

I am very much used to this same culture in aviation — when a significant accident happens that rattles everyone to their toes, we do a safety stand down. Not just in the military, but in a company or a community. It's a chance to stop and reflect on personal lessons learned or, in this case, maybe take the day of what was going to be a race to work with your race crew on safety procedures and equipment, and to practice man overboard drills.

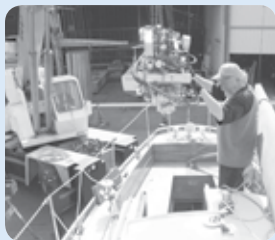
Terri Watson  
Executive Director  
Farallones Marine Sanctuary Association  
The Presidio, San Francisco

*Terri — We have no problem with the members of US Sailing who were selected to investigate the Low Speed Chase tragedy, but we don't think there are going to be any surprises with their conclusions as to why the accident happened. What we'll be interested in hearing is what recommendations these top-notch and experienced Gulf of the Farallones racers might have on how to prevent a similar tragedy in the future.*



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# LETTERS

*A stand down? There were 263 fatal general aviation accidents last year, resulting in 454 fatalities. The leading cause of general aviation deaths was flying into terrain, which seems to us to be the aviation equivalent of sailing into too shallow water. With all due respect, we can't recall there ever being a stand down because a pilot flew a plane — private or commercial — into the side of a mountain.*

*We'll have more letters on various aspects of the Low Speed Chase tragedy in the July issue.*

## WE'RE KIND OF INTO BASEBALL NOW

I went to a yacht club, which happened to be having an open house, to watch Day 5 of the America's Cup World Series in Naples. The club had a thousand cable channels, five



ACEA/GILLES MARTIN-RAGET

**Venetians came out in droves to watch the World Series last month.**

of which were from the provider that is covering the America's Cup. Yet the club didn't have the AC competition on. When I asked one of the members about it, he said, "We are kind of into baseball right now".

"I'm in a yacht club, aren't I?" I asked, looking around. So I asked the commodore about it.

"We are into the America's Cup," he told me. "In fact, the committee is coming next month to tell us what to expect when the races come to San Francisco."

"That's great," I answered, "but don't you think you could at least support the Cup in other venues?"

I'm jazzed that the America's Cup is coming to San Francisco, and even though I sail a 40-year-old monohull, I'm excited about the multihull aspect, too. I think the venue, combined with the technology, will be nothing short of spectacular. However I'm concerned about the lack of interest.

Bill Demeter  
 San Francisco

*Bill — We think it's a proximity issue. When the America's Cup action comes to the Bay, local interest will explode. Until then, you can't exactly hold a gun to someone's head and make them watch something they don't want to watch. Even at a yacht club.*

## THE APPROPRIATENESS OF RED BULL

I'm totally all right with commercial sponsorship in the America's Cup, and I'm not a prude, but they are allowing Red Bull to become a sponsor of one of the youth programs? There must be other prospects for an otherwise noble program for youth sailing. Just my two cents.

Tom Woodruff  
 Palawan III, S&S/Derecktor  
 Falmouth, ME

*Tom — Red Bull, created in '87 by Austrian Dietrich Mateschitz in partnership with Thai businessman Chaleo Yoovidhya, sells nearly five billion cans a year, and is therefore the most popular energy drink in the world. Red Bull sponsors numerous activities ranging from extreme sports such as mountain biking, BMX, motocross, windsurfing, snowboarding, skateboarding, kayaking, wakeboarding, cliff-diving, surfing, skating, freestyle motocross, Formula 1 racing, and breakdancing, to art shows,*

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## LETTERS

music, and video games, all in order to reach their target audience of mature women. Just kidding, their target audience is young males.



RED BULL

**Little old ladies love to catch the hot motorcycle racing action.**

We've never drunk a Red Bull, but frankly, we're puzzled by the nature of your objection. We could understand if you objected to Hooters, Jägermeister, Marlboro or some pot dispensary in Oaksterdam being sponsors of an America's Cup youth program, but as Red Bull is legally

available to consumers of all ages, what's the problem?

### ↑↓ A VOICE OF EXPERIENCE ABOUT JAPAN

Best of luck to Kirk Patterson on his proposed solo trip around Japan, as described in the May issue of *Latitude*. But in 35 years of sailing to Japan as master on ships from 1,000 DWT to 87,000 DWT, some of my worst moments at sea have been on the seas around Japan. Visibility is often poor, traffic is heavy, fishing boats do their own thing, and 'coasters' have their own set of rules. On a 20,000 DWT bulk carrier I have had the engines on full astern and the helm hard a-starboard for a coastal vessel approaching on my port bow. Collisions between ships and fishing vessels are not infrequent. Furthermore, when near any entrance to the Inland Sea, you can have tidal currents of eight to ten knots. Despite all modern aids and watchkeepers on the bridge, it can still be a nightmare.

Frank Keavy  
Florence, Oregon

### ↑↓ NOT THE SPECIMENS THAT WE ONCE WERE

We loved your *Lectronic* write-up about the Antigua Classic Regatta, particularly the business about an unrecognized Dennis Conner walking the docks asking if anyone needed crew. Dennis will be 70 this fall, and may have gotten a little bigger with age. We suspect that none of us are the physical specimens that we once were.

Rennie Waxlax & Anne Blunden  
ex-Casseopeta, Swan 65  
San Pedro

*Rennie and Annie — Our intent was not to denigrate Dennis or his physical condition, but to note he was both quite a bit older and larger than most people walking the dock looking to crew. And make no mistake, Dennis still kicks ass when racing his various boats on the West Coast. For example, in last year's highly competitive Etchells Worlds, he and his crew took sixth out of 83 boats. Very impressive.*

*More on Dennis. When Doña de Mallorca boarded an American Airlines flight back to the Caribbean from the Strictly Sail Pacific Show in Oakland, she spotted Dennis sitting in first class, and wondered how much that ticket cost him. It turns out that it didn't cost him much — at least according to an article we read a short time later in the Wall Street Journal. About 30 years ago, when American and other legacy airlines were desperate for cash, the geniuses at American came up with the idea of selling lifetime first-class passes. They varied in price depending on the buyer's age, but they were usually about \$250,000 with the option to pay \$150,000 for a com-*

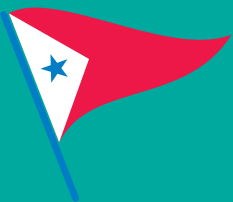
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## LETTERS

panion seat. A total of 64 people took American up on the offer, including sports figures such as former San Francisco Giants centerfielder Willie Mays — and America's Cup legend Dennis Conner.

American, of course, has come to rue the offer, at least the way a few of the 64 buyers have been taking advantage of it.



Dennis Conner may not be as trim as he used to be but he can still sail the paint off a boat.

One of the 64 free-pass guys has flown 40 million miles! Another has flown only 10 million miles, but estimates that he's taken over 10,000 flights. Let's see, 10,000 first-class flights for \$250,000 comes out to what, \$25 a flight, and includes drinks, champagne, good

food, excellent service — and frequent flier miles. It seems as if Dennis called the layline on that offer.

### ↑↓ MEXICO WEATHER FORECAST SOURCES

Before listing sources of weather forecasts for Mexico, we'd like to say that the late Don Anderson's forecasts were the gold standard for Mexico — and beyond. It will be years before we see another individual as dedicated to helping the cruising community. Don was a great friend to all cruisers and is deeply missed.

Here in the Sea of Cortez, there are several weather options:

For HF Radio: Sonrisa Net ([www.sonrisanet.org](http://www.sonrisanet.org)). Geary Ritchie gives his forecast from Burro Cove in Bahia Concepcion in the mornings at UTC 1330 during Daylight Saving and at 1400 during Standard time on 3.968 MHz. It is a ham net, so you need a ham license to ask questions legally. Geary also posts speech-to-text transcripts of his forecasts on the internet.

For VHF: There are cruiser nets in La Paz, Puerto Escondido, Guaymas/San Carlos and Mazatlan. They all have some form of local forecast, even if it's just a reading from one of the internet sites. Farther south, there are nets in San Blas, Banderas Bay, Barra/Tenacatita, Santiago Bay/Manzanillo, and Zihua.

Our favorite weather resources on the internet include Buoyweather ([buoyweather.com](http://buoyweather.com)); Magic Seaweed ([magicseaweed.com](http://magicseaweed.com)); EEB Mike ([eebmike.com](http://eebmike.com)); Swell Watch (formerly WetSand, [swellwatch.com](http://swellwatch.com)); Predict Wind ([predictwind.com](http://predictwind.com)); Sol Mate ([solmatesantiago.com](http://solmatesantiago.com), which is also available on Sail Docs); and the usual cast of NOAA and commercial weather sites. Most of the sites have limited free forecasts, but some have subscriptions for longer term.

During the hurricane season we use the following additional sites: [hurricanezone.net](http://hurricanezone.net); [ral.ucar.edu/hurricanes/realtime/current/](http://ral.ucar.edu/hurricanes/realtime/current/); [stormpulse.com](http://stormpulse.com) (pay-to-view); [usno.navy.mil/JTWC/](http://usno.navy.mil/JTWC/); [wunderground.com/tropical/?index\\_region=ep](http://wunderground.com/tropical/?index_region=ep;); and [www.nhc.noaa.gov/index.shtml?epac](http://www.nhc.noaa.gov/index.shtml?epac).

We think many cruisers overlook the importance of learning to interpret GRIB files and satellite images — available through Sail Docs — for themselves. We think sailors have become complacent, relying on others to tell us what we should be doing rather than learning to understand what is happening around us and making decisions for ourselves. We think we need to use all of the resources available and then

CYNTHIA SINGLAIR



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## LETTERS

make our own decisions.

Dennis & Susan Ross  
*Two Can Play*, Endeavor 43  
Marina Palmira  
La Paz, BCS, Mexico  
'02 Baja Ha-Ha Vets

*Dennis and Susan — Thanks for the info. We very much like your inclination toward self-sufficiency and personal responsibility, but when it comes to a complicated subject like weather, where misinterpreting the data could possibly lead to unfortunate consequences, we see nothing wrong with relying on expert advice.*

*We received many more letters about sources of weather information for Mexico, but due to space considerations, are saving some for next month.*

### ↑↓ FRENCH WOMEN DON'T LIKE OTHER WOMEN

I like that *Latitude 38* is online, because that's the only way a sailor such as myself in the south of England would likely be able to read it. Furthermore, our sailing magazines aren't nearly as entertaining as what you're publishing out there in California.

For example, in the May *Changes* about *Spindrift*, I learned that: 1) French women walk like cats; 2) French women can be very picky; and, 3) French women say all their boyfriends cheat on them. Why waste editorial space on boat reviews when you can report entertaining social news such as that?

But I must admit that the topics in that *Changes* were rather timely because we're enjoying a high-profile Franco-Anglo catfight at the moment. The circumstance is that Samantha Brick, a blonde 41-year-old former TV presenter who now writes a column for the *Daily Mail*, is married to a Frenchman, and has lived in France for four years, has made some bold claims. She started by writing a column titled 'Why Women Hate Me Because I'm Beautiful'.

Not being satisfied with the near universal slugging she received for being so modest, Ms. Brick — now there's a name for you — decided to add French women to those being worthy of her scorn. "I find them hostile and predatory," she wrote, "ever eager to humiliate their rivals, and never batting a beautifully made-up eyelid about falling into bed with someone else's man." If that weren't controversial enough for an Englishwoman living on French soil, Ms. Brick continued with her rout by saying: "To them, an adulterous affair is a feather in their cap, or merely another scalp. You see, French women don't really like other women."

So with Ross Delvin of *Spindrift* apparently headed to this part of the world to crew on some big boats in big regattas, Ms. Brick's message is clear. It's not just French men who cheat, but the French women, too. Having been forewarned of the habits of women who walk like cats, hopefully Mr. Delvin won't have his heart broken while on the Continent.

Michael — but not the singer — Bolton  
Southampton, England

### ↑↓ PUTTING A LOW VALUE ON SAFETY

It's sad that relatively low-cost — as little as \$700 — technology might well have prevented the tragic loss of the Hunter 376 *Aegean* and her four crew. AIS was not required on boats entered in the Ensenada Race chiefly because so



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**Samantha Brick,**  
*beautiful or blah?*

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*- Jacki & Peter Moseley  
Sea Ray 30  
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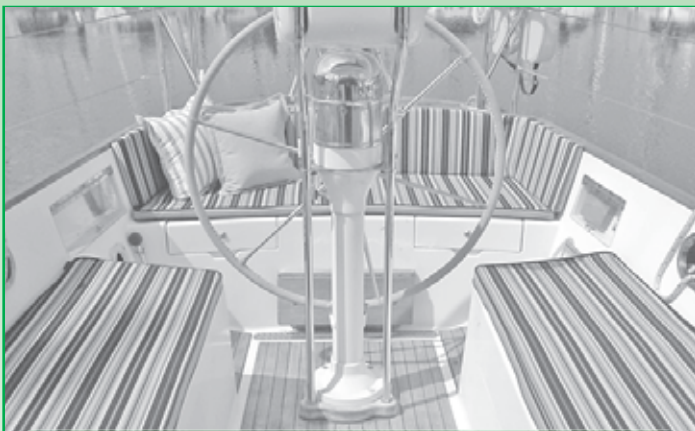
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## LETTERS

many boatowners object to the modest extra cost, thereby putting a low value on safety.

An Automatic Identification System (AIS) transponder continuously broadcasts a ship's position and course, helping to avoid collisions by making boats easily visible to large commercial ships in the area. As a lifelong sailor and racer, I think AIS should have been and should be mandatory for all boats in offshore sailing events.

John Navas  
sail.navas.us  
San Francisco

*John — While the Coast Guard has yet to release its findings on the Aegean tragedy, it appears that she was not hit by a ship, but was rather driven into the steep face of North Coronado Island, probably while under control of the autopilot. The bit of technology that could have saved the lives of the crew was a radar set with a 'guard zone' of a mile or so.*

*That said, we agree that it's time for boats sailing offshore to be equipped with either a functioning radar or at least an AIS receiver, which costs much less than the transmitting variety. One or the other is now a requirement for both the Baja Ha-Ha and the SoCal Ta-Ta.*

### ↑↓ AIRLINE PILOTS HAVE THE SAME PROBLEM

The Spot GPS track of the Hunter 376 *Aegean* that ran into North Coronado Island during the Ensenada Race really does shed new light on the tragic accident. I'm guessing that the crew set a waypoint off the Ensenada Race finish line — it goes right through North Coronado Island — and were using their autopilot to go to that waypoint. This would explain their constant track and speed.

It's very easy to set a waypoint to somewhere and forget to check to make sure that the track doesn't go over any land. Perhaps *Aegean* was so far from the Ensenada waypoint when they set it, and their chartplotter was zoomed out so much; that little North Coronado Island didn't show up. Had it been daylight when they got close to the island, they likely would have seen it.

Airplane pilots have the same problem — especially at night — of putting in a waypoint on their GPS and not realizing that the track would take them right through a mountain. That's why the more sophisticated aviation GPS units have terrain warnings. Maybe sailing chartplotters should have something similar.

John Thompson  
Aldebaran, Tanzer 22,  
Loch Lomond

*John — We don't know what happened in the Aegean case, but it's been our experience that we humans can't rely too much on machines and software without losing our edge. Call us old school, but we worry about sailors relying too much on technology.*

### ↑↓ FREE ANCHORAGES, PRO AND EX-CON

While traveling up and down the California coast, my wife and I have had some great times anchoring at Santa Cruz Island, Port San Luis, San Simeon Bay, off Pfeiffer Beach, and off the Santa Cruz Boardwalk — all free. While in the Bay, we might anchor by Angel Island for lunch, or with the insane group of Blue Angels spectators. Again free. I do love the sense of freedom that dropping a hook brings when there is no fee.

The catch I see to free anchoring is the rather large group of people who are using boats as low-cost housing. I'm not



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# LETTERS

talking about transient cruisers staying for days or weeks. I do not mean 'voyagers', who live a life less ordinary, and work hard wherever they put in, sailing from port to port, casting off the "pyramid of time payments, mortgages, preposterous gadgetry, playthings that divert (most of us) for the sheer idiocy of the charade."

I'm talking about bums on boats. I am talking about boats that have not seen a hoisted sail or a pump-out station in months. Or even years. Boats without current registration, without insurance, without proper safety equipment, and boats obviously not held to the standards of accountability I have to pay for and meet, with our boat every year. Richardson Bay and Treasure Island are two perfect local examples.

My guess is if everybody just followed/enforced the existing laws, the need for charging fees to anchor might fizzle away. My understanding is that mooring buoys in many tropical areas would protect coral and marine life, and I would support such an effort, even if it cost \$200-\$300 a month. But \$450 a month to anchor with no amenities seems like high seas robbery to me. It's a rip, plain and simple.

Mark Wieber  
 Goliard, Slocum 43  
 Emeryville

*Mark — The Richardson Bay situation has always been a mystery to us. We're never received what we consider to be a rational explanation for why a certain class of boatowner — the anchor-out — is seemingly allowed to break every law, and in plain view. But people with boats in berths in Richardson Bay are held to a much higher standard. We were recently told that 70% of the anchor-outs on Richardson Bay are convicted felons, and wonder if law-enforcement is willing to let it be an 'anything goes' zone to keep from having to take on what would admittedly be a difficult law enforcement job out there.*

*As for Treasure Island, the Treasure Island Development*



LATITUDE / LADONNA

**Clipper Cove has been cleaned up and derelict-free for a couple of years now.**

*Authority not only booted out all the squatters in Clipper Cove a couple of years ago, but also removed all the wrecks in the anchorage. Though you have to call a number if you plan to spend more than one night, visiting boaters can now anchor close to*

*shore without fear of a derelict's dragging into them or having their anchor get fouled on a wreck.*

## ↑↓ EVERYONE HAS HIS HAND OUT

San Diego did away with their free anchorage in response to a perceived threat of mariners looking to abandon their boats, and/or because of the extreme cost of policing the anchorage. True, there were boats that just sat out there, and some sank from neglect, but that was common in marinas, too. The Port of San Diego was so kind as to provide a few more mooring balls, but the price went up from \$50 a month to \$150 a month.

It seems that no matter where you go, there is someone waiting to charge you.

Paul Clausen  
 Washington County, OR



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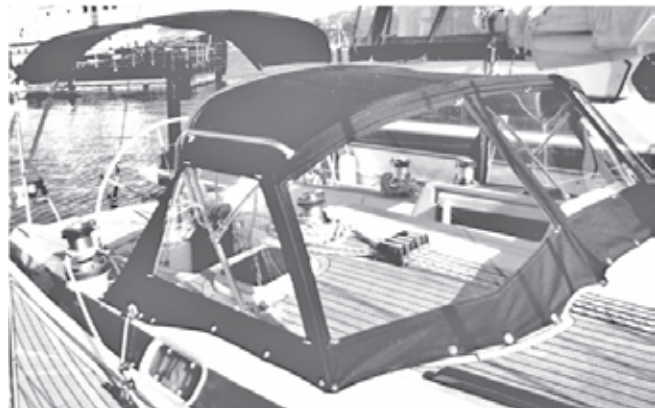
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## LETTERS

*Paul — With all due respect, much of the old free anchorage in San Diego seemed like a disaster to us. And to be fair, San Diego does offer an anchorage where true transients — your boat can't be registered in San Diego County — can stay for up to three months for free. That's not bad.*

*If you go to popular and/or populated areas, there indeed will always be someone waiting to charge you. But if you go cruising to places such as Mexico, the Caribbean and the South Pacific, you'll find there are countless great places where you can still anchor for free. Actually, it holds true for the Channel Islands too, and even parts of Catalina.*

### ↑↓ I FIND IT TO BE A SHAMEFUL MONEY GRAB

Greetings from the first bay east of Cabo San Lucas. I sailed over from Mazatlan to Bash my way up to Ensenada for the hurricane season. I went to the port captain's office in Cabo to check in and out, and am now waiting for a weather window to head north.

But a *panga* full of API folks just came alongside and asked me to pay 220 pesos — about \$18 — to anchor in this hellhole. I went to their office thinking this might be a one-time fee, but no, they want \$18/day! I paid less than that at the Fonatur Marina in Mazatlan, and I got a slip, showers, laundry facilities, and electricity and water.

I have been cruising Mexico off and on for 35 years, and had never been charged to anchor. When I brought my current boat down four years ago, I had to pay a one-time API fee in Cabo of \$4.50. But \$18/day is ridiculous.

Considering that Cabo has been an anchorage of refuge for boats heading north for centuries, I find this crass money grab to be shameful. I understand that you no longer run the Ha-Ha, but if you could somehow exert pressure on Mexico City to change this, we cruisers would appreciate it. We cruisers bring a lot of money into the Mexican economy.

Rob Neun  
Taisho, Islander 40 MS  
San Francisco

*Rob — Last time we checked, we still ran the Ha-Ha. But but if you understand the situation in Cabo, you'll understand why we don't have much influence. The 'situation' is that Cabo gets*



LATITUDE / RICHARD

*over one million visitors a year, many of them on alcohol-fueled long weekends where they spend money as if there is no tomorrow. As such, it's not the same free anchorage of refuge you first visited 35 years ago.*

**The oddity — all mooring buoys at St. Barth's Columbie are free.**

*While it's not exactly tit for tat, we think cruisers need to realize that Mexico is providing much more in rescue services than they ever did before. Check out the next letter for proof.*

### ↑↓ THE MEXICAN NAVY IS ALWAYS HAPPY TO HELP

After 30 years of sailing and 12 years of cruising in Mexico, it was embarrassing to have the Mexican Navy help us when our autopilot and manual steering gave us problems. You would think we'd have been able to work it out ourselves.

We'd sailed around the east side of Isla Isabela after leaving Matanchan Bay, maneuvering through the minefields of long



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## LETTERS

lines. It was night, of course. It always is when things go wrong. My husband was below and I was on watch when something seemed to be amiss. It turns out that we were going around in circles at six knots. It's an interesting thing to do because the compass goes crazy. It also gets attention. A nearby buddyboat called wanting to know why they kept seeing our red light, then our green light, then our red light again.

It seemed odd that starting the autopilot wasn't a problem but turning it off had its complications — or was it that I was just dizzy? Slowing our boat down helped with the course, but trying to turn the wheel back to our original course seemed harder than it should have been. At least we were miles from land so there was no reason to panic. We figured that we'd probably picked up a line or net around the rudder. Fearless as we are, neither of us was going to go overboard at night to look.

The rudder seemed to get stuck in a position that luckily was close to our course toward Mazatlan. We were 59 miles out, but didn't want to go more than four knots, fearing the rudder might move suddenly. We resigned ourselves to the fact that it would be a long night, but when we were 19 miles out of Mazatlan we heard our buddyboat talking to the port captain's office. In fact, he was describing our situation. I managed to get in on the conversation and report our position. I felt we were on good terms with the port captain, since out of respect we always check in and out. Nonetheless, I was pretty surprised when I heard the port captain talking to the Navy, then the captain of the Navy vessel *Rescati*.

One hour later, our knights in blue and yellow arrived with smiles on their faces and a friendly "hola." After requesting permission to come aboard — no easy task given the way the two boats were rocking — the captain decided he would send a diver down to check on our rudder. While the diver was down there, we were to start the engine and do about three knots while making some turns. Yikes! Some line or something must have fallen off, because nothing was amiss any longer. Regardless, we were advised to take it slow and steady when entering the marina.

The wonderful young men of the Mexican Navy stayed with us for a few miles until they felt we were safe enough to enter the harbor. We asked how we could pay for their help and were told there was no charge, but we should pass the word to other cruisers that the Mexican Navy is always happy to help.

Arriving at the entrance to the channel, we were met by a small powerboat with a uniformed man on board. He gave us instructions on when and how to negotiate our way through the breakers that were hitting the seawall. Friends were waiting to grab our lines as we came into the slip.

We are now home in Colorado listening to how many shootings there are in Albuquerque and Phoenix, and thinking how dangerous it is in the United States. But as they say, it's all relative!

Beryl & Ron Seabourn  
*Sea Bourn*, Hunter Passage 42  
Durango, CO

### ↑↓ WHY THE VIETNAMESE DIDN'T LOSE THE WAR

The letter about California boat taxes brings to mind the way the Vietnamese peasants avoided such impositions. Their boats had a lashed-together wood frame covered with matting that was waterproofed with buffalo shit. When the taxman was nigh, the craft was quickly dismantled and any queries were met with wide-eyed denial. "Boat? What boat? We just have this matting that got messed up by the animal." Alas,



Audi

**MELGES<sup>20</sup>**

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## LETTERS

in the United States, fiberglass is not a natural product.

I grew up in the United Kingdom, where boats weren't taxed. Even the hoi polloi could afford a humble craft — per-



WEBB LOGG

**When the tax man comes, it's a big rice bowl. When he's gone, it's a woven Vietnamese fishing boat.**

haps a converted lifeboat — sitting in the mud at half-tide moorings. Arriving in America in the mid-'50s, I was appalled to find that boats, even homemade ones, were taxed. One remedy was to buy surplus U.S. Navy craft. I contrived a usable motorsailer from a 36-ft launch, which I christened the *Earl Grey* after

the tea — a riposte for the Boston Tea Party perhaps. When threatened with a high tax assessment, I produced a receipt showing that I'd bought the boat for \$126.

Increasing prosperity allowed me to own more proper yachts — but not in California. In the '80s, low fares and hassle-free flights made it less expensive for me to own and keep a boat in England. At different times I had a 48-ft Dutch trawler and a 43-ft teak ketch. More recently, falling prices have allowed me to keep a modest sailboat in California.

I find it ironic that a country established by opposition to taxes now charges higher taxes than are levied in the mother country.

Michael Barton  
Dolly Grey, Aries 32  
Sunnyvale

*Michael — According to Los Angeles County District Attorney Steve Cooley, some people who own big buildings in Los Angeles had a way of getting the assessment of their property lowered, which resulted in their tax bills sometimes being reduced by more than \$100,000 a year. The property owners just made a contribution to the re-election campaign of Assessor John Noguez. To make the story even more juicy, the public employee union that represents Assessor Department employees ordered members to refuse to cooperate with prosecutors! If you think we're making this up, we read it in the L.A. Times — right after the story about 33-year-old Desmond Hatchett of Knoxville, who has fathered 30 children with 11 women but is asking for a break in child support payments because he has a minimum-wage job.*

*If you're an honest and productive citizen of this state and country, do you ever get the feeling that you're in the minority, and that you're carrying way more than your share of society's load?*

### ⇓ YOU MAY NOT KNOW JACK . . . LONDON

Just a literary note on your mention of China Camp in San Pablo Bay. Jack London wrote exciting sailing stories about his time in the Fish Patrol near the Bay's entrance to the Delta. Some of your readers may enjoy them. They do, however, exhibit all of London's racism and WASP machismo. On the other hand, he loved boats and wrote exciting stories of sailing on the Bay. Here's a taste from *White and Yellow*, where he wrote about sailing within sight of the Chinese fishing villages:

"When I was a youngster of 16, a good sloop sailor and all-around Bay waterman, my sloop the *Reindeer* was chartered by the Fish Commission, and I became for the time being a deputy patrolman. After a deal of work among the Greek fish-

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## LETTERS

ermen of the Upper Bay and rivers, where knives flashed at the beginning of trouble and men permitted themselves to be made prisoners only after a revolver was thrust in their faces, we hailed with delight an expedition to [the beaches of Points Pedro and Pablo] against the Chinese shrimp-catchers."

Rick Kennedy  
Pt. Loma

*Rick — For those who may have forgotten, Jack London (1876-1916) was born in San Francisco, and attended Oakland High School and for a short time the University of California. However, he did most of his reading and studying at dingy Heindol's First and Last Chance saloon in what is now Jack London Square and the site of the annual Strictly Sail Pacific Boat Show. London's most famous works were Call of the Wild and White Fang, both set in the Alaska Gold Rush, but he also wrote about the South Pacific and San Francisco Bay. Although London became one of the first authors to make a fortune writing fiction, he was a big socialist and fought for union rights.*

*That there is racism in London's writings is interesting because ex-slave Virginia Prentiss was a maternal figure throughout his life. This all happened because London's mother wounded herself in the head with a gunshot when her husband, who claimed he wasn't London's biological father, demanded that she get an abortion. Upon London's birth, his mother turned him over to Prentiss for several months.*

### ↑↓ GET THE CORRECT VERSION

Thanks for the great magazine, but regarding purchasing a new iPad for navigation, I think it's important to inform your readers that a wi-fi + 4G version is necessary because only it has assisted GPS and GLONASS.

Ted Gay  
Alpenglow, Tartan 3500  
San Diego

*Ted — We're going to assume that you and the geniuses at the Apple Store know more about this than we do. All we know is that our now ancient iPad, which is wi-fi + 3G, runs the Navionics programs just fine, even when well out of wi-fi and 3G range.*

### ↑↓ ACTUALLY, THERE MAY BE A LITTLE MORE

The better way — read 'only way' — to buy batteries with 100% confidence is the way commercial truck fleets do it. They buy from Interstate Batteries, Co. When a company sells/manufactures only batteries, their business depends on 100% performance! Need I say more?

Tom Horn  
Sausalito

*Tom — We can see a certain logic to your thinking, but the problem is that according to the Interstate Battery retail locator, they have only four marine battery outlets in the Bay Area. Two are in San Rafael, and there isn't a single one in the East Bay. That's not much in the way of convenience. And with so few marine battery locations, you'd have to worry about selection, too.*

*We think the most important thing is to test the battery with a tester — they cost about \$50 — before taking a battery away from the retailer. We previously reported on a case where a buyer hadn't done that, and thus didn't find out the battery was bad until he'd gone to all the trouble of installing it on his boat. While in St. Barth, Capt. Tom on the legendary Herreshoff 72 Ticonderoga did the same thing. But in his case, the battery*

PHOTO: DAVE TOWLE



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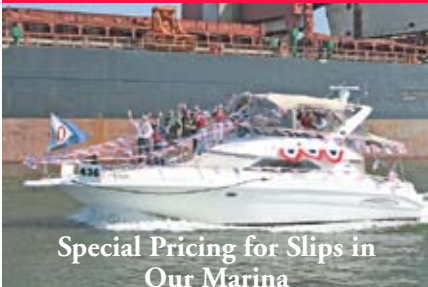
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## LETTERS

was an 8D. Man, are they heavy! In the case of the other battery buyer, when he went back to the store for a replacement, he found the other batteries were bad, too.

We think a proper battery tester is an 'ounce of prevention'. If you don't have one, check for a black sheen on the bottoms of the battery caps. A new and good battery shouldn't have a black sheen.

### ↑↓ JUVENILES HAVE MORE FUN THAN ADULTS

The *Un-Zen Delivery* story in the May issue about the Wanderer and Doña de Mallorca's sailing the Olson 30 *La Gamelle* the last 250 miles from Martinique to St. Barth was fabulous. It was great writing — some of *Latitude's* best — about a great adventure. I guess de Mallorca and the Wanderer are becoming kids again, which is a good thing, because juveniles usually have much more fun than adults.

In any event, the story reawakened my feelings about the sea and sailing. So I'm thinking about getting an Etchells, and am getting ready to find a boat to rent over this summer for the America's Cup World Series, and then again for the real thing in '13.

By the way, *Solar Planet*, the Beneteau 51 that I owned and sailed in the '04 Ha-Ha, is on her way around the world.

Leif Vasström  
ex-*Solar Planet*, Beneteau Idylle 51  
San Francisco

Leif — Given this era of less editorial space, we had serious reservations about indulging ourselves with such a long article. But if it got you jonesing for boats and sailing again, we figure it was worth it. By the way, the adventure didn't make us feel younger, but it made us feel as if we were living life to the hilt. And we suppose that's about all you can ask for.

### ↑↓ MY SON RACES AN OLSON 30

The Wanderer's report on the *La Gamelle* delivery to St. Barth was very entertaining. My son Andrew Zimmerman singlehands his Olson 30 *Warpath* on the Bay, and got first in the Great Vallejo Race and second in the Stand Down Race. He was thinking about doing the Singlehanded Farallones Race — which was rescheduled to August 4 after the Coast Guard called for a stand down — and that concerns me, as he hasn't done that type of race before and the Olson is such a light boat. I've done the crewed Farallones a couple of times on the Farallone Clipper *Hoyden II* with Bill Trask, and the Buckner, so I have an idea of what it can be like out on the ocean. But in any case, it was a good read.

Robert Lockwood  
*Celebration*, Gulfstar 50  
Alameda

Robert — The Farallone Clipper and Olson 30 are about as different as two designs can get. As you no doubt know, the Stephens Brothers of Stockton built 19 of the Clippers between '40 and '64. Although the Olson 30 is eight feet shorter than the Farallone Clipper, it has almost the same waterline and beam, but displaces about half the weight of just the Clipper's keel. Which is, of course, why Olsons are so lively and surf so well, and why Clippers have a slower motion and don't surf. By the way, we have nothing but respect for you older hands who did the Buckner to Bodega Head and all the other hard-core ocean courses that haven't been attempted in years.

### ↑↓ WORKING WITH GEORGE IN THE CHICKEN COOP

The report of the *La Gamelle* delivery to St. Brats was ter-



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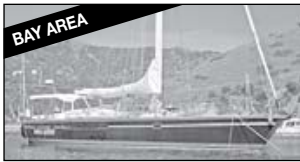
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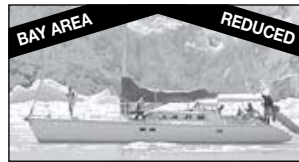
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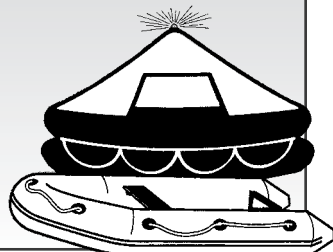
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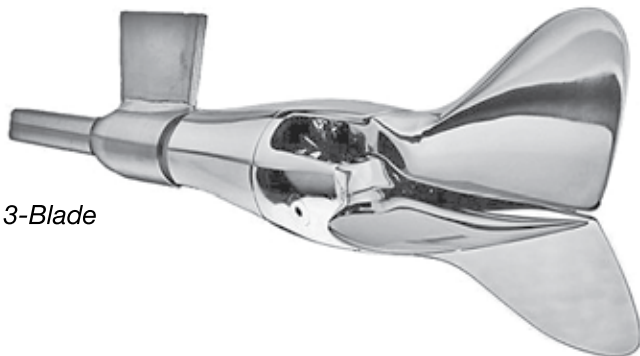
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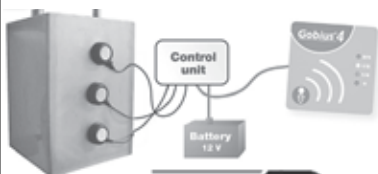


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## LETTERS

rific. No matter if you're going uphill or downhill in the Caribbean, it can be tough. But having done it myself, I think you described it perfectly. Especially since you did it on a \$5,000 boat built and designed by George Olson — whom I had the pleasure of working with down at Bill Lee's Soquel 'Chicken Coop' so many years ago. A 30-ft ultralight without a dodger or reef points in the Caribbean? Good on ya, mate!

Rick Meyerhoff  
Maya, LaFitte 44  
Sausalito / Caribbean

*Rick — We don't know if "St. Brats" was intentional or a typo, but it got a big laugh out of us and some of the locals who have a sense of humor about the billionaire buffoonery they sometimes witness.*

*We're glad you enjoyed the tale, but there's a little more to it. We're lucky we kept things simple on La Gamelle until we got to St. Barth, because once there we decided to try out our new Harken roller furling and new Pineapple #4 — with disastrous results. Ignoring powerful resistance, we foolishly continued grinding on the winch to furl the tiny headsail — until it twisted the 7/32nd headstay wire right out of the swage fitting at the top of the mast. Down came the headstay! The foil! And the sail! The only thing that kept the mast from falling was the baby stay, which we thankfully hadn't yet had time to remove.*

*A quick look at the furler instructions solved the mystery of what had gone wrong. "Don't be an bloody idiot," the instructions read. "Unless your mast was specifically designed for roller furling, you will need a restricting block near the top of the mast to keep the dang halyard from wrapping on the foil, which is the number one cause of furling disasters. A restrictor block is especially needed on boats such as Olson 30s, where the headstay and halyard connect with the top of the mast at the same height."*

*We don't know if making sure there was a restrictor block on the mast was the responsibility of the riggers who put the furler together, the boatyard who put the mast up, or us who did not oversee the project as closely as maybe we should have. All we know is had that swage failed during the trip from Martinique to St. Barth, we would have had a big problem.*

*Getting La Gamelle sailing again at an island where the only way to lift the mast out is with a prohibitively expensive \$1,000+/hour crane proved to be a frustrating and expensive*

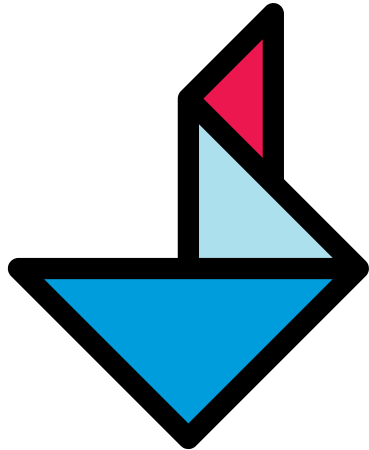


LATITUDE / RICHARD

***A wounded 'La Gamelle' being towed back to Shell Beach.***

*experience. First there was the incompatibility of a California boat with standard measurement shrouds and terminals in a metric part of the world. A big honcho at FKG Rigging in St. Martin, probably the biggest and most sophisticated rigging outfit in the Caribbean, assured us that we could put a 5mm Norseman swageless terminal on a 7/32-inch headstay. When we got the 5mm Norseman back to the headstay in St. Barth, we quickly learned that Mr. FKG was flat-out wrong.*

*It took us about 100 readings of the furler instructions to understand that in order to replace the upper terminal, we had to take every single piece — and there were about 50 — of the furler system apart before we could re-snake the repaired headstay down the foil. That was no easy task, as some of the*



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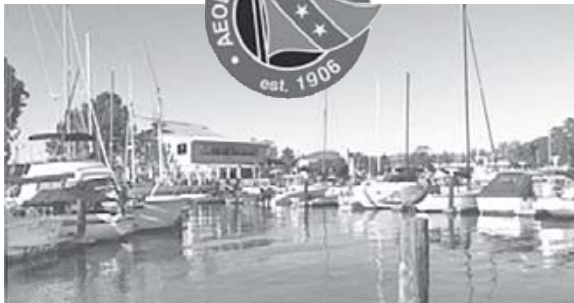
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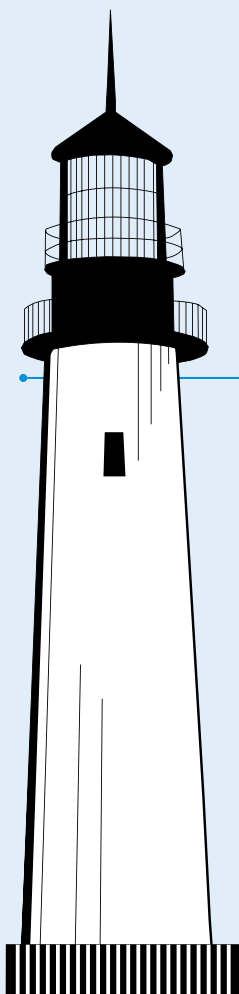
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## LETTERS

foil sections were secondarily bonded with 5200. Harken says you can free up 5200 inside the foils by heating it with a torch. We've got 25 cents that says you can't. It took us highly-levered brute force to pull the foils apart.

Taking the furler apart and putting it back together was like learning a crappy computer program. It was difficult to do the first time, but from now on it would be a snap. After several weeks of the distractions of work for the magazine and getting the necessary standard parts, we finally got the headstay back up and La Gamelle sailing again. Alas, not with the new sail or the roller furling working. Those are things we get to look forward to next season.

Before we undertook the great La Gamelle Adventure, we told friends that it was going to be either one of the most foolish things we've ever attempted, or one of the most delightfully adventurous. It's clearly been the latter.

### ↑↓ THE PORT CHICAGO 50

During our recent mini-cruise to China Camp, we spent one night anchored next to the wreckage of the *Quinault Victory*, one of the two ammunition ships that blew up during the Port Chicago disaster in July of '44. The other ship, the *USS Bryant*, "vaporized", so no identifiable remains were ever found. But the steel structure seen in the accompanying photo was blown about a mile away.

The blast that destroyed the ships and their crews registered as a 3.4 magnitude earthquake on the Richter Scale in Berkeley. The town of Port Chicago was nearly leveled, and



US NAVY

**The explosion at Port Chicago in '44 killed more than 320 men, 200+ of them African-American.**

bodies and debris rained down from the sky for miles around. A total of 320 men lost their lives, and another 390 were injured. Most of the dead and wounded were African-Americans. The incident was not widely reported at the time because there was a war going on, but also because it would have highlighted the fact that our military was segregated at the time. Some would say it still is, but it's getting harder to argue the point with an African American president in the White House.

Anyway, if anyone finds himself sailing past Port Chicago, he might take a moment to remember the many souls who were lost during that horrific moment in time. If you wish to see the wreck for yourself, it's located at 38° 04.651N, 122° 01.429W.

On a lighter note, we caught a huge sturgeon — too big to keep — while anchored by the wreckage, and had a great time rafting up with friends at China Camp.

John Curtis  
Cool, Cross 42 tri  
Bay Point

John — Just to make sure nobody gets confused, China Camp is located at the southern entrance to San Pablo Bay, and is therefore about 25 miles west of Port Chicago, which is located in Suisun Bay, halfway between Benicia and Pittsburg.

The part you left out of the Port Chicago story is that the servicemen, almost all of them African-American, believed



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## LETTERS

conditions were unsafe even after the explosion, which led to protests and eventually the Port Chicago Mutiny. The 'Port Chicago 50' were convicted of mutiny and given long sentences. Nonetheless, there was enough public pressure to reconvene the court martial board, which again found the 50 to be guilty. But a continued public outcry about this and other racial matters resulted not only in all 50 being released soon after the war, but in the beginning of the desegregation of the Navy.

A detailed investigation of the explosion revealed that all of the loading officers were European Americans, while all of the



petty officers, and the laborers whom they supervised, were African Americans. The whole bunch of them were considered to be close to the least competent in the Navy, and there was also

**The protests against unsafe working conditions were called a mutiny by the Navy.**

lots of animosity. The loading officers often placed bets on their teams' being able to load faster than other teams, the petty officers were considered slave drivers or Uncle Toms, and safety regulations and practices were regularly ignored.

There was actually a little humor in the story later on. Members of the Manhattan Project studied the post-explosion cloud and wrote about it. Then in '80, one Peter Vogel discovered documents at a rummage sale in Berkeley, and developed a theory that it had actually been a nuclear explosion. For the next 20 years, Vogel continued to hunt for clues to support his theory and eventually wrote a book. Experts who examined his claims later criticized Vogel for being silent about all of the opposing evidence, and described his work as exemplifying "the process by which conspiracy theories and other astounding knowledge claims gain popular attention." A process that is well-known in Berkeley.

The story of the Port Chicago 50 was the basis of *Mutiny*, a made-for-television project that aired in '99 and starred Morgan Freeman. It's a much richer story that warranted full-blown treatment on the big screen.

#### ↑↓ **SIMPLE, RELIABLE — AND CHEAP!**

The Wanderer may remember us from Mexico in '82 when he had his Freya 39 *Contrary to Ordinary* down there at the same time we were there with our Endurance 35 *Nanamuk*, a boat we still have and keep in front of our house. We're writing to say that our boat has had the same sight-glass fuel gauge since we built her in '78, and it still works great.

The sight glass itself is a clear PVC tube that runs outside the tank from almost the very bottom to the top. There are ball valves at both the top and bottom, which are normally left closed in case of fire or to prevent a spill if the PVC pipe were to be broken. We only open the ball valve to check how much fuel we have. With the tank empty, I added five gallons of fuel at a time, and marked the bulkhead behind the sight glass so that I know how many gallons we have left in the tank or can safely add.

Every surveyor has passed this system. The only maintenance has been to replace the PVC tube, which I do when I take the nipples out to use the holes for cleaning the tank. I

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## LETTERS

clean the tank by using a lint-free rag on a stiff wire, which allows me to swipe the whole interior of the tank. Like the rest of *Nanamuk*, the fuel gauge is simple, reliable — and cheap!

P.S. We were one of the lucky ones who sailed away from Cabo during the famous 'Storm of '82' that caused so many of our friends to lose their cruising boats on the beach. Instead of staying on the lee shore at Cabo, we took off up to La Partida in the stormy conditions. As it turned out, we had a great run under the storm jib. We are on the *Latitude* Circumnavigator's List, having gone around from '94 to '01 on our second cruise. We live on Protection Island in Nanaimo Harbor with the boat anchored out front, and would love to show you some Northwest hospitality.

Rob & Grace Dodge  
*Nanamuk*, Endurance 35  
Protection Island, WA

*Rob and Grace — Thanks for the invite! You not only belong on our Circumnavigator's List, but also our 'Over 30' list for folks who have owned the same boat for over 30 years. Simple, reliable and inexpensive — we love boat gear like that.*

*We received an astonishing number of responses to our question about fuel gauges. Alas, most will have to wait until next month.*

### ↑↓ WE HAVE YET TO BE RUN DOWN BY A SHIP

We seldom concern ourselves with navigation lights on cruise ships, mainly for the reason *Latitude* states — you can't see them. However, we developed a sure-fire method that has always worked for us, even when we can't see the navigation lights. If the ship is going from left to right, we are looking at her starboard side. If she is going from right to left, we are looking at her port side. And if she is getting closer, she is coming toward us. This method has always worked for us and we have yet to be run down by a ship.

Bill Yeargan & Jean Strain  
Mita Kuuluu, Irwin 37  
Honolulu

*Bill and Jean — If it's that simple, why bother requiring navigation lights on ships at all? As you'll see from the following letters, it's a slightly bigger problem than you seem to think, even for some of the most experienced sailors in the world.*

### ↑↓ PRETTY HARD TO MISS

I know you guys are always looking for stories, but cruise ship lights? Come on, cruise ships are pretty hard to miss, even though you can't see the running lights. They are much easier to see at night than smaller boats with the "proper" running lights.

Phil Jay  
Yankee Traveller, Cal 39  
Redondo Beach

*Phil — Another doubter? We have so many things to write about that we hardly go "looking for stories." But as we sail very actively, many topics do come from personal experience — including that not being able to see cruise ship navigation lights causes a potentially dangerous situation. The topic came from our motoring past Philipsburg, Sint Maarten, shortly after dark when four cruise ships departed the cruise ship docks in rapid succession. Some left in a straight line, while others backed out, reversed direction in a curve, and took off again in another curve. When the ships did the latter, and we couldn't see their navigation lights, it was impossible for us to tell what*





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## LETTERS

they were doing and thus take the proper evasive action. If we think we're the only ones who have had this kind of trouble, you'll get an education from the following letters, which are only some of the many received complaining about the situation.

Why is it easier to see ship navigation lights than pleasure boat lights? Simple. International law requires that ships have six-mile lights, while pleasure boats under 65 feet only need two-mile lights.

### ↑↓ I COULDN'T MAKE OUT THEIR RUNNING LIGHTS

I'm a retired tow boat operator with a 1,600-ton license and 20 years with Crowley Maritime, and in the past 50 years have done quite a bit of sailing. So while the experience I'm about to describe was not 'my first rodeo', it was the first time I'd had so much difficulty because of a cruise ship's festive lighting.

While southbound off the coast of Baja in the wee hours one night last fall, I came across two northbound cruise ships, apparently in company, a half-mile apart. They were both very brightly lit, and one of them had some brilliant blue lighting that I found to be quite disorienting. I was unable to make out any of their running lights, range lights, or sidelights until they were quite close — perhaps less than two miles. And I was never was able to pick out the range lights on one of them.

After watching them both for a bit early on, I decided to alter course fairly drastically to starboard so as to make my intentions very clear and pass them both port to port. I gybed and brought my boat nearly 60 degrees to the right. As I continued to watch them closely, their bearing didn't seem to change appreciably. I can only conclude that they must have changed course, but with no range or running lights visible, it was difficult to tell for sure, or make an intelligent decision about what course I should sail.

I finally made out a starboard running light on the vessel to the west. At this point they were quite close, and I elected to gybe back over and go between them rather than try to cross the bow of either vessel. To their credit, I'm pretty sure they both slowed down considerably. I base this on the amount of time things took, and the fact that I heard one of them increasing turns as she passed abeam. I'm quite sure their watch officers — and maybe their captains as well — were as annoyed as I was.

Adding to the entertainment, a good-sized flying fish smacked me square in the rear end, and made one hell of a racket in the cockpit sole as both ships were pretty much abeam.

P.S. I had the pleasure of an afternoon race aboard *Prof-ligate* in La Cruz last season, and want to thank you once again. It meant a great deal to me to pay homage in person, as you and your magazine have done a lot for me over the years.

John Tebbetts  
Ichi Ban, Yamaha 33  
Tacoma

John — Thanks for the great example of even a very experienced professional mariner's having trouble with cruise ship lights.

Thanks for the kind words, too, but please, none of that "pay homage" stuff. We just enjoy helping people have fun on boats, and fate has blessed us with the opportunity to make the most of it.

### ↑↓ CRUISE SHIPS GOING IN CIRCLES IS CONFUSING

Last August we completed seven years of cruising the Pacific Coast of Mexico and the Sea of Cortez. During that time, we found that cruise ship nav lights were frequently obscured

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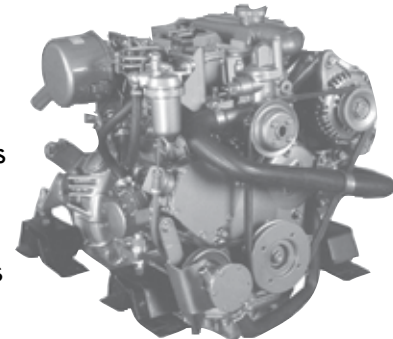
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## LETTERS

by their party lights. What further complicated things is that these ships sometimes motor around in a big circle, killing time in order not to arrive in port too early. We finally bought a 'send and receive' AIS. This meant we knew the cruise ships' plans, and felt there was a reasonable chance they knew of our existence and plans. Furthermore, AIS meant we knew their name, so they probably would respond when we hailed them on the VHF. I don't think any vessel has ever responded to a "vessel at position so and so" type of hail.

It seems that overwhelmed nav lights negate the purpose of having them, and therefore should be a violation of the rules.

Mary Ann Plumb  
ex-Star Dancer, Outbound 44  
Berkeley

### ↑↓BACK IN THE USSA!

After almost 20 years of cruising, living, and working in Mexico, I have moved back to my adopted hometown of Ventura. Mexico has been very good to me, and there are aspects of that country that I will miss. However, my oldest son is ready to enter high school and, among other things, I want him to have access to the team sports that just don't exist in Los Cabos. For the near-term, I will be using *Strider*, my 43-foot cutter, to conduct instructional cruises out to the spectacular Channel Islands, an area I have really missed for the last two decades. But by the time December rolls around, I guess I'll have to consider getting a real job in the real world.

Many cruisers will remember me from the last eight years, during which time I ran the Puerto Los Cabos Marina in San Jose del Cabo. It was a great job, to be sure. But my dermatologist advised me, at 49, that I can either spend three hours a day in the sun in Ventura, or one hour a day in the sun at the Cape. Too many hours spent delivering yachts up and down the West Coast has taken a toll on my skin, so the California coastal climate, with lots of morning grey, is a better option at this stage of my life.

I want to thank all the many cruisers who have passed through my (former) marina over the years. It was always a great treat to meet people living their dream, including a year ago when I had five circumnavigators pass through within a 30-day period. I have tremendous respect for all of you, and am sad that the special "cruiser discount" pricing I strived to maintain at the marina will probably be a thing of the past.

While I hate to leave Los Cabos, Ventura is a great beach town with incredible sailing conditions. I'm looking forward to making the one long tack out to Santa Cruz Island every Saturday morning.

Capt. Jim Elfers  
*Strider*, Formosa 43  
Ventura

*Readers — Jim Elfers failed to mention that he's also the author of the book titled The Baja Bash, giving tips on how to make it up the coast with the least amount of pain.*

*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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# SIGHTINGS

## ancient venice sets an a.c. benchmark

I've had the opportunity to attend three of the five America's Cup World Series (ACWS) events, and at every one I'm always looking for the lessons San Francisco could learn from the venues.

Venice has been my favorite of the events so far. One could give the credit to the city of Venice, which is such a grand place on its own. But for a sailing reporter and fan like me, I don't always get to see much of the city I'm in, other than the hotel and the meeting rooms. Fortunately, the 'meeting rooms' for this trip were the AC Village and race course. And what an amazing office!



**Old meets new in the centuries-old city of Venice: A cheerful gondolier strikes a pose as an AC45 screams by in the distance.**

The Village opened at 10 each morning and was located at the Arsenale di Venezia, an area that is usually restricted from public access as it is an active naval base. It would be easy to argue that so many people came to this Village because the base is usually inaccessible, but public tours are clearly not the only attraction for the fanatical fans of

Italy. These highly energized fans are everywhere: on land along the race course, in boats lining the course, and even on floating bleachers erected at what amounts to the 50-yard line of racing. So many people out to watch the races that you'd think the city would sink even deeper from their sheer mass. If the crowd's cheers as the *Luna Rossa* teams sailed by could be heard in San Francisco, they'd wake up every sailing fan in the Bay Area as we prepare for our own AC World Series events in August and October.

The same boats are shipped from event to event, so what made this venue so special? Part of it was the extra effort made by local organizers. Just about everywhere you looked you'd see some sign about the ACWS event. This branding was not just in the Village, but in St. Mark's Square, along the canals, hanging from buildings and street lamps, and placed on free-standing signs in high-traffic areas.

The Village was alive with activity during the day, with booths set up to sell food and beverages, clothing and a variety of other items. As the cats left their berths, fans lined up along the Arsenale basin and cheered wildly as they tried to catch glimpses of their team. Those who chose to stay in the Village during the races watched the Live Line show on a floating JumboTron at the edge of the basin. After each day's racing, fans who'd been watching from the water or land would flock back to the Village to again cheer for their team as the boats returned to their berths. Team members stayed in the Village for interviews and to sign autographs. At night, the Village became a huge outdoor dance club with DJs spinning tunes atop the floating stage. The AC45s moored in the adjacent basin created a great backdrop for this very happening scene that went late into the night.

Even non-sailors got caught up in the excitement created by the City of Venice for the event. Watching the races during the day, getting the opportunity to meet the top skippers and get autographs at the daily signings, then dancing the night away in a grand historical naval base made this my favorite stop so far on the ACWS tour.

The main lesson for San Francisco: The city gets out what the city puts in, and Venice has raised the bar!

— ellen hoke

## review panel makes recommendations

It would be tough to find a West Coast sailor who hasn't heard about — and been affected by — the dual offshore racing tragedies that occurred in April. As reported last month, five crew from James

continued on outside column of next sightings page

## are you ready

"If we hadn't done the Baja Ha-Ha," mused a 2011 participant, "we might never have thrown off our docklines." After successfully running 18 previous San Diego-to-Cabo San Lucas rallies, the Baja Ha-Ha Rally Committee is most proud of the fact that the event's concrete starting dates — this year October 29— have forced hundreds of would-be cruisers to end years of procrastination and finally enter the



## to ha-ha?

much-anticipated cruising lifestyle.

Although there have been subtle refinements to the schedule over the years, organizers put together an ideal recipe for adventurous fun under sail, right from the start: Break the 750-mile distance into three manageable legs with two multi-day rest stops, and includes shoreside parties and activities before, during and after the

continued in middle column of next sightings page

## coast guard — cont'd

Bradford's Sydney 38 *Low Speed Chase* died during the Full Crew Farallones Race, April 14 — the first fatalities in that event's 104-year history. Exactly two weeks later, the *entire* crew of Theo Mavromatis' Hunter 376 *Aegean* perished during the Lexus Newport to Ensenada Race — the first loss of life ever in that 65-year-old event.

In the aftermath of the Farallones incident, U.S. Coast Guard Captain of the Port of San Francisco Cynthia Stowe announced an unprecedented temporary "stand down" for all offshore races. Effectively, CG offshore race permits would not be issued, until "organizers' safety

continued on outside column of next sightings page



*In a city known for its pageantry, last month's America's Cup World Series events may have set a new benchmark for enthusiastic support from both fans and city administrators.*

ALL PHOTOS ELLE HOKE

# SIGHTINGS

## coast guard — cont'd

plans and procedures” could be reviewed. Stowe quickly enlisted the help of U.S. Sailing, with its president, Gary Jobson, acting as point man to assemble an independent review panel. The team included a variety of highly-respected local sailors including Sally Honey, John Craig and Chuck Hawley.

Naturally, the postponement of races caused grumbling among some self-reliant ocean racers, but when the *Aegean* tragedy occurred, it undoubtedly galvanized Stowe’s resolve to study related safety issues.

The fact-finding process included input from all Full Crew Farallones racers, and analysis of GPS tracks around South Farallon

continued on outside column of next sightings page

## ha-ha

cruise.

Even if you don’t normally consider yourself to be a ‘joiner’, this is one instance when you might want to alter that attitude. Not only do the dozens of boats sailing with you give an added measure of security, but you can’t help making a boat load of new friends by the time you get to Cabo.

If you need to recruit experienced watch-standers to round out your crew, or are eager to find a ride, you’ll find plenty



Top row (l to r): The anchorage at King Harbor as seen from the King Harbor YC; typical Southern California sailing conditions; Santa Barbara Harbor. Middle row: Map of proposed course; the beach at Two Harbors; the east end of Anacapa Island. Bottom row: Two views of Santa Cruz Island anchorage; and a fire on the beach at Two Harbors.

PHOTOS LATITUDE / RICHARD



## — cont'd

of possibilities on our constantly updated online Crew List at [www.latitude38.com](http://www.latitude38.com). Crewing for someone else once or twice is the perfect preparation for doing the rally in your own boat someday. And skippers who take on well-qualified crew will find they have more time to enjoy the trip — and will probably get a lot more sleep during rotating offshore watches.

Online registration opened May 1 at [www.baja-haha.com](http://www.baja-haha.com), and will end

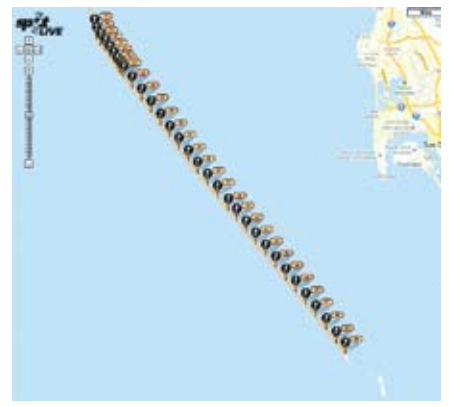
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## coast guard — cont'd

and Maintop Islands. Preliminary recommendations, released late last month include: enhanced sailor training, including understanding of wave development in shoaling waters; once-a-season safety seminars; compliance with existing Minimum Equipment Requirements, including post-race inspections; improved race management, including better communication with sailors and Coast Guard; and consistency of protocol and requirements for all Bay Area offshore races.

Praising US Sailing's outreach to local boaters Stowe said, "It's the coordination and support from this local community which will ensure we learn all that we can from this tragic loss."



SPOT

***In contrast to early assumptions she'd been hit by a freighter, 'Aegean's track indicates she may have run directly into North Coronado.***

— andy

## social ta-ta details confirmed

The SoCal Ta-Ta, the long asked-for Southland version of the Baja Ha-Ha, is on thanks to the great cooperation of the folks at Santa Barbara, King Harbor in Redondo Beach, the King Harbor YC, and the folks at Two Harbors in Catalina. The itinerary will be as follows:

Sept. 9 — Potluck on the Santa Barbara waterfront; Sept. 10 — Santa Barbara to Santa Cruz Island, 25 miles; Sept. 11 — Lay day, Santa Cruz Island, hike and socialize; Sept. 12 — Santa Cruz Island to Paradise Cove, 38 miles; Sept. 13 — Paradise Cove to King Harbor, Redondo Beach, 22 miles; Sept. 14 — King Harbor to Two Harbors, Catalina, 23 miles; Sept. 15 — Lay day, Two Harbors, Catalina; Sept. 16 — *Adios* from Two Harbors to your homeport.

We've sailed all these legs a number of times, and most of them are usually reaching or off-the-wind. We've rarely seen winds over 25 knots or very big seas, but naturally entrants must plan for that possibility. As you can see, the concept is to get away from marinas and be out in nature for a few days, enjoy a series of fairly long daysails, and make a lot of new friends. *Profligate* will be the mothership, and the Ta-Ta will be run by the same folks who have run the Ha-Ha for 18 years.

The Ta-Ta will be open to a maximum of 50 boats that, without special dispensation, must over 27 feet in length and have been designed, built and maintained for open-ocean sailing. Because there will be multiple crossings of potentially foggy shipping lanes, radar reflectors will be required, as will either an AIS receiver or radar, and an operating auxiliary engine able to propel the boat at five knots. Sailing will be encouraged but, as this is a rally and not a race, and light air is not uncommon in Southern California, motoring will be allowed. All boats must be equipped with the normal safety equipment for coastal sailing.

Since this will be the first running of the event and there might be a rough edge or two, it will not be for wimps or whiners, but rather for flexible, fun-loving folks. For example, berthing in Santa Barbara will be, for this year at least, on a first-come, first-served basis through the harbor office. If no berths are available, you will have to anchor out. If that's not acceptable to you, this year's event is not for you. As most of you know, there are no shore boats or shore facilities at Santa Cruz Island, and we'll encourage people not to try to land at Paradise Cove because of the surf and lack of facilities. Most, if not all, of the fleet will have to be part of several big raft-ups in King Harbor, but

continued on outside column of next sightings page

# SIGHTINGS

## ta-ta — cont'd

thanks to a big welcome from the folks at the King Harbor YC, there will be plenty of space to dock dinghies. There will be no guaranteed moorings at Two Harbors. But we suspect that you'll be able to get a mooring or anchor out, and if you're willing to go to Cat Harbor on the back side, there won't be any problem getting a mooring or a spot to anchor. But again, if this is too much uncertainty, this year's event is not for you.



LATITUDE / RICHARD

### Hull speed will get your blood pumping.

We plan to have a number of informal social gatherings during the event, including an afternoon potluck on the shore in Santa Barbara, a reception aboard *Profligate* for half the skippers and first mates at Santa Cruz Island one night, and for the other skippers and first mates the next night at Paradise Cove. The wonderful folks at King Harbor will be setting aside their patio area for us and selling burgers and beverages and maybe more. We plan to have a big screen up to show photos people have taken of the event until that time. The King Harbor stop was designed so crew who couldn't take a whole week off can join the Catalina part of the Ta-Ta.

We're still working on social events for the two nights at Two Harbors, where it will just happen to be their Beer Fest Weekend. But we plan to have potlucks on Friday and Saturday nights, along with more slide shows and video from the Ta-Ta and as well as from 18 years of Baja Ha-Ha's. There is also live music and dancing at Two Harbors on Friday and Saturday nights.

The cost of the event will be a flat \$200, but there will be some swag. We'll be accepting entries starting when the June 1 *Lectronic* comes out, which is around noon. Once we get 50 boats, that will be it. Of course, we might only get four entries. Even if that's the case, *Profligate* will still be doing the whole itinerary because we think it will be that much fun.

— richard

## local sailor joins the clipper race

When *New York*, one of 10 Clipper Round the World 68-ft one-design boats, sets sail from New York this month, one sailor from San Francisco will be among the amateur crew paying for the adventure. "I will have the distinction of tying for being the oldest person ever to compete in the Clipper race," said Jim Cole. The other 72-year-old is Fred Tooley of Auckland, who sailed from New Zealand to Singapore on *Gold Coast Australia*.

The final leg of the circumnavigation departs for Halifax, Nova Scotia, on June 7 and arrives five days later. The fleet will then cross the North Atlantic to Derry-Londonderry in Northern Ireland — a journey of about 17 days — rest for a week, and continue on to Den Helder, north of Amsterdam in the Netherlands. Then it's on to the finish at Southampton, UK, where the race started on July 31, 2011. The whole last leg will take roughly two months to complete, including six weeks at sea.

Cole was born in Halifax and grew up in Nova Scotia, and he still spends summers there. Naturally, sailing into Halifax Harbor was a draw for him, as was crossing the ocean. "It's my lifelong dream to sail across the Atlantic, but it's too late to embark on such a voyage on my own boat."

"Boats" would be more accurate as Cole, who's sailed for 35 years, keeps not only a C&C 35, *CaliScotia*, in Sausalito, but also a C&C 30 in Nova Scotia, where he does most of his racing. He admits that he's

continued on outside column of next sightings page

## ha-ha

September 1. On the site you'll also find answers to most first-timer questions under the tabs titled "About the Ha-Ha" and "First Timer's Guide to Mexico." The latter is a free, downloadable resource that covers everything from immigration issues to suggested cruising itineraries.

As you'll learn by perusing the site, the Ha-Ha is open to any boat — sail or power — that was designed and has been maintained for offshore sailing. One caveat: Despite the sense of security you may feel when sailing within a fleet of 160-180 boats, skippers are encouraged to *not* sign up if they would not be willing to make the trip on their own.



## — cont'd

That said, prevailing wind and swells are almost always from astern. Storms are always possible, but winds of 10-25 knots are typical, with swells of 2-8 feet.

Although the Rally Committee prides itself on mandating as few rules as possible, there's one new safety requirement this year: All boats must have either an AIS receiver or radar.

Depending on your level of experience, doing the Ha-Ha could be merely a small step in a long cruising career or the greatest adventure of your life. In either case, though, we can practically guarantee it will be a whole lot of fun!

— andy

## clipper — cont'd

not a big racer, but that element of the race interested him.

Cole got interested in the Clipper Race when the fleet stopped over at Golden Gate YC in '10. "I was curious about the Canadian entry, *Cape Breton Island*, which had won that leg. I wondered if there would be fellow Canadians onboard. I found that most of the crew were Brits, but there was one Nova Scotian among the crew."

Regardless of their experience — or lack of it — all Clipper Race crewmembers undergo the same rigorous training. "Before training, 95% of my motivation was the sailing itself," said Cole. "Afterward, it changed. Now half of it is about the people." The training was divided into six one-week sessions, with the trainees spending time on the water and in the classroom studying radio, radar, weather, and more. "About 15-20 people trained with me. Levels 1, 2 and 3 were not necessarily with the *New York* crew. Level 4 was all fellow *New York* crew members." When Cole joins the boat, nine people will be

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## happy 90th to the birds

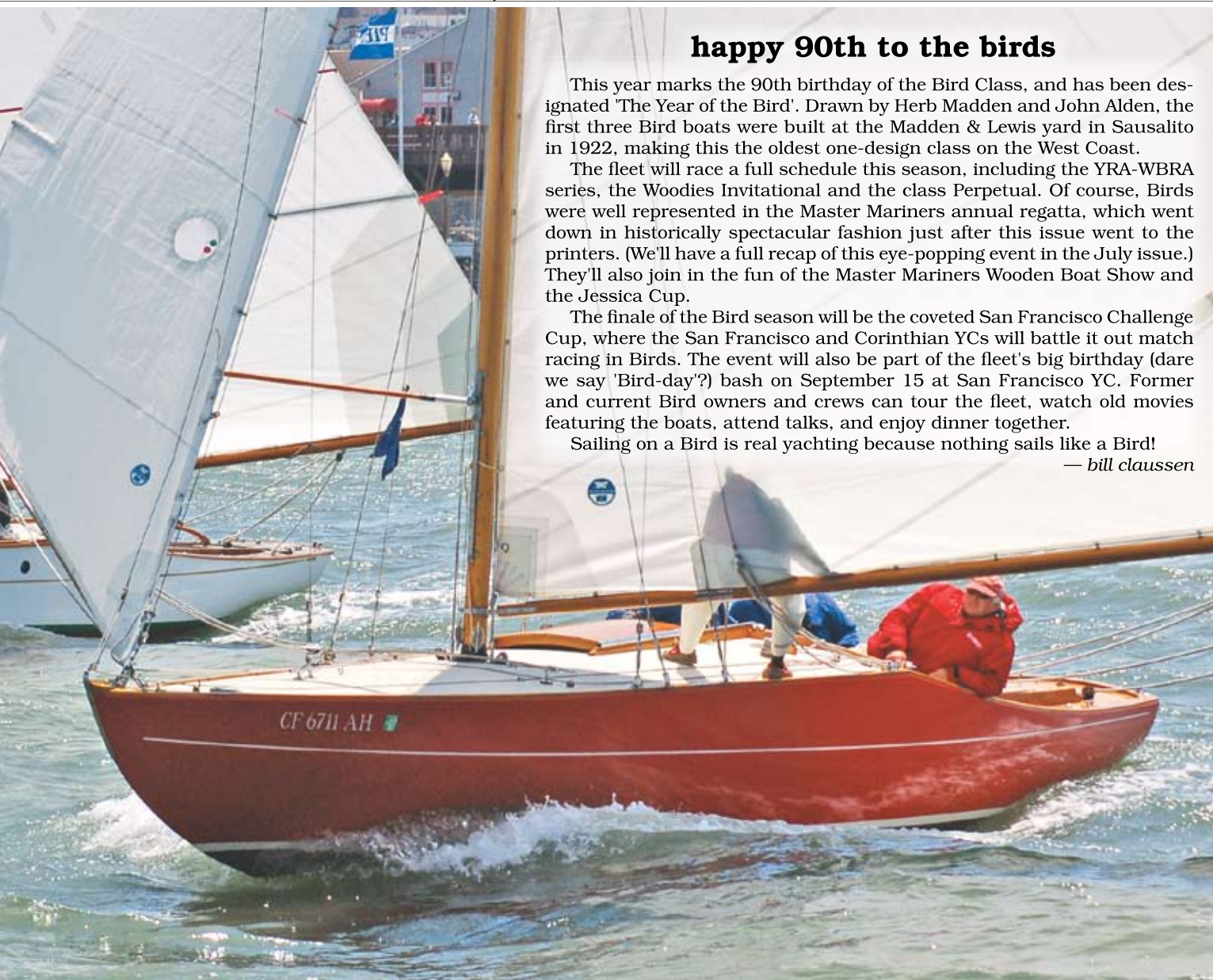
This year marks the 90th birthday of the Bird Class, and has been designated 'The Year of the Bird'. Drawn by Herb Madden and John Alden, the first three Bird boats were built at the Madden & Lewis yard in Sausalito in 1922, making this the oldest one-design class on the West Coast.

The fleet will race a full schedule this season, including the YRA-WBRA series, the Woodies Invitational and the class Perpetual. Of course, Birds were well represented in the Master Mariners annual regatta, which went down in historically spectacular fashion just after this issue went to the printers. (We'll have a full recap of this eye-popping event in the July issue.) They'll also join in the fun of the Master Mariners Wooden Boat Show and the Jessica Cup.

The finale of the Bird season will be the coveted San Francisco Challenge Cup, where the San Francisco and Corinthian YCs will battle it out match racing in Birds. The event will also be part of the fleet's big birthday (dare we say 'Bird-day?') bash on September 15 at San Francisco YC. Former and current Bird owners and crews can tour the fleet, watch old movies featuring the boats, attend talks, and enjoy dinner together.

Sailing on a Bird is real yachting because nothing sails like a Bird!

— bill claussen



# SIGHTINGS

## clipper — cont'd

'round-the-worlders' and nine will be 'leggers' like him. As a result of the April stopover in Jack London Square, he's had the opportunity to meet those crew members he'd not trained with in the UK, which will be a decided advantage when he steps aboard in New York.

"My wife, Holly, and I hosted an injured Clipper sailor," Cole noted. Cath James was hurt off the coast of Japan on *De Lage Landen*, the Dutch boat. "Cath was projected from her upper bunk across the cabin and landed on a steel girder, fracturing her spine. The Japanese Coast Guard picked her up, and she was airlifted to Tokyo. I'd met her in training and offered to host her here in San Francisco. As it stands now, she plans to rejoin the crew of *DLL* in New York. All the injuries raised Holly's apprehension level, but I'm hoping that will dissipate by the time I join the race."

Cole is impressed with the Clipper organization. "They're dealing with such a variety of people. They almost have to be psychologists."

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## mark your calendar

The sad truth of the matter is that sailors sometimes need a reason to get their boats out on the water. Enter Summer Sailstice, an annual celebration of sail that encourages sailors to take their boats out on the 'longest' — meaning most daylight — weekend of the year. In the northern hemisphere, that weekend is June 23-24.

Now in its 12th year, San Francisco Bay's big Sailstice hoopla will happen at Encinal YC and will feature such family-friendly goings-on as free sailboat rides, informative booths, educational seminars, food and beverage vendors, live music, a photo scavenger hunt, and



COURTESY JIM COLE

## for summer sailstice

the always crowd-pleasing annual boat building competition.

The Coast Guard will hold a live helicopter rescue demo right off Encinal's docks, and one of their rescue boats will also be at the docks for tours (barring any emergencies).

The YRA Summer Sailstice race (hosted by South Beach YC) is sure to draw an impressive fleet as part of the YRA's hugely popular Party Circuit. Last year the race was optional for the PC fleet, but it's now part of the full schedule. Post-race celebrations will include a raft-up at Encinal, a visit from former America's

continued in middle column of next sightings page

**At 72, Jim Cole ties for the oldest Clipper Round the World Race crew-member in the history of the event.**



## clipper — cont'd

It's clear that the conditions take their toll on the crews' nerves. "You're never dry — you're soaked from the time you step on the boat to the time you step off. The skippers have to cope with everyone's idiosyncrasies and I have tremendous respect for them."

As this issue went to press, the fleet was expected to finish the Panama-to-New York leg over Memorial Day weekend, with the first boat expected on the night of May 26. The hard-racing *Gold Coast Australia* had charged ahead, regaining the lead from *Visit Finland*, with *Edinburgh Inspiring Capital* in third, only 35 miles behind the leader. *New York* had slipped to ninth place for the leg, and are in sixth place overall. *Singapore* won the Race 11 Ocean Sprint. Visit [www.clipperroundtheworld.com](http://www.clipperroundtheworld.com).



ABNER KINGMAN / ONEDITION

**Jim will be joining the crew of 'New York', seen here charging out the Gate in April.**

— chris

## cloudia restoration update

If the 19th century philosopher Georg Wilhelm Friedrich Hegel, who once said "Nothing great in the world has ever been accomplished without passion," had witnessed the ongoing restoration of *Cloudia*, he surely would have appreciated the efforts of the group of wooden boat lovers led by the passionate Thaddeous Blanchard.

*Cloudia* was featured in *Sightings* about a year ago, so we thought it was time for a progress update. Originally launched in 1867 in Norway, *Cloudia* is an 85-ft Colin Archer tops'l ketch, ruggedly built to serve as a lifesaving rescue boat. When Thaddeous first laid eyes on her rotting hulk in San Diego, he saw her potential and, with a lot of help from his friends, investors and numerous volunteers, this girl would live to see the open ocean for which she was built. He patched several holes and, with a few prayers to the sea gods, gently towed her to Driscoll Boat Yard on Mission Bay.

Thaddeous plans to re-introduce *Cloudia* as a charter vessel for adventure-seeking guests. She will be USCG certified to carry up to 49 passengers on day trips and 10 to 12 guests for longer voyages. She'll have two luxury staterooms and several bunks amidships. Having worked on fishing boats in Alaska, Thaddeous appreciates long, hot showers as much as his guests will, so he'll install a 1,000-gallon/day watermaker. "I don't care how long they're in the shower — I want one too," he joked. In another nod to comfort, as well as safety, he decided to build a pilothouse that's not part of the original design.

As *Cloudia* will ply the coast between Alaska and Panama, Thaddeous hopes to join the Baja Ha-Ha every year on his way down to the tropics. "I think we'll be the biggest sailboat to ever do it." Thaddeous is a veteran crew of two Ha-Ha's, was the proud winner of the 'Master Baiter' fishing award last year, and looks forward to taking passengers to sunny Mexico and beyond.

When Thaddeous was a young lad growing up on the Oregon Coast, he used to play pirate on the old hulks of wooden boats that would uncover on the beach after big Pacific Northwest storms. This enticed him to learn to sail as a youngster. He now looks every bit the part of a swashbuckling seafarer, with a salt-and-pepper beard, muscular build and a long pony tail.

"Since *Cloudia* was originally designed as a Norwegian rescue vessel, there were no portholes inside," he explained. "The idea was to make it as unsinkable as possible because every day in the North Sea is the perfect storm. It makes the Bering Sea look pleasant, and

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# SIGHTINGS

## cloudia — cont'd

with her weight of 103 tons unloaded, this hefty girl will feel at home in Alaskan waters.”

To help compete with the luxury of floating gin palaces, *Cloudia* will have state-of-the-art electronics and sound system, and heating and air conditioning. Thaddeous knows his way around the galley and will be serving gourmet meals on the dining table custom built around the main mast, and is working on the details of where to build the wine cellar. “I want to steal all the business I can from those huge corporate cruise ships,” he laughed.



**'Cloudia's old rot has been replaced with fresh wood.**

The boat is built to Lloyd's of London's highest safety rating. She'll have two high-volume bilge pumps and a fixed fire main. Thaddeous will soon be installing a 20-kW generator, and he had the good fortune of finding the last non-computerized Isuzu 1500-hp diesel engine sold in the country.

In keeping with a traditional look, Thaddeous and crew will build a lapstrake whaleboat as their tender. Taking extreme attention to detail and the utmost care to meet all modern safety standards takes time, but Thaddeous hopes to have her launched by this Christmas.

You can find out more about the restoration or future charters at [www.thecloudia.com](http://www.thecloudia.com) or by emailing [nothaid@gmail.com](mailto:nothaid@gmail.com). Thaddeous and his crew welcome visitors during business hours to tour the project. Just be aware that their passion for *Cloudia* is contagious!

— Lynn Ringseis

## a-cup promises a hot summer

Following four days of races in and around the Grand Canal of Venice in May, America's Cup-level racing returns to its historic Rhode Island home. From June 26 through July 1, Newport's Fort Adams State Park will host the final stop in the America's Cup World Series 2011-2012, raced in AC45 cats. The series began last August in Cascais (Portugal), followed by Plymouth (UK), San Diego, then Naples and Venice, Italy.

What a different contest from '83 when *Australia II* ended the New York YC's hold on the Cup. Or any other battle in the competition's 160-year history. For the first time, racing will be held inside Narragansett Bay. No open ocean. Rhode Island is pretty psyched. They have used hosting the race to drive improvements at Fort Adams. Same idea as upgrading San Francisco piers, but the 'hope state' actually embraced the opportunity rather than delivering a Gatling gun of criticism. Regatta director Iain Murray promises spectators great race course views from the walls and lawn of Fort Adams, where the first AC World Series circuit champion will be crowned.

Going into Newport, *Oracle Team USA 4*, skippered by Jimmy Spithill, is in first place overall in the series on combined match and fleet racing points. Marin County's John Kostecky calls tactics for Jimmy, and if they keep the same crew as in Venice, Aussies Kyle Langford and Joey Newton will trim, and Kiwi-turned-San Jose resident Brad Webb will be bowman. And no, it's no longer Oracle Racing. Team USA, please.

They're four points overall ahead of *Emirates Team New Zealand*, skippered by Dean Barker. Sweden's *Artemis Racing* (Terry Hutchinson) and France's *Energy Team* (Loïck Peyron) are in third and fourth. The way scoring works, with a heavily weighted final fleet race on July 1, any of these teams could grab the series crown.

*Team Korea*, with 49er champ Nathan Outteridge at the helm, has continued to do well after fellow 49er expert Chris Draper jumped ship to steer the Italian Luna Rossa team boat named *Piranha*. A

continued on outside column of next sightings page

## sailstice

Cup yacht *USA 76*, and a PirateCon party in the evening. Bring your eyepatch!

A new addition to this year's line-up of fun-filled activities is the Estuary Stroll, a chance for all Bay Area boats to get out on the Estuary at the same time to be part of an epic aerial photo. The pic will be snapped at precisely 2 p.m., so make sure you're out of the slip well before then.

As if all this weren't enough, register at [www.summersailstice.com/sf](http://www.summersailstice.com/sf) as a participant and you'll be entered to win tons of great sailor-y goodies, from a \$5,000 BVI charter from Footloose Sailing Charters to a GoPro HD Hero2 video camera. What's



## — cont'd

more, the entire event is free!

Guest slips are available at Encinal YC, Marina Village, Fortman Marina, Oakland Marina, Grand Marina and Alameda Marina for anyone who'd like bring their boats over. We'd suggest making your reservations early, though.

If you're not in the Bay Area and can't find an event near you, register your own and invite all your sailing buddies to join you. Sailors in all 50 states and more than 40 countries have done just that, and we'd bet a nickel that all of them were glad they did it.

— *ladonna*

## ac news — cont'd

second Luna Rossa boat named *Swordfish* has Extreme 40 champs Max Sirena and Paul Campbell James as overall team skipper and helmsman, respectively.

Korea's in fifth overall, followed in sixth by *Oracle Team USA 5*, skippered by Tornado Olympic silver medalist Darren Bundock. Team CEO and four-time Cup winner Russell Coutts was tactician for Bundock in Venice, although the boat was unable to make it past the quarter-finals in match racing and finished eighth in fleet racing.

The Luna Rossa boats are strong contenders, especially in light winds. In Venice they scored three bullets between them in fleet racing, and *Piranha* made it to the match race finals in Naples and Venice. However, they only joined the series in April in Naples, so they have accumulated points for just two regattas.

*China Team* has a new skipper, its fourth in five regattas. Phil

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**Proud papa — Spread, Thaddeous Blanchard shows off his crew's handiwork to date. Inset, 'Cloudia' shortly after being rescued from certain death.**

SPREAD: LYNN RINSEIS; INSET: COURTESY CLOUDIA

# SIGHTINGS

## ac news — cont'd

Robertson, 25, is ranked eighth in the World Match Racing Tour, and brought a glimmer of hope when he eked out a fourth and eighth in the last two fleet races of Venice.

The 2012-2013 AC World Series starts up in San Francisco on August 21. How many teams? After the new UK team, Ben Ainslie Racing, joins the fray in August (Ainslie's an Olympic gold medal contender in the Finn), it will be 10 boats representing eight countries. Only four teams and five boats are officially entered to race AC72 cats in San Francisco during the summer of '13, but now teams have until August 1 to finalize their entry into the 34th America's Cup without incurring a late penalty. France made the request, it was voted on, and the change was made.

On April 27, San Francisco finally began work in earnest. After more than two years of effort, Mayor Ed Lee signed the venue agreement

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## help make a difference

The world's oceans are so vast, and their marine ecosystems so complex, that a casual observer might think they could absorb and neutralize all the toxic nastiness humans could throw at them. Sadly, not true. These days our oceans face all sorts of serious threats and challenges. Many dedicated scientists believe that solutions can come only through educating the populace — especially kids — about the issues, and getting folks personally involved in solutions.

That's what an international movement called World Oceans Day, June 8, is all about. As you'll learn on the *worldoceans-*



**'Yachtsea' in the middle of the roll.**



***In '05, the 'Yachtsea' crew learned more than they wanted to know about wave sets when they were overcome while sailing between Fort Point and the South Tower.***

PHOTOS WAYNE LAMBRIGHT

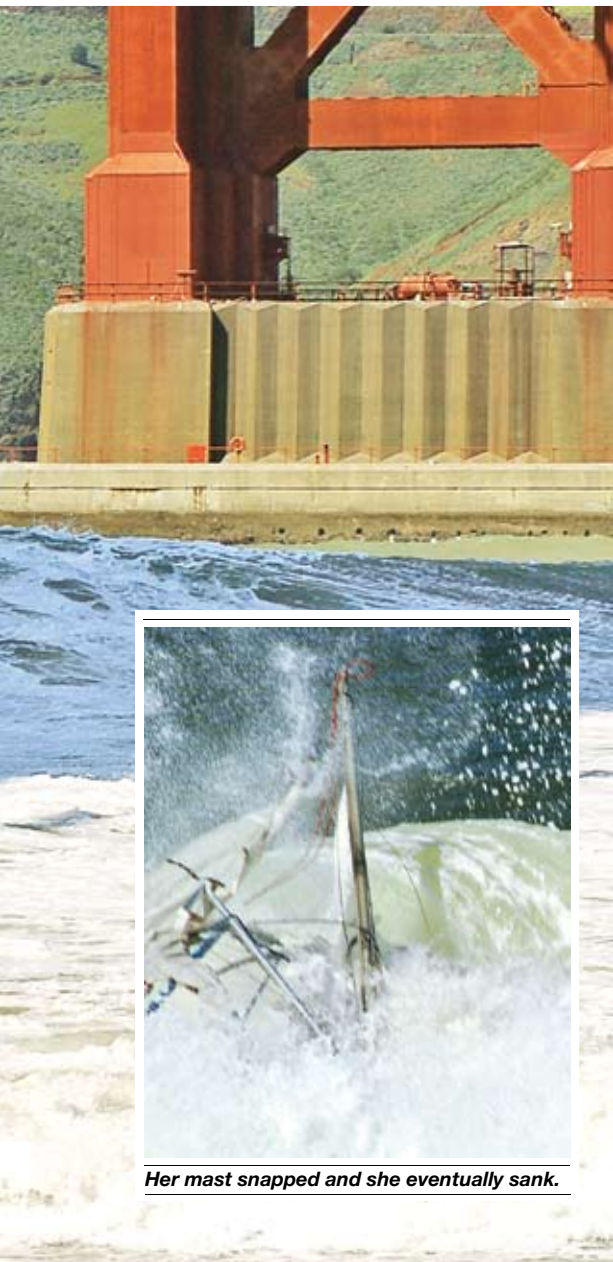


## on world oceans day

*day.org* website, all sorts of programs take place on that day with the intent of taking small steps toward a more sustainable future.

Under the "Events" tab, you'll find dozens of celebrations, beach cleanups, interactive presentations, and more that any and all are encouraged to attend — everything from tours of the Marine Mammal Center to samplings of sustainably harvested seafood.

The site also has all sorts of ideas for kids, including downloadable Dr. Seuss activities materials. "One fish, two fish. . ." — *andy*



**Her mast snapped and she eventually sank.**

## ac news — cont'd

in a ceremony on Pier 27. The old shed on the pier has already been torn down to make way for the AC Race Village and the new cruise terminal.

The big news is Piers 30-32. That's San Francisco's huge double-pier just south of the Bay Bridge. Yeah, the same area where the Golden State Warriors will build a stadium for their '17-'18 season. That was always rumored to be Ellison's plan for development rights south of AT&T Park. But Piers 30-32 are also back as the location of team bases starting this August. *Team USA* will stay at Pier 80.

We expect training for course marshals and stake boats to be announced soon. To get on the list, work through your club's AC committee or contact Melanie Roberts at [melanie.roberts@americascup.com](mailto:melanie.roberts@americascup.com).

— *paul oliva*

## wave basics for sailors

Sailors generally know quite a bit about wind and ocean swells, but not so much about breaking waves. Given the *Low Speed Chase* tragedy, we'd like to review some of the basics. For a more scientific explanation, please see this month's *Max Ebb*.

When do swells become breaking waves? Waves generally break in water depths about 1.3 times their height. In other words, a 6-ft wave will break in 8 feet of water, a 10-ft wave in 13 feet of water, a 20-ft wave in 26 feet of water.

Does the contour of the bottom — or bathymetry — make a difference? Bathymetry makes a dramatic difference in both the depth of water a wave breaks and how it breaks. Longtime ocean sailor Al Hiller explains in what he calls 'Oceanography 101': "Long period waves react with the bottom, slow down, and start to stand up in water depths of 10 times their vertical height. Thus a 10-ft swell starts to stand up and become cycloidal surf as it hits 100 feet of water. By the time it hits 24 feet of water, larger waves have already turned into huge, breaking surf. When the water depths become shallow gradually, waves tend to crumble. When the water depths become shallow very quickly, waves tend to break in barrels."

What is the deal with 'sets'? In surfer lingo, 'sets' are waves, or more frequently small groups of waves, that are significantly higher than the average wave height at the time. But as any surfer can tell you, set waves vary dramatically in how much bigger they are than normal waves, depending on the number of waves there are in a set, the time between sets, and also on the state of the tide and current.

What does it mean when the Coast Guard or weather service reports 15-ft waves? It means that 15 feet is the average of the highest one-third of the waves.

If 15-ft waves are being reported, is it possible that there could be a 25- or 30-ft wave? Yes. In an article he wrote on waves, wave spectra and wave sets, Steve Lyons, tropical weather expert for the Weather Channel, wrote, "A general rule is that the highest single wave in a large sample will be about twice the height of the significant wave height reported by a weather buoy." Since 10-ft waves were reported on the day *Low Speed Chase* was lost on the Farallones, it's quite possible that she was hit by a wave as large as 20 feet.

What about waves at the Farallones specifically? "I remember discussions at racing seminars with such local knowledge experts as sailmakers Jim DeWitt and Tom Blackaller regarding how close one can cut corners at the Farallones," says Hiller. "Old-timers used to advise staying four wave crests from the west point of Maintop Bay. If one Googles the Southeast Farallon and zooms in, one can see the large wave trains standing up and breaking hundreds of yards offshore of the west point of Maintop Bay, and specifically outside the Y-shaped rock *Slow Speed Chase* washed up on. This is the shallowest shoal on the island, and can be seen clearly in many pictures of the island. In my racing

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# SIGHTINGS

## waves — cont'd

and cruising experience,” continues Hiller, who has been racing and cruising on the ocean since '58, and who was the skipper of the Moore 24 *Cheap Thrill* during the Doublehanded Farallones Race of '82 that claimed four lives (two non-racers also died that day), “the formidable rock walls, shoals, and points of the Southeast Farallon Island is one of the scariest places I have ever gotten close to in a boat.”

Are there other danger spots around Northern California? Yes. A familiar one is directly beneath the Golden Gate Bridge between Fort Point and the South Tower. Although charts show the water to be as much as 18 feet deep, Fort Point surfers will tell you that, at times, waves break — and not just crumble — all the way from the Fort Point shore 1,000 feet out to the base of the South Tower. Two sailors who know this is true are Joe Schmidt and Dan Brazelton, who were sailing Schmidt's Santana 22 *Yachtsea* in those waters on April 2, 2005. Everything seemed fine — and then all of the sudden — as we imagine happened to the crew of *Low Speed Chase* — they realized they were about to be hit by a wave much bigger than all the rest. While it certainly wasn't the size of the wave that hit *Low Speed Chase*, it was big enough to send them on a wild diagonal ride down the wave, and to roll the boat, throwing them into the water and causing so much damage that the boat sank. Note that the photos on the previous pages prove this wave broke in at least 18 feet of water.

The important thing to remember is that deep water is your friend, and you may need to be in deeper water than you think to avoid being caught by set waves.

— richard

## return to japan, the hard way

Sometime during the 25 years that he lived and worked in Japan, it occurred to Canadian sailor Kirk Patterson that the 1,500-mile-long island nation had probably never been circumnavigated by a *gaijin* (foreigner). After confirming his hunch through research, he now intends to be the first. And he'll do it singlehanded.

But before he can begin that ambitious cruise, Patterson, 58, faces a substantial hurdle: solo sailing from his Victoria, B.C. homeport roughly 6,000 miles across the North Pacific via Hawaii.

Don't assume that Patterson is a wide-eyed dreamer with unreal expectations, though. He's tried to prepare himself thoroughly for this epic voyage since learning to sail a decade ago. “The idea of exploring the world in a sailboat has been in the back of my mind since I was a kid,” he explains, “but I guess I thought you had to be rich and grow up in a sailing family to do such things.”

A vacation to the Marquesas years ago rekindled his childhood fantasies, and afterward he began devouring all the sailing literature he could find — including well-worn copies of *Latitude* that he'd often come across in a Japanese Starbucks.

Since buying *Silk Purse*, a custom steel-hulled 40-footer, four years ago, Patterson has logged 8,000 sea miles exploring northwest waters,

including a cruise to Alaska, Haida Gwaii (Queen Charlotte Islands) and a lap around Vancouver Island. The 2,200-mile trip from the Northwest to Honolulu — which he began early last month — may prove to be a cakewalk compared to the 4,200 miles from there to

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## what to do

School's out and the family's begging for a little fun in the sun. Maybe you can't afford to take the time off work for a two-week trip to Mexico, or maybe it's your wallet that can't afford it. Either way, you have a great option: take the family on a cruise up to the Delta!

As the Bay is getting lashed with a chilling combination of wind and fog, the Delta is basking in hot sun, fresh water, and all the crawdads you can eat. So stuff your foulies in a locker, stock up on the sunscreen, and head upriver.

But what do you do once you get there? Besides exploring the 1,000 miles or so of



**Fast, frugal and fun — The Delta is always up for a good time. Clockwise from above, if sushi isn't your bag try barbecuing every meal; find a mudhole for a DIY spa treatment; just relax; surfboard + dinghy = skurfing; turn off the smartphone and pick up a magazine; you won't get hypothermia in the Delta; waterfights are a great way to cool down.**



COURTESY SILK PURSE



**With any luck, Kirk Patterson could become the first 'gaijin' to circumnavigate Japan, a place he's spent nearly half his life.**

MARK PRETORIUS

## in the delta

navigable waterways, there's plenty to do. Buy a fishing license and try your hand at angling. Learn how to stern anchor. Go skurfing. Work on your tan. Get pruned from too much swimming. Read a book. Start a water fight with neighboring boats. Meditate. Dinghy to a nearby restaurant. BBQ every meal. Walk to town for ice cream. Reinstate family game night.

Well, you get the point.

If you've never gone up-Delta, head on over to [www.deltadoodah.com](http://www.deltadoodah.com) and click on the 'Forum' tab for lots of great local knowledge. See you there this summer!

— ladonna

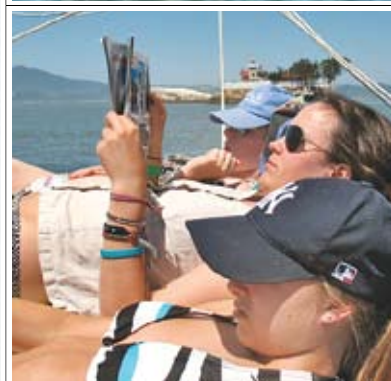
## japan — cont'd

Hokkaido, Japan. "I'll do my best to avoid typhoon tracks along the way," he says, "as well as the 270 unmanned fishing boats that are apparently still floating around out there after the 2011 tsunami."

Since setting sail for Hawaii last month, Patterson has already experienced some sobering setbacks, but they haven't dampened his resolve. "I fixed the roller-furler problem myself . . . only to get hit by a storm that caused some damage to *Silk Purse* and myself — a very stunning black eye caused by a disagreement with a violently flapping jib sheet!"

Patterson's circumnavigation of Japan will be supported by the Japan Hydrographic Association, the Japan Sailing Federation, and the Institute for Global Maritime Studies. We hope to carry updates of his travels here and in *Lectronic Latitude*. In the meantime, we wish this brave adventurer the very best of luck.

— andy



ALL PHOTOS LATITUDE / LADONNA & JOHN A EXCEPT AS NOTED