

Latitude 38

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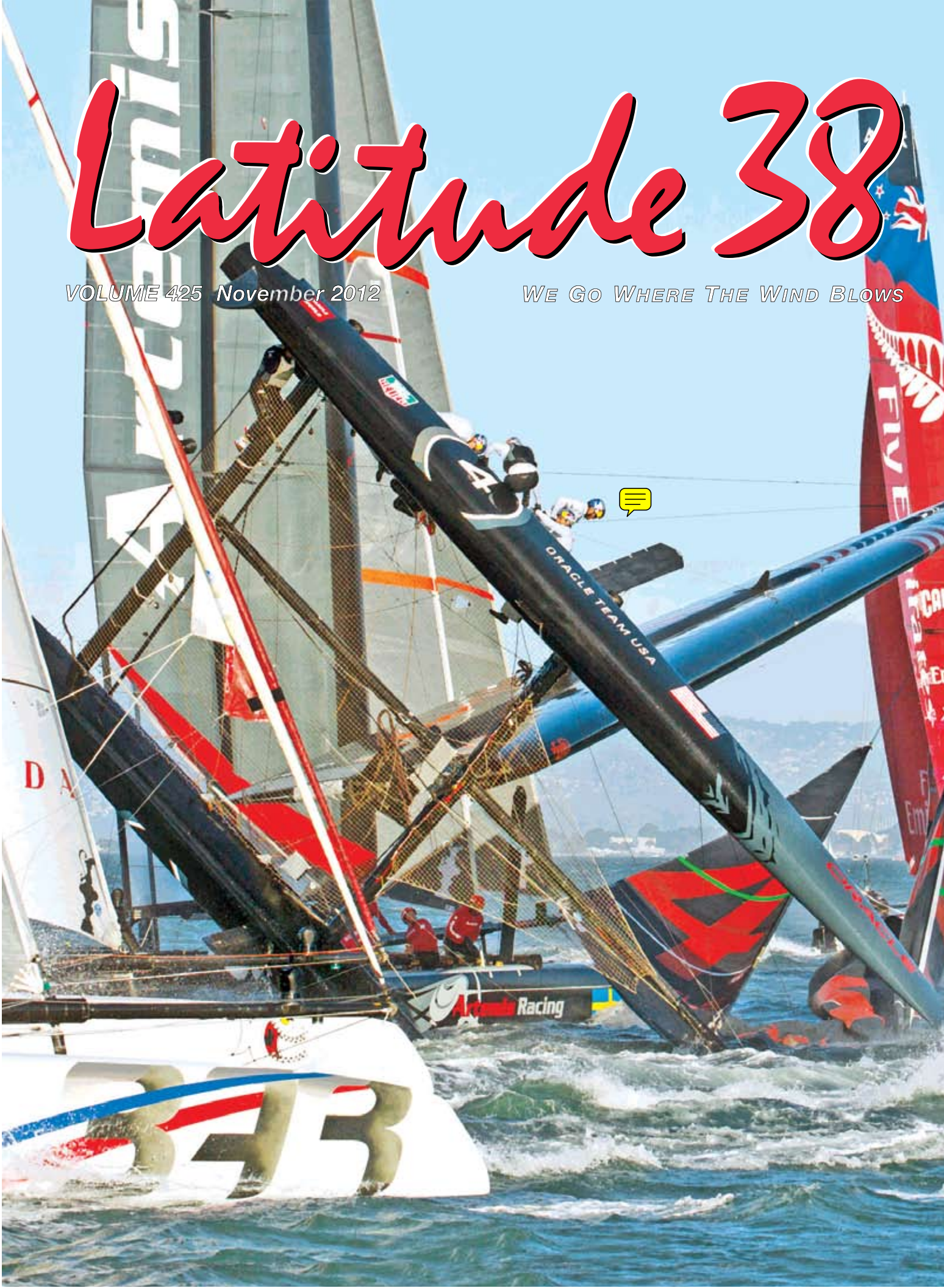
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Blue Pelican Marine.....	140
Boat Yard at Grand Marina, The ..	21
Marchal Sailmakers	110
New Era Yachts	143
Pacific Crest Canvas.....	36
Alameda Marine Metal Fabrication	
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Time and Time Again

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*Santa Maria**

Chris Giovacchini bought his first, and only, Santana 22, *Santa Maria*, in 1992. The boat was in full cruise mode, so Chris, intrigued by the prospect of racing the boat, began making changes, little by little, to switch to race mode.

He sold *Santa Maria* in 2002, in the hope of rekindling an out-of-state romance. But the romance “didn’t work out” and, sadly, his much loved “*Santa Maria* was gone.” Still, he kept track of the boat, all the while racing with other owners and even partnering with one. In 2009, Chris bought *Santa Maria* back from the then-owner and again made the transformation to race mode, this time taking an entire year to sand, streamline and prepare for the next season. The culmination of that preparation was the order of a class main and jib from Pineapple Sails.

Barely ready for the end of the 2010 season, *Santa Maria* “did okay in the last race” and came in second.

In 2011, Chris raced the full season and won. In 2012 he went for a repeat performance and was tied for first going into the last two races of the year. Again, he won the season.

As he puts it: All the while... Powered by Pineapples.

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CONTENTS

subscriptions	6
calendar	8
letters	16
sightings	64
ac world series II	78
energy team on the rocks	84
jessica cup	88
baja ha-ha profiles, pt. III	92
max ebb: braving the weather	100
the racing sheet	104
world of chartering	112
changes in latitudes	116
classy classifieds	132
advertisers' index	141
brokerage	141

Cover: And this is just the little Team Oracle boat pitch poling!

Photo: ACEA/Gilles Martin-Raget

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

SUPER VALUES!



Beneteau 40.7, 2001 \$165,000



Beneteau 393, 2003 \$134,500



Beneteau 40, 2009 \$199,000



Island Packet 31, 1988 \$59,500

SAIL

51'	Beneteau Cyclades	2006	\$260,000
50'	Gulfstar	1977	139,500
46'	Beneteau Oceanis 461	1998	174,000
42'	Beneteau First 42	1985	89,500
41'	Tartan 4100	2004	345,000
41'	Beneteau 411	1999	148,500
41'	Dehler DS	1998	159,000
40'	Beneteau	2009	199,000
40'	Beneteau	2008	175,000
40'	Beneteau 40.7	2001	165,000
39'	Beneteau 393	2003	134,500
38'	Island Packet 380	1999	229,000
38'	Island Packet 380	1999	227,000
38'	Beneteau Moorings	1991	42,000
38'	Ericson 38-200	1988	68,000
37'	Island Packet 370 cutter	2004	269,900
37'	Pacific Seacraft yawl	1984	119,000
36'	Hunter sloop	2004	94,500
36'	Beneteau 361	2000	89,900
36'	Catalina	1989	49,900
36'	Pearson 36-II	1985	57,900
34'	C&B Marine Tiffany Jayne	1982	29,000
33'	Beneteau 331	2004	89,300
33'	Hunter 33.5 sloop	1992	39,500
32'	Beneteau 323	2007	93,500
32'	Beneteau 323	2007	89,500
32'	J/32	1997	79,000
32'	West sail	1976	64,400
32'	Freedom	1976	47,500
31'	Island Packet	1988	59,500
28'	Alerion Express	2002	74,500
28'	Catalina MkII	2002	49,900
24'	Corsair Sprint 750	2008	55,000

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Derk Wolmuth was evacuated from his Vindo 40, *Bela Bartok*, due to a medical emergency while enroute to Hawaii. His Monitor Windvane steered the unmanned boat (and home) for 4.5 days until it was safely rescued 12 miles off Hawaii. Read more in the **NEWS** section of our website:

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Non-Race

Oct. 29-Nov. 8 — Baja Ha-Ha XIX Cruisers Rally, from San Diego to Cabo San Lucas. Info, www.baja-haha.com.

Nov. 1 — Downwind Marine's Evening Cruisers' Seminar Series kicks off with 'Intro to Offshore Communication' by Shea Weston, 6-8 p.m., \$3. More seminars at same time and location. **11/6**: Planning for Cruising (Capt. Ann Kinner); **11/8**: Cruising on 12 Volts (Barry Kessler); **11/13 & 11/15**: TBA (check website). Info, www.downwindmarine.com.

Nov. 1-Dec 6 — *Lady Washington* and *Hawaiian Chieftain* come and go in the Bay Area. For dates, times and details on tours or booking passage, see www.historicalseaport.org.

Nov. 3 — Cruisers' Kick-Off Potluck at Downwind Marine in San Diego, 12-4 p.m. Info, www.downwindmarine.com.

Nov. 4 — Daylight Saving Time ends.

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

Nov. 4 — US Sailing Club Judge Seminar at OCSC in Berkeley, 9 a.m.-6 p.m. \$65 (\$110 non-member). Registration required at http://raceadmin.ussailing.org/Judges/Judges_Program/Club_Judge.htm.

Nov. 4-25 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Nov. 7-11 — Napa Valley Film Festival, featuring a special screening of *The America's Cup: 150 Years in the Making*. Info, www.napavalleyfilmfest.org.

Nov. 7-28 — 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.

Nov. 8 — Are you a single boatowner and need crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

Nov. 10 & 17 — Sail aboard San Francisco Maritime National Historic Park's scow schooner *Alma*. Learn the Bay's history on this 3-hour voyage, leaving Hyde St. Pier at 1 p.m. \$40 adults, \$20 kids 6-15. Info, www.nps.gov/safr.

Nov. 10-11 — ISAF Sea Survival course at San Francisco YC. Fee \$240. Fulfills Pacific Cup requirements. Repeats **11/17-18**. Email amperrin@racingyachtmanagement.com for more info.

Nov. 11 — Take a veteran sailing!

Nov. 14 — 'Going Cruising? Know Before You Go' presentation by cruising consultant Neal Doten at Corinthian YC, 6:30 p.m. Free. RSVP at www.cyc.org or call (415) 435-4771.

Nov. 15 — Boatrides & Barbecue fundraiser for Sausalito Community Boating Center (Cass Gidley Marina) at Dunphy Park, 4:30-6:30 p.m. Free boatrides, BBQ and live music. Donations welcome. Info, www.cassgidley.org.

Nov. 17 — SF Maritime's Sea Music Concert Series concludes aboard *Balclutha* at Hyde St. Pier, 8-10 p.m. \$14. Info, www.maritime.org or (415) 561-6662.

Nov. 19-21 — Radial Clinic with NA champ Isabella Bertold & Christine Neville at Richmond YC. \$350. BYOB(oat) or email for charter. Info, chrisnev@gmail.com.

Nov. 20 — La Paz Beach Party at La Costa Restaurant, 4-7 p.m. Free for first 50 Ha-Ha'ers; everyone welcome.

Nov. 22 — Work off all that turkey and pumpkin pie on a hearty Thanksgiving daysail with the family.

Nov. 22 — Thanksgiving Cruiser Party hosted by El Cid Marina at Plaza Machado in Mazatlan, 5-8 p.m. Tickets \$25. Info, marinaelcidmazatlan@elcid.com.mx.

Nov. 28 — Sail under the full moon on hump day.

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Catalina Morgan 38, 1994.....	REDUCED! 108,000
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Catalina 36, 1999	REDUCED! 82,500
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Catalina 36, 1983	REDUCED! 51,900
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Catalina 350, 2003	116,500

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Catalina 34, 1990	NEW LISTING! 47,500
Catalina 34, 1987	REDUCED! 49,000
Catalina 34, 1989	47,500
Catalina 34, 1987	SOLD!
Catalina 320, 2000	78,000
Catalina 310, 2000	NEW LISTING! 79,000
Catalina 310, 2000	59,000
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Catalina 30, 1988	NEW LISTING! 34,000
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Ranger 25SC Tug, 2010	INCLUDES TRAILER! 125,000
Ranger 25 Tug, 2008	120,000
Ranger 21EC Tug, 2009	47,500
Ranger 21EC Tug, 2006	NEW LISTING! 39,950

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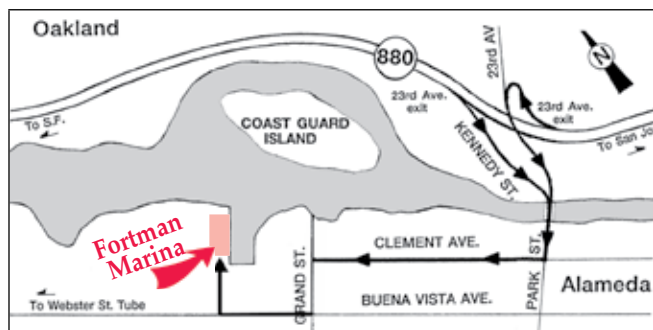
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CALENDAR

Nov. 29 — Angel Lights Countdown Benefit, a fundraiser for the Angel Island Conservancy, at a private Mill Valley home, 6-9 p.m. \$250. Info, www.angelisland.org/angellights.

Nov. 1982 — It Was Thirty Years Ago from the *Sightings* article 'A Real Boon for Yachtsmen' by Glendda Chui:

Mike Lacey has seen it all — the "Flying Dutchman" boat that sailed 40 feet into the air, the attempted murder, the earthquake that rang a bell. But that's all over now. A new bridge has opened across the southern end of San Francisco Bay, the old Dumbarton Bridge is closed and Lacey, a drawbridge tender for 22 years, is out of work.

"You feel like you lost something," said Lacey, 66, as he sipped a Coors in the kitchen of his two-bedroom cabin in Sunol.

But one man's loss is another man's gain, said Bob Halligan, a spokesman for the State Department of Transportation, which built the new bridge and is tearing down the old one.

"This will be a real boon for yachtsmen," Halligan said. "That thing has been getting in their way for years."

The old Dumbarton Bridge has been a landmark since it opened in 1927, the first bridge to carry cars across the Bay. It stretches from Newark to East Palo Alto, clearing the water by nine feet at the main shipping channel. The drawbridge over the channel was lifted two or three times a day to a maximum height of 135 feet to make room for million-gallon fuel barges headed for Moffett Field and sailboats bound for the Gate.

One sailboat, known to the bridge tenders as the "Flying Dutchman," became something of a legend a few years back. The skipper and his son were approaching the Dumbarton from the south when they saw the drawbridge rise and decided to slip on through.

To their horror, the bridge dropped while they were directly underneath. They figured the mast would be snapped like a toothpick.

Just as the bridge touched the top of the mast, it hesitated, stopped and started back up — taking the boat with it. A stay or shroud had caught on the lip of a bolt on the underside of the bridge.

As the boat precariously rose 40 feet into the air, the father and son argued the merits of diving off into the Bay. "The son was prayin' and the old man was cussin'," Lacey said with a chuckle.

Meanwhile, a woman whose car was stopped on the bridge climbed up the metal trusswork, frantically shouting and waving at the lift operator, who was waiting for the boat to emerge on the other side and wondering what was taking it so long.

Finally the drawbridge was lowered. When the boat was a foot above the water, the wire that was caught on the bolt snapped. The boat plopped down, bobbed a bit and sailed on to San Leandro.

Lacey and the other drawbridge operators worked in a cramped, lonely office on the drawbridge, just above the roadway. Between lifts, they maintained the 120-hp gas engine, greased the bridgeworks, looked at TV and watched seagulls swoop down to steal fish from seals.

The new Dumbarton, \$180 million worth of stark, graceful concrete with 85 feet of clearance at the shipping channel, was opened on October 6. The old drawbridge was permanently raised. The steel trestle part of the bridge, about a quarter of a mile long, will be dynamited early next year, Halligan said, and the old access roads will be turned into fishing piers.

Lacey says he's kind of sorry to see it go. "I wouldn't spend all that money. That bridge there would last another 50 years."

Dec. 1 — 36th Annual Lighted Yacht Parade on the Oak-

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39' Cal MkII, 1979
\$49,000



37' Tayana Cutter, 1977
\$59,000



37' Pacific Seacraft, 1980
\$109,000



40' Caliber 40 LRC, 1998
\$189,500



36' Catalina, 1986
\$45,000



32' Westsail, 1977
\$49,000



30' Cape Dory Cutter, 1982
\$39,500



30' Albin Ballad, 1978
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land/Alameda Estuary. Starts at 5:30 p.m. Presented by Encinal YC, Oakland YC and Marina Village Yacht Harbor. This year's theme is 'Lights, Camera, Action'. Find out more and enter your boat at www.lightedyachtparade.com.

Dec. 1 — Vallejo YC Harbor Lighted Boat Parade. Info, www.vyc.org or (707) 643-1254.

Dec. 1 — Stockton SC Lighted Boat Parade. Info, www.stocktonsc.org.

Dec. 1 — Santa Cruz YC Lighted Boat Parade in the south harbor, 5:30 p.m. Info, www.scyc.org.

Dec. 8 — Sausalito Lighted Yacht Parade along the waterfront, 6 p.m. Info, www.sausalitoyachtclub.org.

Racing

Nov. 3 — Summer's Last Gasp. HMBYC, www.hmbyc.org.

Nov. 3 — Club Boat Series #17 & 18. StFYC, www.stfyc.com.

Nov. 3 — Red Rock Race. TYC, www.tyc.org.

Nov. 3 — Commodore's Cup. CPYC, www.cpyc.com.

Nov. 3 & 17 — Fall #5 & 6. SSC, www.stocktonsc.org.

Nov. 3-4 — NorCal FJ Regatta. SCYC, www.scyc.org.

Nov. 3-4 — Perry Cup/Kelp Cup. MPYC, www.mpyc.org.

Nov. 4 — Jack & Jill + 1, the woman-skipped triple-handed race on the Estuary. IYC, www.iyc.org.

Nov. 11 — Lake Washington's annual Turkey Shoot Regatta. LWSA, www.lwsailing.org.

Nov. 11 — Crew's Revenge. MPYC, www.mpyc.org.

Nov. 13 — YRA Year End Awards Party at Berkeley YC, 7 p.m. Info, (415) 771-9500 or www.yra.org.

Nov. 18 — Commodore's Challenge. IYC, www.iyc.org.

Nov. 23 — Wild Turkey Race. TYC, www.tyc.org.

Dec. 1 — Fall #7. SSC, www.stocktonsc.org.

Dec. 1 — Perry Cup/Midwinter. MPYC, www.mpyc.org.

Dec. 30 — Christmas Race. MPYC, www.mpyc.org.

Midwinter Regattas

BERKELEY YC — Midwinters: 11/10-11, 12/8-9, 1/12-13, 2/9-10. Bobbi, (925) 939-9885 or bobbi@ifcbat.com.

BERKELEY YC — Chowder Races: Sundays through March except when it conflicts with above.

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

CORINTHIAN YC — Midwinters: 1/19-20, 2/16-17. Michael, racing@cyc.org.

ENCINAL YC — Jack Frost Series: 11/17, 1/19, 2/16, 3/16. Info, rearcommadore@encinal.org.

GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Series: 11/3, 12/1, 1/5, 2/2, 3/2. Info, (916) 215-4566 or raceoffice@ggyc.com.

ISLAND YC — Estuary Midwinters: 11/11, 12/9, 1/13, 2/10, 3/10. John, (510) 521-2980 or iycracing@yahoo.com.

OAKLAND YC — Sunday Brunch Series: 1/13, 1/27, 2/10, 2/24, 3/10. Jim, urrailmeat@yahoo.com.

REGATTAPRO — Winter One Design & IRC: 11/10, 12/8, 1/12, 2/9. Jeff, (415) 595-8364 or jzarwell@regattapro.com.

RICHMOND YC — Small Boat Midwinters: 12/2, 1/6, 2/3, 3/3. Opti Midwinters: 12/1, 1/5, 2/2, 3/2. Bob, bbranstad@gmail.com.

SANTA CRUZ YC — Midwinters: 11/17, 12/15, remaining TBA. Info, (831) 425-0690.

SANTA ROSA SC — Winter Series: 11/11, 12/2. Info, www.santarosasailingclub.org.

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52' TransPac w/IRC mods, '03, <i>Braveheart*</i>	\$395,000	39' Carroll Marine CM 1200, '95*.....	\$55,000	32' Catalina 320, '95*.....	\$52,000
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42' Beneteau 423, '07*.....	\$204,500	35' J/105, '00, Hull #355, <i>Whisper</i>	\$89,000	26' J/80, '01, <i>Nimbus</i>	SOLD
41' J/124, '06.....	SOLD	35' J/105, '00, Hull #347, <i>Bald Eagle</i>	SOLD	26' J/80, '00*.....	\$29,000
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40' J/120, '98, <i>Jolly Mon</i>	\$165,000	35' J/35C, '91*.....	\$89,000		
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CALENDAR

SAUSALITO YC — Sunday Midwinters: 11/4, 12/2, 1/6, 2/3, 3/3. Dave Borton, (415) 302-7084 or race@sausalito-yachtclub.org.

SEQUOIA YC — Winter Series: 11/3, 12/1, 1/26, 2/9, 3/16. Redwood Cup: 11/18, 12/16, 1/13, 2/3, 3/3. Info, www.sequoiayc.org.

SOUTH BEACH YC — Island Fever Midwinters: 11/17, 12/15, 1/19, 2/16, 3/16. Info, www.southbeachyc.org.

TIBURONYC — Midwinters: 1/12, 2/9, 3/9. Ian, race@tyc.org.

VALLEJO YC — Tiny Robbins Midwinters: 11/3, 12/1, 1/5, 2/2, 3/2. Info, www.vyc.org or (707) 643-1254.

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

November Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
11/03Sat	0405/4.4	0833/3.2	1421/5.3	2114/0.2
11/04Sun	0357/4.4	0831/3.3	1409/5.0	2103/0.3
	LOW	HIGH	LOW	HIGH
11/10Sat	0127/1.3	0811/5.9	1432/0.4	2100/4.6
11/11Sun	0214/1.5	0848/6.3	1516/-0.3	2200/4.8
	HIGH	LOW	HIGH	LOW
11/17Sat	0238/5.1	0720/2.7	1325/6.3	2010/-1.0
11/18Sun	0335/5.1	0832/2.7	1425/5.7	2107/-0.5
	LOW	HIGH	LOW	HIGH
11/22Thu	0002/1.0	0704/5.7	1327/1.2	1931/4.3
11/23Fri	0055/1.4	0745/5.9	1419/0.7	2041/4.3
11/24Sat	0144/1.8	0822/6.0	1503/0.2	2142/4.4
11/25Sun	0230/2.1	0855/6.0	1542/-0.1	2234/4.5

November Weekend Currents

date/day	slack	max	slack	max
11/03Sat		0206/2.9F	0540	0744/1.9E
	1054 2351	1345/1.8F	1621	1953/3.9E
11/04Sun		0152/2.8F	0528	0733/1.8E
	1049 2339	1335/1.6F	1609	1942/3.6E
11/10Sat		0021/3.1E	0349	0649/3.1F
	0954 2245	1252/4.2E	1644	1935/3.3F
11/11Sun		0115/3.1E	0437	0734/3.3F
	1033 2344	1340/4.8E	1731	2027/3.8F
11/17Sat		0048/4.3F	0418	0629/2.5E
	0944 2238	1231/2.7F	1518	1839/5.1E
11/18Sun		0145/4.0F	0512	0727/2.5E
	1052 2335	1333/2.5F	1620	1936/4.5E
11/22Thu		0535/3.1F	0833	1140/3.3E
	1524	1822/2.6F	2104	2347/2.5E
11/23Fri		0625/3.0F	0917	1231/3.6E
	0318 1617	1920/2.9F	2207	
11/24Sat		0048/2.3E	0408	0710/2.8F
	0958 2305	1313/3.9E	1705	2011/3.2F
11/25Sun		0139/2.2E	0454	0750/2.7F
	1037 2356	1351/4.1E	1748	2056/3.3F



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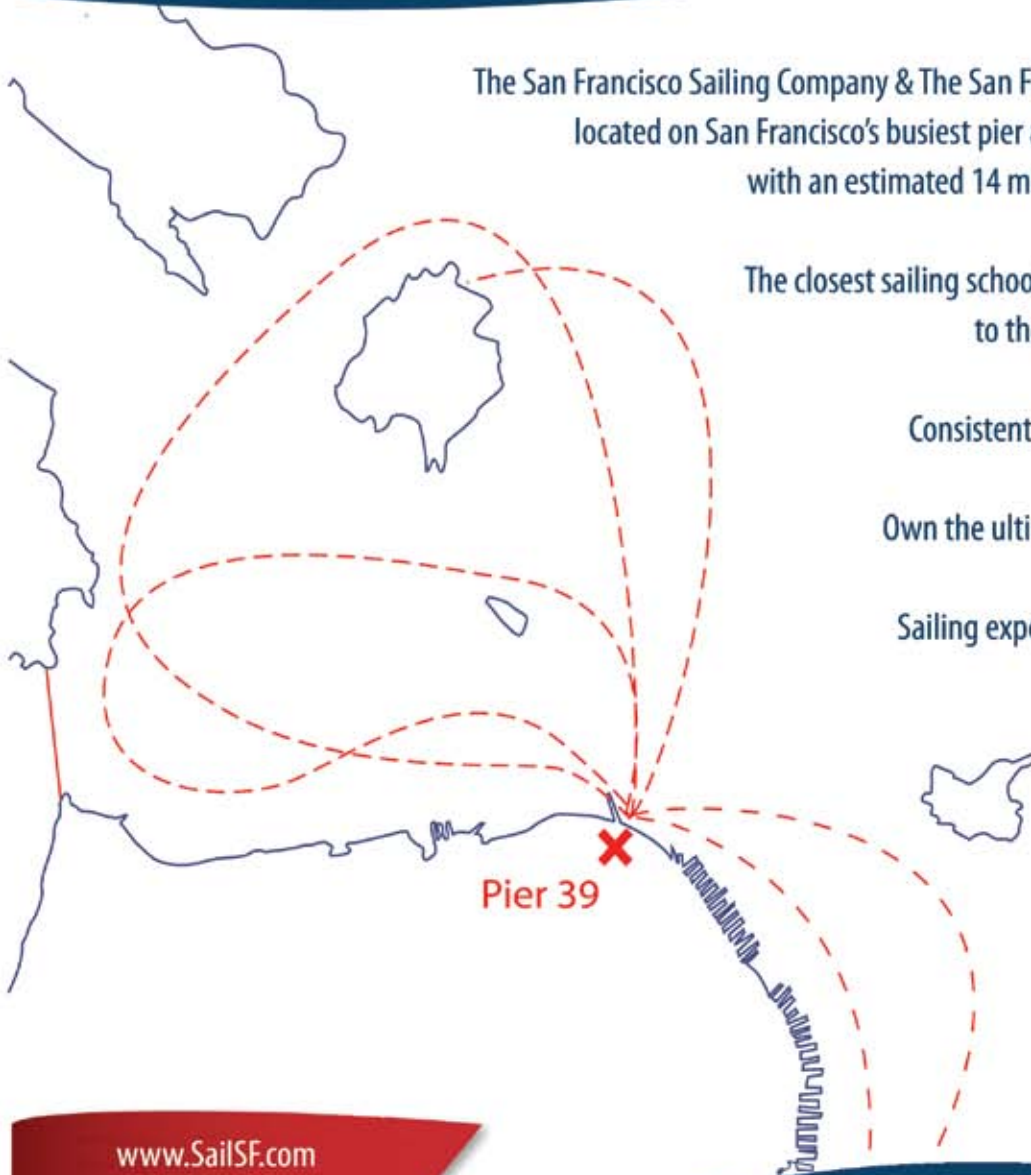
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LETTERS

↑↓ HELP ME HELP HER

Our time to start cruising is coming near, so my wife and I are spending more time reading *Latitude*, looking at boats in the Berkeley Marina, and watching *You Tube* videos about sailing. Come February, the two of us will be driving our VW bus to Miami to hopefully begin a new life at sea.

I'm a local from the Bay Area, but my wife is from Prague. It's taken me awhile to get her onboard with my dreams of



ADAM SCHEUER

Adam has talked his wife into going cruising but seasickness is a real problem.

sailing adventures, but she's way down with it now, and it seems as if the time of our lives is quite possibly just around the corner. There are just two assumptions. The first is that she finishes her final semester at Cal. The second, and potentially more troubling one, is that we find a way for her to get over her motion sickness.

My wife is very prone to seasickness. For example, she got motion sickness while sitting on the back of a water ski boat on Lake Tahoe on a super glassy day. She has a hard time with bus rides, and even my driving can give her nausea. The good news is that she doesn't have a problem when she's driving.

So maybe *Latitude* can answer our two questions: 1) Is it possible for someone who is "very allergic" to seasickness to overcome it; and, 2) what are the best methods for prevention and treatment?

Adam Scheuer
Berkeley

Adam — As we're sure you know, motion sickness isn't an allergy, but rather confusion between the eyes' seeing a world that is still while the equilibrium sensors in the inner ear transmit signals saying that a person's environment is moving. In many people this confusion causes the body — to say nothing of the digestive system — to go into a state of alarm. As is the case with your wife, potential victims often feel better when they drive the car or the boat because there tends to be less internal confusion between what's being seen and what's being sensed.

We're not doctors, nor do we even play them on television, so the following information is just a starting point for a discussion with your wife's physician. There are countless so-called remedies for seasickness, from ginger to acupuncture wrist bands to prescription and non-prescription medicines. It's hard to tell what's going to work on any given person.

Based on anecdotal reports, the remedy we've heard to be the most effective is Cinnarizine/Stugeron, which is a prescription medicine in Canada, but is sold over-the-counter in Mexico and just about everywhere else in the world — except the States, where it's not available. Stugeron is an antihistamine that interferes with the signals between a person's inner ear and their 'vomiting center'.

As with all powerful drugs, you don't want to take Stugeron without discussing it with your doctor, and you must be careful with the dosage. If too much is taken, it can make a person drowsy. We're told that when this happens to members of the Coast Guard, they are given epinephrine as the second part of what's known as the 'Coast Guard Cocktail'. But again, don't

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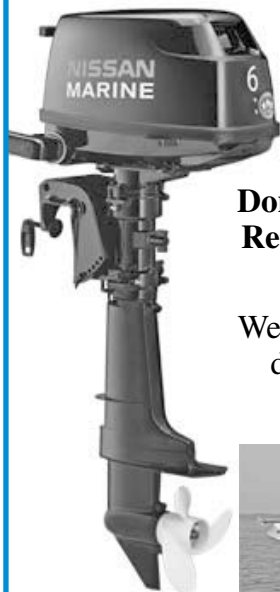


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LETTERS

even dream of doing this without consulting your doctor, as epinephrine is another very powerful drug.

We rarely get seasick, so we're going to ask our more seasickness-prone readers for their experiences with the malady, and remedies that have worked or not worked for them. We wish your wife the best of luck, because as the old saying goes, there are only two states of being seasick: 1) Feeling as if you're going to die, and 2) wishing that you would die.

↑↓ **NOT NECESSARILY A CAUSE FOR ALARM**

After reading about Doña de Mallorca's very unpleasant experience with vertigo during the Redondo Beach stop in the SoCal Ta-Ta, I want her to know about a similar experience I had after being aboard for an extended period of time. My ear doctor, who sails a Hunter 36, immediately diagnosed me as having benign paroxysmal positional vertigo. He suggested that it might be related to the movement onboard a boat, and not a cause for alarm.

De Mallorca may have been able to avoid her trip to the emergency room if she had known this information. It might be good for the readers of your — fabulous! — magazine to know, too.

Ron McCarthy
Surprise, Ericson 38
San Diego

Ron — Thank you for your kind words and concern. The paramedics who responded to de Mallorca at the King Harbor YC were very familiar with vertigo. In fact, they even told her it was likely that's what she was suffering from, as opposed to much more serious possibilities such as a brain tumor or stroke. But because her vertigo was so severe — she could barely lie down let alone sit up — the paramedics felt they had no choice but to take her to the hospital where the possibilities of stroke and tumor could be eliminated. Even several hours after being given a medication — Bonine, a common seasickness treatment — de Mallorca was still too dizzy to even sit up. Twelve hours after the attack, she was exhausted but otherwise felt fine. And the doctor even cleared her for a sail to Catalina.

We're convinced that de Mallorca's vertigo had nothing to do with her having been on a boat, as it didn't come on until after she'd been ashore for an hour or more, and the vertigo hasn't returned despite her being on the boat almost full-time ever since.

De Mallorca would like to pass on the knowledge that vertigo is not at all uncommon, so if you experience it, try your best to remain calm, because chances are that it's not serious and it won't return. Nonetheless, if you're more than a little dizzy, you can't risk not being checked out immediately.

↑↓ **THEFTS IN THE ESTUARY SURGE**

There has been a rash of marine-related thefts in the Oakland Estuary area lately. Hearsay has it that somewhere between nine and 15 outboard motors were stolen from boats in just one Estuary marina. I know of at least two incidents of kayaks being stolen. And then, on September 18, my Monitor windvane was stolen off the dock next to my boat at Marina Village. I had removed it from my boat for service, and felt it would be safe on the dock overnight.

I've always found the boating community to be both trusting and trustworthy, so it's sad when a few lowlifes spoil it for everyone. Lots of fingers have been pointed toward the anchor-outs next to Coast Guard Island, but there is no proof that any of them have been involved.

Indeed, because of the different ways the thefts were carried



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LETTERS

out, it seems there may be multiple thieves. For example, in the case of one of the kayak thefts, people were seen loading kayaks on top of a van in broad daylight, then hastily driving off. But I think my windvane was stolen in the middle of the night by someone in a dinghy. I live aboard my boat at Gate 11, and at about 3 a.m. I was awoken by the sound of a dinghy in the fairway behind my boat. I thought it was suspicious that someone would be motoring around at that hour, but as it was 3 a.m., I convinced myself that I was just being paranoid, and went back to sleep. I awoke to find my paranoia had been justified.

I immediately contacted the police, the harbormaster, and Scanmar, which makes the vanes and keeps a record of every one they sell. I also gave pictures and notices to Aaron Metals, the local recycler, and Blue Pelican, the local marine consignment shop. That weekend I looked for my vane at the swap meets in Emeryville and Martinez, and spread the word to the swap meet 'pros' to be on the lookout for it.

When I went to Aaron Metals to tell them about the theft, there was an Oakland Police Department patrol car in their parking lot. The police were there to investigate a break-in and theft that had occurred there the night before. It's gotten so bad that people are stealing scrap metal from recyclers! I know that a lot of folks are going through tough financial times, and some who would otherwise be honest are being pushed to the edge. But really, stealing isn't the right solution.

I assume my vane was sold as scrap metal for a pitiful \$20-\$30. However, as the theft coincided with cruisers' annual migration to Mexico, who knows, maybe it will show up on a boat or at a swap meet in Southern California or Mexico. I am offering a reward of \$1,000 to anyone providing information leading to the recovery of the vane. It is distinguishable by its serial number (6258-1299), by its missing vane clamping plate, which I had removed for service, and by a plastic arm that I installed to prevent the counterweight from swinging while at anchor. If anyone has information, please contact me at jamesnhancock@hotmail.com.

Jim Hancock
Solstice, Freya 39
Marina Village, Alameda

Jim — We imagine it wouldn't surprise you to hear that there had been a big ring of outboard motor thieves operating in Long Beach. According to a story by Taylor Hill in the October 12-25 edition of The Log, "... 32 suspects have been identified in the organized thefts of numerous unlocked outboard engines from boats [in Long Beach's Shoreline Marina]. Thieves reportedly loaded the engines onto pallets and sold them in bundles for around \$10,000."

The article went on to report that the thieves — 15 of whom were already in custody — specialized in stealing small outboards that could be carried easily by hand. Since the bust, there hasn't been further outboard theft from the 1,764-slip marina.

In what we find to be a strange twist to the story, a federal grant was issued so that the Marine Bureau could purchase and distribute 3,000 engine locks to boatowners. What's next, the government providing homeowners with locks for the front doors of their homes?

↑↓ ALSO KNOWN AS WHALENIP

In his September letter, Steve Efferheim asked for ways to alert whales while underway on a 'silent' sailing vessel. During numerous long-distance races from Southern California to Mexican ports such as Cabo San Lucas, Puerto Vallarta and

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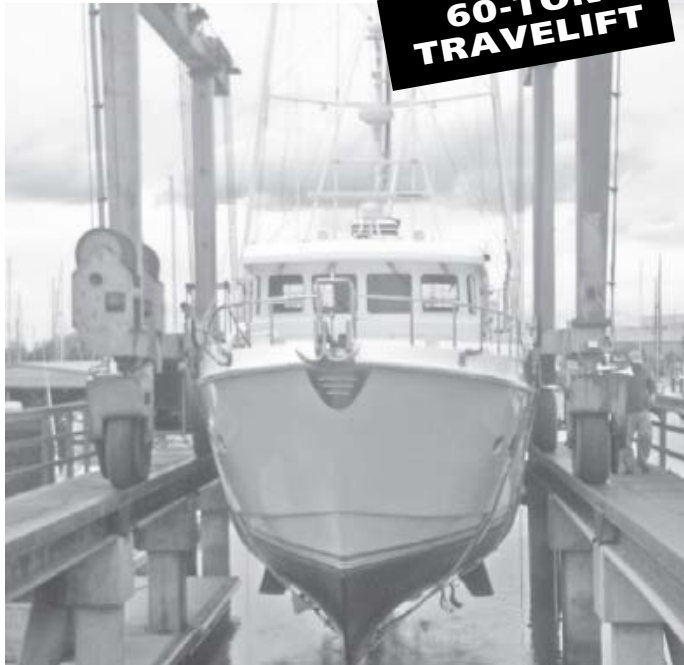
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LETTERS

Manzanillo, we have had numerous close encounters with whales. Over time we noticed that turning our depthsounder on or off had a noticeable effect on whales. Some of them approached our 50-ft boat within a few feet when the sounder was on, and departed when we turned the instrument off.

I discussed some of these experiences with a marine mammal expert while on a whale watching trip along the coast of Maine. She explained that whales can detect sound waves emitted by the depthsounder's transducer. Experiments and observations showed that some whales actually rubbed themselves against large transducers installed at the bow of commercial vessels when the depth sounder was on.

It seems to me that turning a depth sounder on while sailing would alert whales. If they get too close, shut the depth sounder off!

Victor Beelik
Zephyr Cove, NV

Victor — Given the tremendous increase in the number of whales along the West Coast of North America, it would be nice if there were some scientific, rather than just anecdotal, data to support your hypothesis that depthsounder sound waves are catnip to cetaceans. But since there is nothing to lose when offshore, our plan is to leave our depthsounder off in deep water.

↑↓"PLEASE HAVE A FATHERLY CHAT WITH ZACH"

At the closing ceremony of the '11 Baja Ha-Ha, the Grand Poobah awarded the Spirit of the Ha-Ha Award to Zach Lough and his Catalina 30 *Panache*. Since then, we have been following his adventures, which have been documented with beautiful photographs, at sailpanache.com.

Zach recently completed his passage from Central America to French Polynesia via the Galapagos. On his blog he boasted about using Ham radio without a license, unsuccessfully sneaking into the Galapagos without checking in, and visiting Fatu Hiva before clearing into French Polynesia at Hiva Oa. I feel that this devil-may-care attitude of flouting authority should be discouraged. It makes the yachting life more difficult for the rest of us law-abiding cruisers.

I hope that you will have a 'fatherly' chat with Zach and help him return to being the young cruiser who is 'The Spirit of the Ha-Ha'.

Ned Backus
Frannie B, Outbound 44
Seattle, WA

'91-'99 Circumnavigation on Cal 39 *Plain Jane*

↑↓ZACH RESPONDS

I read the email from *Frannie B*, and I wanted to be sure everyone got my side of the story. I also want to thank *Frannie B* for following my blog and caring enough to comment.

While I understand where Ned is coming from — breaking FCC regulations is bad, and sneaking into a country is also bad — he needs to understand that I'm not some cavalier jackass thumbing my nose at authority. There is substantial context missing in his account, and I suspect he is misunderstanding my sarcastic tone.

I meant no disrespect. The portion of my blog post concerning the illegal use of the HF radio aboard *Panache* was an attempt to be funny by describing an honest — maybe silly — perspective of someone singlehanded across an ocean and then, five days into his crossing, being told he can no longer communicate with the outside world. It was a pretty grim feeling, and I challenge anyone to feel differently. Yes, I should have gotten my license, and yes, I had more than

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LETTERS

enough time. I admit both these facts on my blog.

"Tried to forward my position using the Maritime Mobile net, 14.300 USB, and was ousted as a non-licensed user." Yeah, I don't have a license, but I am a singlehanded sailor who relies on other people's knowledge of my position as insurance against worst-case scenarios. Sure, I can transmit if I have an emergency, but what if my emergency rendered me unconscious, or what if my radio were damaged? I understand the rules, but I saw myself as an exception. I am professional when using the radio, don't break protocol (other than not having a call sign), and only transmit my position on maritime nets. My well-being is more important to me than government rules governing light waves. Unfortunately, I don't have a call sign to argue. From here on, I can only listen.

Thank gosh a person doesn't need a license to respond over the Internet. I haven't transmitted on the radio since I was ousted. Ned's letter makes me out to be some serial pirate



LATITUDE / RICHARD

Zach is a little red-faced at being accused of having a cavalier attitude about laws.

Ham operator. Being a passive listener to the 20-meter band since my ousting, I can tell you I am the least of the FCC's worries. Regardless, I don't transmit on any frequency anymore, and I don't condone it. *SailPanache.com* doesn't either. Sorry for offending anyone,

and know that the first thing I plan to do when I return stateside is get my Ham license.

As for the Galapagos, sarcastically talking about ignoring the port captain is different from actually avoiding port authority. If I meant to avoid port authority, I wouldn't have anchored in front of the Port Captain's office. As for Fatu Hiva, the port authority had no issue with me when I told them I made my landfall at Fatu Hiva.

I don't want to step on any toes, but I certainly don't want to be misrepresented. And as to Ned's point about my actions making it harder for future cruisers, while I may write sarcastically on my blog in an attempt at humor, I am always respectful when visiting other countries and dealing with authorities.

Zachary S.O. Lough
Panache, 1976 Catalina 30
www.SailPanache.com

Readers — We're not going to get too worked up about this, as we understand both Ned's position as an experienced circumnavigator trying to keep order, and Zach's position as an eager but novice cruiser learning which rules must be followed and which are mere suggestions.

Given the fact that Zach had a radio with both Ham and SSB capability, it was unfortunate that he didn't realize he could have simply started his own SSB net, which doesn't require a license. All he needed to do was pick a name for the net, set a time and frequency, and convince others to participate. The farther cruisers get from the West Coast, the greater the number of SSB nets, and the smaller the number of Ham nets.

↑↓ **RUNNING AGROUND IN THE DELTA? NO WAY!**

In our recent annual trip from Emery Cove to Rio Vista in the Delta, we had the misfortune of running aground about 20

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LETTERS

yards north of the deep water channel along the Port Chicago Reach, which is off the Concord Naval Weapons Station pier.

After several attempts to get our Catalina 34 free, we found that she was firmly stuck on the bottom. Several boats in the area witnessed our grounding, and stood off waiting to see if we needed help. *White Wolf*, a motor vessel, even tried to tow us off. But after multiple attempts and a complete soaking of their crew, they had to give up. We were finally towed to deep water by the professionals of Vessel Assist.

We would very much like to thank the crew of *White Wolf* and those mariners who offered assistance or stood by. It was very reassuring to know help was close. While no damage was done to our boat, and no lives were endangered, it was scary to be grounded in four feet of water — particularly with the tide going out, and the wind and chop building. Adding to our concern was the fact that one of the people on our boat was a 94-year-old making his maiden voyage to the Delta!

Gayle & Pete Vaughan
Cover Girl, Catalina 34
Benicia

Gayle and Pete — A salute to all those who actively tried to help or at least stood by.

Your incident reminds us of our all-time greatest grounding, which happened about 25 years ago. A doctor told us we'd die young if we didn't take more breaks from work, so we and a young novice sailing couple headed up the Delta on *Little O*, the first of three Olson 30s we've owned. We were doing a lot of 10s under a spinnaker in a fresh breeze as we passed the Martinez Bridge. When we got near the area where you ran aground with *Cover Girl*, we started telling the young couple how smart we were for being in the middle of the channel, because it was so very shallow on either side. Before we could even finish bragging, the Olson lurched a little, went into the mother of all slo-mo round-ups, and came to a halt heeled over at nearly 90 degrees. Fearing that the boat might somehow tip over even more and trap us, we dove into the water and swam away for as long as we could hold our breath. We were about 50 feet away when we surfaced — and were stunned to find we could stand in about three feet of water.

The young couple, clinging to the Olson and fearing that we'd be swept away, screamed frantically for us to swim back to the boat. They need not have bothered, for we were able to casually stroll back to the perpendicular boat in knee-deep water. In fact, we vividly remember sloshing over to the top of the masthead — which was at water level — and bending down to unclip the head of the spinnaker from the halyard.

It was obvious that no boat was going to be able to come to our rescue anytime soon, so out of desperation we got down on our knees by the bow and tried to lift, bounce, and ooch the Olson into deeper water. In one of the great surprises of our lives, thanks to the partial flotation, soft bottom, and strong wind at our backs, not only were we able to move the 3,000-lb Olson over to the channel, it wasn't even very hard. The only difficult part was avoiding getting left behind when the Olson reached deeper water, bolted upright, and took off like a bat out of hell.

When we later told our doctor about the incident, he told us we'd probably live the longest if we worked 24/7 and never went sailing again.

↑↓LIGHT UP!

I read with interest Michael Nagy's October letter expressing concern about the use of solar-powered LED lights — such as our RailLight — as anchor lights. We wholeheartedly agree that these lights are not designed for such use.

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LETTERS

Indeed, we constantly receive inquiries asking whether our RailLight Premium or RailLight Mini will work as an anchor light, and we are careful to tell potential customers that while they will certainly work as an emergency light, they are not bright enough — nor will they last through the night unless there is at least 12 hours of bright, direct sunshine on them each day — to substitute for a hard-wired anchor light.

That being said, our RailLights make an excellent emergency light. When my Venezia 42 cat was struck by lightning in Mexico some years ago, virtually all my electronics were fried. Were it not for my RailLights, a few flashlights, headlamps and flares, my boat would have been totally in the dark.

I have a RailLight Mini permanently rigged on my mast — and a couple in my cockpit — so that if my masthead anchor light ever goes out, at least there is some light on my boat. Especially in Mexico where unlit boats seem to be the norm.

Eric Sanford
Hood River, OR
www.SolLight.com

Eric — For years we had an incandescent anchor light atop Profligate's mast, and in addition to draining the batteries, that sucker was the dimmest bulb in the fleet. But we've had a masthead LED tricolor/anchor light/strobe hard-wired to our house batteries for the last five years, during which time we've had the brightest anchor light in just about every anchorage. We love it.

↑↓ SHINE ON!

Michael Nagy's letter on the inadequacy of solar-powered LED lights for anchor lights really got me cranked. Some boats just don't run anchor lights, and others use these tiny solar-powered garden variety ones that are dead by 3 a.m.

I agree with Mike, and wanted to mention that the vessel he was referring to in La Cruz that stood out because of the blue bow and stern lights was/is our *Jacaranda*. We could pick out our boat in the anchorage before we even got off the bus coming home from Puerto Vallarta. In addition to the blue Bebi LED anchor lights, we also have an all-round white Bebi LED light just to be legal. Paranoid? You betcha! Our goal is to be seen and not hit!

In the age of inexpensive LEDs, for God's sake, toss those damn lawn lanterns overboard and get something that can be seen at 3 a.m. It always amazes us how many boats, even those with solar-powered lights, can't be seen. Try coming into La Cruz on a dark night with all the background lights, and you will be amazed how ineffective your solar powered anchor light really is. If someone runs into you because they can't see you, you will be held responsible.

We have been using Bebi anchor lights for a couple of years, and think they are fantastic. They switch on automatically and don't even move the digital volt meter. By the way, these are made by cruisers who employ local Fijians to make them. As they cost just \$39 and draw only .065 amp, it's well worth it to order one. Your cruising friends arriving after dark will be thankful at night, and your batteries will be happy in the morning. Thank you for letting me rant.

Chuck Houlihan
Jacaranda, Allied 39
Currently lying in La Paz

Chuck — You're not ranting, as it really is often very difficult to see boats that are anchored out in Mexico. Like you, we think it's important to not only have a brilliant masthead



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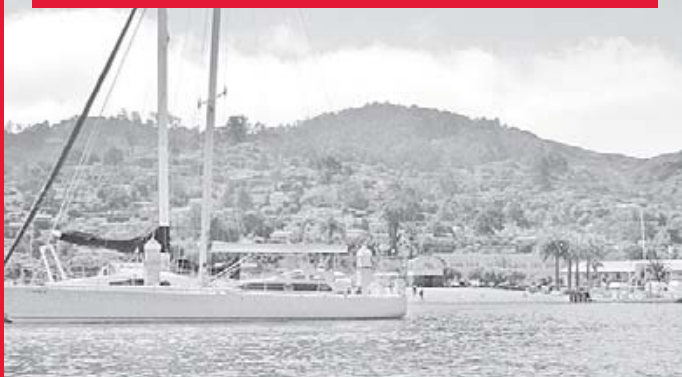
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LETTERS

anchor light, but to also light up the deck level of one's boat. Bow and stern lights, such as on your boat, are a little hard because there are four corners on a cat, so we just make sure we leave at least two big CCFL panel lights on in the salon at night, too.

↑↓ **JIM IS OUR 'WOOF' ROCK STAR HELMSMAN**

As you mentioned, San Francisco Bay racer and world cruiser Jim Jessie turned 80 last month — and is still racing.

I first met Jim Jessie in the mid '70s at Clear Lake when he was visiting his sister. I was sailing a Hobie 16 then, and his sister asked if I would give her brother a ride. When I was introduced to Jim, he had his pipe in his mouth — yes, even back then — and when he said he would be glad to take a ride on my boat, I asked if he could swim.

"That question does not inspire confidence in you," he replied.

In '78, he surveyed a Cal 2-29 I was buying — and still race today. I joined the Oakland Yacht Club and became a friend of Jim's. When he and Diana started their circumnavigation in '85, I was aboard going out the Gate and turning left. I made it all the way to Catalina, at which point I had to jump ship to return to work. They, as everyone knows, kept going and going and going.

Today, Jim is the helmsman and the 'Racing Instructor' aboard my boat, and we have a great time racing up and down the Estuary and in the Bay. The members of our crew refer to ourselves as 'WOOFs' — well-off old farts. Our average age is 73. When we lose our focus, as we sometimes do, Jim brings us back by saying, "Come on guys, let's do it just like we were racing!"

Dick Johnson
Nice Turn, Cal 2-29
Oakland YC

↑↓ **TWO OF THE MAIN CAUSES OF MISERY**

First rate October 15 *Lectronic* commentary on James Kwon, the high-ranking Port of Oakland official who, four years after the fact, was found to have spent \$4,500 of taxpayer money at a strip club in Houston one night. My question is what financial abuses have they not discovered yet?

Dave Barten
Ikani, Aqua Lady 38
Shelter Island

Dave — For those who missed that Lectronic, the other person who 'Outraged Our Sensibility' was Francesco 'Chicken of the Sea' Schettino, the captain of the Costa Concordia cruise ship, which capsized nine months ago off the Italian island of Giglio with the loss of 32 lives. You might remember that Schettino had foolishly approved a 'cruise by' of the island so some of the crew could wave to family members ashore, was absent from the bridge and dining with a blonde at the time of the accident, was among the first to leave the ship, and despite repeated orders from the Italian Coast Guard to return to his ship to take charge — "Get back on board, for fuck's sake!" — he stayed on terra firma. As hard as it is to believe, Schettino is suing the cruise ship company for back pay, and to get his job back. If the irresponsible Schettino had had any self-respect for himself or his former position, he would have gone down with the ship and the other victims of his irresponsibility.

How did the former security guard get to be captain of one of the larger cruise ships in the world? Family connections, not merit. In other words, corruption, which along with the lawyer-

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LETTERS

driven contention that nobody is ever responsible for the terrible consequences of their irresponsible actions, are two of the main causes of misery in this world. At least to our thinking.

↑↓ **SETTING THE WINDJAMMER RECORD STRAIGHT**

I just read *Latitude's* report on the Windjammer's Race to Santa Cruz, and need to correct you. The overall winner was actually Howard Turner's J/109 *Symmetry*, which not only won Class 1, but had the fastest time in classes 1 and 2, beating *Kokopelli 2*, the other class winner, by about 12 minutes.

Jay Crum
Piñata, Olson 30
Santa Cruz

Jay — Our apologies and congratulations to Howard Turner and the crew of Symmetry.

↑↓ **A DOCK OF THE BAY**

With public interest in the America's Cup on the increase, boatowners might be interested to note that La Mar Cebicheria Peruana restaurant, located on Pier 1.5 in the heart of the San Francisco waterfront, has its own public dock where vessels up to 40-ft can tie up for up to three hours at no charge. Of course, boatowners don't even have to care about

the America's Cup to take advantage of the dock.

Tom Walton
San Francisco



LATITUDE / LADONNA

Tom — Thanks for the reminder, as San Francisco sailors are always looking for new places to visit with their boats.

Pier 1.5 has been open to boaters — for free — since 2007.

↑↓ **DON'T FORGET THE TUBES AND THE SLIME**

Thanks for the well-written piece about the pleasures of bringing smaller bikes on boats. As an avid rider and ex-racer, I would advise bringing at least three extra small tubes and tires. Most cruisers weigh more than they did when they were kids, and will tend to wear out two back tires for every front tire. And quickly, too. Replacement tubes and tires are hard to find here in Mexico and many other countries. In addition, cruiser/bikers should also buy a couple bottles of green Slime, the stuff you squirt into the inner tube to stop those nagging flats.

Bikes and cruising boats — a good combination.

Bob Walker
Cactus, Hunter Cherubini 37
Wofford Heights / La Paz

↑↓ **CRUISERS SHOULD STOP AT ENSENADA**

Thanks for the recent great coverage of Ensenada. We were down there in August from Long Beach, and were once again impressed with the facilities and the friendly people. We were on a short stay, so the Cruiseport Marina staff did a great job of expediting our paperwork, giving us the maximum time to enjoy the town and the sights. Many more California cruisers should make a cruise to Ensenada. After all, it really is Mexico, and if you do the Bash back at night, it's easy.

Bob Schilling
Tuckernuck, Cherubini 44
Long Beach

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LETTERS

Bob — We did two trips to Ensenada this summer, and really enjoyed ourselves on both occasions. Yes, at first glance the downtown area looks as though it could use a little spiffing up, but we quickly forgot all about it as we were swept up by the friendliness of the people of Mexico. Because Ensenada is so close to California, sometimes we think it's not really Mexico. But it is.

From now on, Ensenada is going to be our last stop when doing a Baja Bash at the end of each cruising season — and not just because fuel is so much less expensive than in the States. We're also putting early October's Little Ensenada Race, followed a day later by the 16-mile Todos Santos Race, on our annual calendar. They were a blast. We're going to try to get more multihulls, too, because being the only other boat on the starting line with the old Waterworld trimaran was a little lonely.

The other thing that surprised us about Ensenada is how many veteran cruisers have elected to base there — instead of a U.S. harbor — because they like it more.



LATITUDE / RICHARD

Jan and Ramona Miller of 'Jatimo' have lived aboard at Marina Coral for three years.

Ensenada Mayor Enrique Pelayo told us that he understands how important it is for American boatowners to be able to clear into and out of Ensenada quickly and at minimum expense. Despite the fact that Immigration and visas are federal matters, he and local legislators are working to get the federal government to make Ensenada a special zone — sort of like Tijuana and other border towns — where visitors coming for less than 72 hours don't have to do paperwork or pay for a visa.

⇕ **WHICH NAVIGATION APP IS THE BEST?**

Having recently woken up in the morning on the Napa River to pea soup fog, a falling tide and a need to get back down river that day, I am now duly impressed with navigation apps for Apple products. Without our being able to see very far, one crewmember simply and quickly downloaded a navigation app, and it worked flawlessly. However, there seems to be a number of navigation apps, and I'm wondering if *Latitude* or any *Latitude* readers have a preference.

P.S. I absolutely love *Latitude*, so please don't retire.

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

Art — Thank you for the kind words.

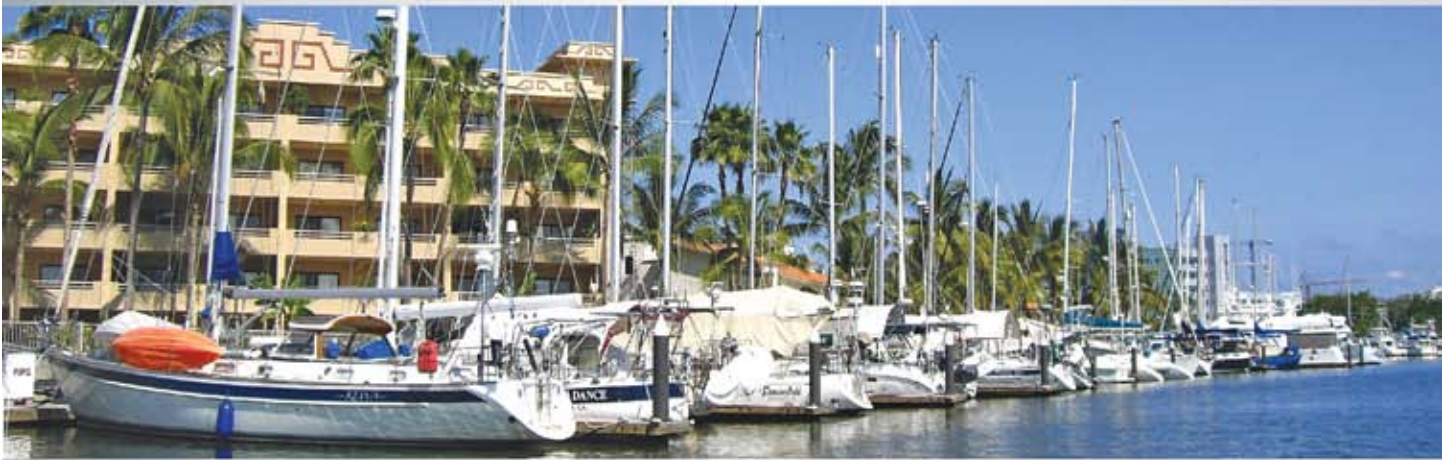
The only marine navigation app we've used extensively is Navionics, and we've been very impressed with it, no matter if we were navigating in California, Mexico, or the Caribbean. Because the Navionics app has worked so well, we really haven't given iNavX a try, and that may have been our loss, for apparently the iNavX has a lot of features that the Navionics doesn't.

For instance, iNavX has all the free NOAA raster marine charts, with detailed coverage of the U.S. West Coast, Gulf Coast, East Coast, Great Lakes, Alaska, Hawaii, and US Virgin Islands. It also can make your iPad or similar Apple product



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LETTERS

function as a repeater for popular marine navigation software that supports NMEA data over TCP/IP. We're talking about GPS, AIS receivers and transponders, and depth, speed, wind, engine, and battery instruments. According to the press release,



ART HARTINGER

Navionics and iNavX are two of the more popular marine navigation apps available for the iPad.

iNavX gives you "the power of a color chart-plotter for a fraction of the cost." As far as we're concerned, the anchor alarm is worth the entire \$49 price.

So our highly technical and definitive product review is as follows: Navionics is a terrific marine navigation app, but for all we know, the iNavX app might even be better."

To comment — on the products, not our review — email richard@latitude38.com.

NEW FOR OLD IN THE THIRD WORLD

It was good to read your timely note about rebuilding diesels, as we ourselves were faced with a diesel problem here in Turkey. But after a week of twisting on a mooring in a little Turkish fishing harbor, we have decided that we will repower with a new Yanmar rather than rebuild.

Our *Angel Louise* is a 25-year-old Catalac 41 catamaran and was repowered 20 years ago by her previous owner. He did it partly to get more power, so he installed twin Yanmar 3JH2Es. Those two 37-hp diesels mean we usually can motor faster than we can sail.

We bought *Angel Louise* in '07 as our 'retirement home' after auctioning off our real home in Des Moines, Iowa, and all our stuff in it. We've since been across the Atlantic with her, spent a winter in England, and most recently did a very rare west-to-east crossing of the European continent. She's been a grand retirement home, and provided us with a way to see a lot of the world and life as well.

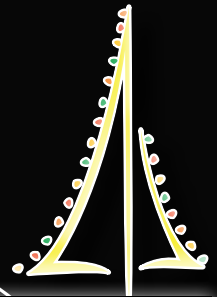
Anyway, we lost the right engine two months ago when cruising down the Danube River just short of Belgrade, Serbia. From there on — including through Romania and the Black Sea to Istanbul, where we resteped the mast — we had the use of only one engine.

Maneuvering *Angel Louise* with just one engine was hairy. In part because the remaining working engine was offset from the centerline of the boat, but also because there was a strong following current in the rivers. Trying to stop or maneuver *Angel Louise* with one engine was sort of like trying to stop a car with one brake locked on winter ice in Iowa. Given the sometimes narrow channels, and the huge sandbanks in them, we easily could have been stranded for the entire winter.

Nonetheless, our trip from the Netherlands and over the continental divide of Europe — elevation 1,340 feet above sea level — was well worth it. Plus, we had a nice 48-hour sail down to and through the Bosphorus into and through Istanbul. For those not familiar with the area, the 31-mile long Bosphorus, also known as the Istanbul Strait, forms part of the boundary between Europe and Asia. Connecting the Med to the Sea of Marmara — and from there the Black Sea — it's the narrowest strait in the world that is used for international navigation.

Anyway, we stumbled upon this local fishing harbor at Istanbul where the locals took us under their wing, despite

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LETTERS

the fact that none of them speaks any English. They gave us a free mooring right in the middle of their harbor, and insisted that we pay nothing for it. Everyone greets us with smiles and a friendly "Merhabba," which means 'hello'. They could not have made us strangers feel any more welcome.

We managed to find a true 'salt of the earth' local mechanic, who, along with his two sons, lifted the 400-lb engine out of



COURTESY ANGEL LOUISE

Repowering your boat in the Third World isn't easy but it's not that hard either.

Angel Louise's right engine well. After driving it to the mechanic's shop 20 miles away, they found that the crankshaft journal — the part the #1 piston connects to and rotates around — had worn away to the point that the piston was flopping up and down and not working, making the engine shake horribly.

With the help of folks who follow our travels by email, we did a search for a new crankshaft. After searching in Japan, the United States and Europe, we found that the very last crankshaft in the Yanmar system had been sold while we were searching for it, and Yanmar had no plans for making more. We had been prepared to fly to wherever and bring a crankshaft back in a suitcase, but we heard that there is a lot of red tape involved in bringing parts to boats 'in transit'.

Even if we could have found the crankshaft, the cost of rebuilding our engine was going to be close to half the cost of a new one. And if we rebuilt the engine, we would be rebuilding a 20-year-old engine that already had seen 7,500 hours of service. I figured that was akin to rebuilding a car engine with 250,000 miles. Not a pleasant thought to ponder since we would be crossing the Atlantic a year from now.

I'm writing the day after we paid half down for a new Yanmar 3JH5e. It is to be delivered out of a bonded warehouse



COURTESY ANGEL LOUISE

'Angel Louise' in Avcilar, Turkey.

next week to the Yanmar distributor. We hope our friends in the engine shop will be able to put it into *Angel Louise* on Wednesday, and the electrician can wire up our old panel and instruments to certify it for warranty purposes. An additional bonus of buying a new engine is that we'll be able to carry the old engine's 'top shelf', and all her other critical parts, for spares for the remaining 3JH2E to use to keep her going.

Readers would have been amazed to see these Turks lift the old engine out of the well and slide it to the stern, then lift it onto a helping fisherman's boat. It was a very scary job, with two guys balancing a huge and heavy engine, and putting it on shore before loading it into their truck. I fear my heart will race seeing the same trip in reverse bringing the new engine to the boat at her mooring. But that's how they do things in Turkey — and the Third World.

Our cruising adventure continues into year six! We will spend the winter at Marmaris on the 'Turkish Riviera'. Next year we'll complete our circle of Europe by sailing west across

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LETTERS

the Med, then follow in Columbus' wake across the Atlantic.

Ed & Sue Kelly
Angel Louise, Catalac 41 catamaran
Istanbul, Turkey

Readers — It's hard to say how many hours is a lot on a diesel, but 7,500 doesn't sound like that much. We say that because both of 'ti Profligate's diesels have close to 9,000 hours and have — touch wood — been running great. The mechanics at the charter base tell us that it's not uncommon for diesels in frequently used charter boats to run for 14,000 hours. But things like not changing the oil on schedule, lugging the engine, and running dirty fuel are just three of the many things that can dramatically shorten the lifespan of a diesel.

↑↓ **BE PREPARED TO BLEED**

I rebuilt my Perkins 4-108 diesel in the late '80s after it spun a rod bearing while motoring up the coast. My prior experience was having helped rebuild a Model A Ford engine as a teen, building a Ford Cortina (British) 4-banger for SCCA production-class car racing in my 20s, and having overhauled a couple of dunked outboards. So I had some idea what I was doing, and I had the help of a San Rafael machine shop.

It also helped that I was rebuilding a durable — considering that it was British — engine. When I tore my Perkins down at a friend's shop, he was tearing down the GM 6-71 diesel that ultimately ended up in *Alert*, Harold Sommer's tug. I noticed that I took seven parts off my Perkins for every one he took off his Detroit Diesel.

Getting the engine out of the boat, and later putting it back in, was fun. Seriously. I looked at it as a heavy puzzle. It took some thought, a couple of timbers, a chain hoist, a come-along, padding, and the ability to hold one's breath. But no teak got scratched, and only about an ounce of blood was spilled.

I got lucky when it came to parts. That model Perkins was popular in tractor-trailer refrigeration units, and I found a San Leandro refrigeration outfit that was wisely switching all its reefer units over to Yanmar diesels. Thus they had no further use for their stash of Perkins parts. So I managed to buy a brand-new crank, rods, pistons, pins, valves and springs, an injection pump, and such — all for a dime on the dollar.

By working slowly and carefully, and never when tired, and with several smart mechanic friends to check procedures with, I got the engine back together and into the boat. It was a success, and I was amazed. The engine ran sweetly for years — until the sensitive, ethereal sort who bought my boat promptly ran it without water and fried the thing.

I would not advise the mechanical clubfoot to take on such a project, but anybody savvy enough to go world cruising successfully with limited funds should be able to rebuild a small diesel. After all, they get overhauled under astoundingly crude conditions in the Third World all the time. But it does take some common sense, and a willingness to get dirty and to bleed some.

Brooks Townes
Port Townsend, WA

↑↓ **SHINY NEW PISTONS ARE MY KIND OF JEWELRY!**

I offer a woman's point of view on diesel rebuilds. I've had three boat diesels rebuilt to varying degrees, and found each one to be a learning experience.

The first was an engine rebuild and repair of a broken crankshaft on my Columbia 43's Perkins 4-108. I did this on the dock at Marina de La Paz in '94 under the tutelage of a

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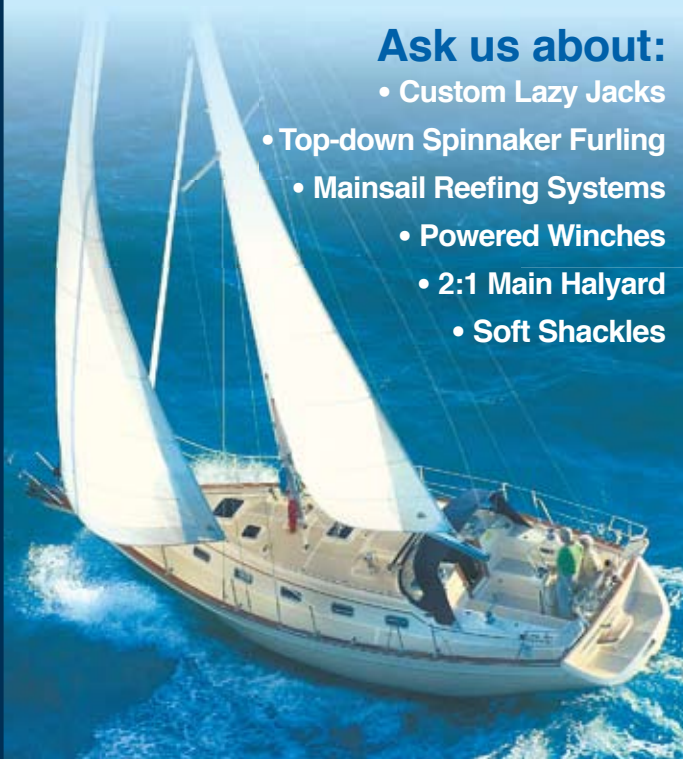


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LETTERS

fellow cruiser who was also a mechanic. Every evening he'd come by for his sundowner and to assign me tasks for the next day.

In '95, an oil line split on that same engine, causing it to seize. This time I did the rebuild on the dock in Portland under the daily guidance of a friend who owned a Portland boatyard.

On the way to La Paz after the Ha-Ha in '09, the diesel on my Gulfstar 50 *Talion* gave it up. Since it was a much bigger engine than I'd had on the Columbia 43, and because I'm older and wiser, I had Colin, a *gringo* friend in La Paz, do the rebuild. Lucky for me, Colin let me do what I could — the wiring, plumbing, painting and cleaning — to keep the cost down.



PATSY VERHOEVEN

Rebuilding a diesel means lots of organization and lots of parts.

All of my diesel rebuilds have been overwhelming and filthy tasks that ran over budget. On the plus side, I learned so much about my boat and engines from my three mentors that I'm no longer as intimidated when things go wrong.

Patsy Verhoeven
Talion, Gulfstar 50
La Paz, Baja California Sur

↑↓ NOT WITHOUT ACCESS TO A PROPER MACHINE SHOP

For the last 12 years I have been tending to the diesel engines aboard our three charter cats here in Belize. We have a Lagoon 47, a Lagoon 500, and a Voyage 500 that our son manages. All have twin Yanmar diesels. So I probably have a lot more time on diesels than do most cruisers.

Even though I consider myself to be a reasonably competent mechanic, I would never, ever try to rebuild one on my own without access to a proper machine shop. In addition, you should remove the engine from the boat and have the proper, clean space to work on it. Otherwise, you are probably wasting your time — not to mention the considerable cost of the parts. Once you start a rebuild, you will probably want to have the head planed, the valves ground or replaced, and so forth.

By the way, things are great here in Belize.

Cliff Wilson
Aubisque, Lagoon 47
Belize

Readers — Cliff was a very active San Francisco sailor for many years. He did the TransPac twice, once with Troublemaker, his IOR One-Ton in '81, and once aboard the Lee 67 Merlin as part of a charter group in '83. He later sailed on the Leigh Brite's Express 37 Ringmaster and was part of a championship effort for several years on the J/40 China Cloud.

↑↓ DETERMINING A GOOD REBUILD CANDIDATE

Should an average do-it-yourselfer try to rebuild a diesel engine? What a great question!

The important first step is to determine what's wrong with the engine, assuming it's something beyond the normal high hours. For example, if the engine had been overheated, there could be internal cracks that would be hard to find — unless

PHOTO: DAVE TOWLE



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LETTERS

all components were magna-fluxed. With severe overheating and an engine that would not run correctly, attempting a rebuild would be a gamble.

But if we're talking about a dependable old diesel with a trillion hours that still runs, was never overheated, but blows oil through, that would be a good candidate for a rebuild. Of course, the do-it-yourselfer would still need good tools and some experienced machine shop or mechanic to walk him/her through it.

Dave Biron
Big Break Marina, Oakley

↑↓DON'T BOTHER TO JUST SAVE MONEY

I would say 'no', it's not appropriate for the average boat-towner to try to rebuild a boat's diesel engine. First, you need special tools that you'd need only once. Second, you need to spend a lot of time becoming knowledgeable before you begin. And three, just the smallest mistake can ruin the engine.

That said, I think the kind of sailors who built their own boat would be right at home rebuilding their diesel engine. So for some boaters — the kind who derive as much joy from the building and maintenance process as from sailing — it makes complete sense. But forget it if you're just trying to save a few bucks.

Greg Retkowski
San Jose

Readers — Greg cruised his Morgan Out-Island 41 Scirocco from California to Florida, then built his own airplane, and is now, with his wife Cherie, looking to buy either an F-27 or an F-31 trimaran.

We got a tremendous amount of response to our 'should a do-it-yourselfer try to rebuild a diesel' question, and will have more responses next month.

↑↓ANOTHER GREAT LATITUDE EVENT

I was crew on Paul Martson's Contour 34 trimaran for the first ever SoCal Ta-Ta in September, and we had a great time! The sailing was absolutely perfect — and we didn't have to bring the boat all the way back from Mexico as we do after a Ha-Ha. Congrats to the Grand Poobah and the Ta-Ta staff for pulling off such a wonderful and well-organized event.

Jared Brockway
Orange, Contour 34
Ventura

Jared — Thanks for the kind words, but no matter if it's Latitude's Baja Ha-Ha, SoCal Ta-Ta, or Delta Doo Dah, what makes an event are the participants. We love doing these events — well, Christine Weaver and LaDonna Bubak run the Doo Dah — because the participants have been so fun, so interesting and so responsible.

↑↓IT'S ALL ABOUT THE FOOD

In the article about the Ta-Ta, you wrote that you were surprised that none of the six people on my little Cal 27 jumped ship. The explanation can be found on Carmela's menu for the week, which included roast lamb, linguine, heroes, taquitos, burgers, bacon and eggs, and tons of salad. By the way, thanks for all your organizing work, as it made the trip a huge success for our crew. We can't wait for next year's Ta-Ta II.

Jean Mondeau
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LETTERS

↑↓THEY'RE ALL GOOD PLACES

The closest I have ever been to the Caribbean is doing the Miami-Nassau Race many years ago. But Rick Meyerhoff of Marin, one of my customers I knew from a former life, has invited me to come sailing with him in the Caribbean aboard his LaFitte 44 *Maya* — if I can find the time. He will launch his boat in Grenada in November, and then just cruise the Caribbean until the onset of hurricane season in about July. If I can find 10 days or so, what would be the best area with respect to good sailing, good people, good places to visit, and so forth? And from where it is reasonable to fly in and out?

Chris Boome
Burlingame

Chris — Nassau in the Bahamas is actually in the Atlantic, a long way away from the Eastern Caribbean. Everybody on the West Coast makes the same mistake — except for those who have tried to sail from the Bahamas to the Eastern Caribbean.

December and January are when most people sail in the Caribbean, but they do that because that's when the weather is so crappy in the States and people get time off from work. Alas, that's when the Christmas trades blow the strongest in the Caribbean, and they often blow hard for weeks without stopping. Seriously. Some guy flicks on the Azores High in mid-December, and it blows like a huge fan day and night until the guy turns it off two months later.

*Generally, the weather improves with lighter winds — 15 to 20 knots — and smaller seas starting in early February. That's why *Doña de Mallorca* and the *Wanderer* wait until then to open the Caribbean office of Latitude, and keep it open until early May. The Eastern Caribbean weather doesn't get bad — meaning really hot and humid — until July.*

We're not sure how far north Rick is going to cruise this winter, but here is a general guide for you:

The British Virgins offer the easiest sailing, thanks to flat water and countless places that cater to the charter fleets. But Rick might not want to go that far north. Furthermore, the British Virgins can be very crowded in season, and it might seem awfully structured to some. That said, there are good reasons that the British Virgins are to charter sailing what Vegas is to gambling.

Our favorite area of the Caribbean, as all Latitude readers know, is tiny St. Barth, which is atypically clean, safe, and full of characters. We won't even mention the very skinny and stylish French girls who stop by the pâtisseries for coffee, croissants — and everyone's viewing pleasure. St. Barth is mostly our favorite because we bought Big O there in '85, and over time have become dear friends with many of the residents. If you stay on a boat, St. Barth doesn't have to be that expensive. You don't need a car, you're surrounded by the great yachts of the world, and the anchorages and beaches are wonderful. St. Barth is close to St. Martin and Anguilla, which have great cruising, too.

Antigua's historic English Harbor is another big boat yachting center, and the island has a beach for every day of the year. There is fabulous sailing as you reach past Cades Reef and get into the lee of the island, and as with all the islands of the Eastern Caribbean, there is excellent diving.

*Guadeloupe and Martinique are huge sailing bases for the French, and have plenty of attractions. But the islands are expensive, there can be a bit of a language barrier, and except for Guadeloupe's *Îles des Saintes*, which are very crowded, there isn't much that other islands don't have.*

Some of the lesser known islands are fabulous, too, such as St. Lucia, St. Vincent and all the little Grenadines, and

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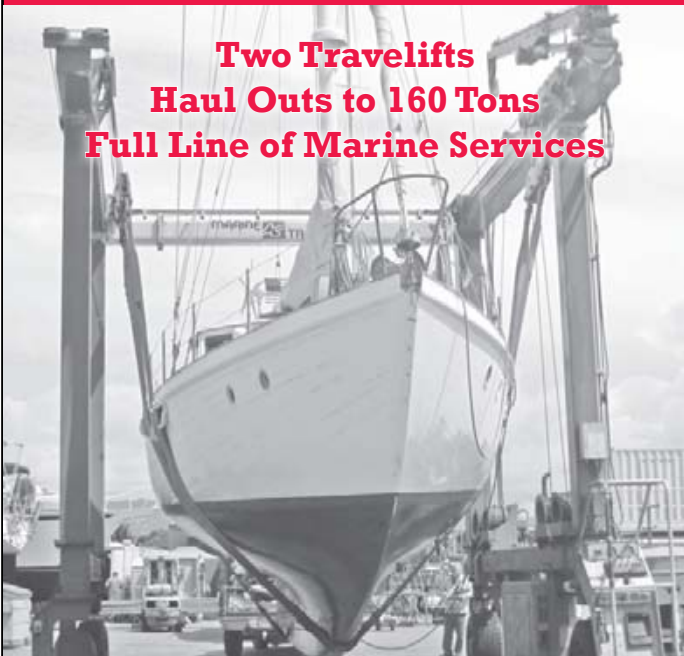
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Grenada. But things are markedly more primitive and slower paced 'down island'. Not bad, mind you, just much slower and less developed. So where you should go all depends on what kind of experience you want.

If you want the most mellow time with the easiest sailing, we'd recommend the British Virgins. If you're more adventurous and don't have a problem with open ocean sailing, we'd try to meet Rick at St. Martin and kick around there and Anguilla, and spend most of the time at St. Barth. If you could pick any time to do this, we'd go during either the St. Barth Bucket, the greatest sailing spectacle in the world, or the Voiles de St. Barth, which is smaller, but nonetheless totally French sailing and partying fun. The beauty of going during either of these events is that you can choose to enjoy great partying at the quay next to many of the great yachts of the world, or you can motor about three miles to the Columbie anchorage, where there are not only no roads or houses, but no lights either. If you want the 'path less travelled', sail down-island with Rick. But the truth of the matter is that if you can't have fun sailing anywhere in the Caribbean, you've got a serious problem.

It's not that hard to get to any of the islands of the Eastern Caribbean. From the Bay Area, you fly to either Miami or New York, then get connections to the bigger Eastern Caribbean islands. If you want to go to the smaller islands, there are fewer flights, and you will probably have to go through Puerto Rico or St. Martin, which may cost you a day of sailing fun. Flying between the islands of the Eastern Caribbean — even many of the bigger ones — is often difficult if not impossible, and it's always expensive. So plan carefully.

↑↓ **PIRATES IN MEXICO?**

I appreciated your recent editorial response to a letter regarding cruiser safety and Mexico. In that response you wrote, "As we reported last month, we can't recall a case of a violent attack on a cruising boat in Mexico in decades. When we asked our readers last month, they couldn't either. If anyone has evidence to the contrary, we stand ready to be corrected."

Well, I would like to remind the sailing community of Alameda sailor John Long, who was killed off of the coast of Southern Mexico in '08. And I would encourage the sailing community to read David Vann's moving piece, *Last Voyage of the Culin*, which is about the incident. It appeared in *Outside* magazine, which can be found at tinyurl.com/8m6ypmy.

Perry
San Francisco

Perry — We're very sad to hear about the death of John Long, and wish we'd been told about it earlier.

We'll gladly alert our readers to that incident, and to the article in *Outside* magazine. But frankly, we hardly know what to make of it, especially when Vann claims that Long "was killed" as opposed to simply having died. After all, Vann's tale not only is colorful, but also seems to be full of exaggerations, embellishments, admitted speculation, and what we find to be questionable conclusions. Speaking as an editor, it seems to us that *Outside* went hook, line and sinker for a sensationalized bit of writing, assuming few of their readers knew anything about sailing in Mexico.

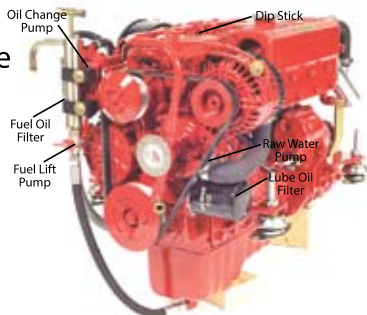
Consider, for example, the following paragraph: "The truth may be elusive in other places, but here in Puerto Madero and La Cigüeña, I believe it never actually exists. Even as events occur, they immediately become something else. An outsider can never know anything for certain, and this is partly because we are mythological creatures, born of conquistadores and sit-



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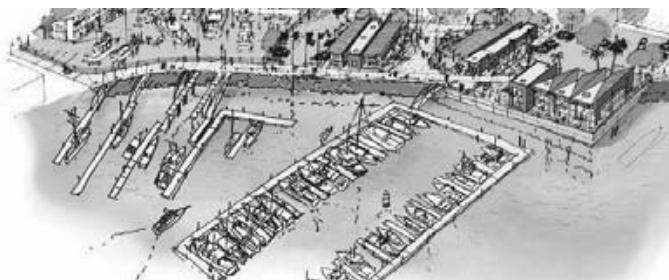




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LETTERS

ting on our mountain of gold in El Norte. We aren't believable ourselves, even our existence, so we're told stories, and every story is about one thing: money."

We're pretty open-minded as an editor, but we'd have suspended Vann's poetic license for at least six months for writing stuff like that. Furthermore, it doesn't sound anything like the coast of a country we've visited countless times with our own boats over a period of 30 years.

Mind you, there is no doubt that Vann knows something about Puerto Madero, for he writes about his misadventures with his own boat there 15 years ago:

"My sailboat was a 48-ft ketch, just like Long's, and in the late fall of 1997 I hired another captain to deliver her from San Francisco to Panama while I finished a semester of teaching at Stanford. My plan was to pick up the boat in Panama and continue to the British Virgin Islands, where I would run winter charters. This boat, Grendel, was my business and my home.

"But the captain I'd hired, an accomplished sailor in her thirties, took on some bad diesel in Acapulco, diesel with water in it, and limped into the town of Puerto Madero on a bit of wind. For some reason, she waited a week before calling me. Then the cook took off on another boat for la pura vida in Costa Rica, and took my \$2,000 in emergency cash with him."

It would have been helpful had Vann identified his accomplished female skipper, as it would have allowed us to ask her



PHILIP LONG

'Ascension of John Long' is a piece of art created by his son, Philip Long.

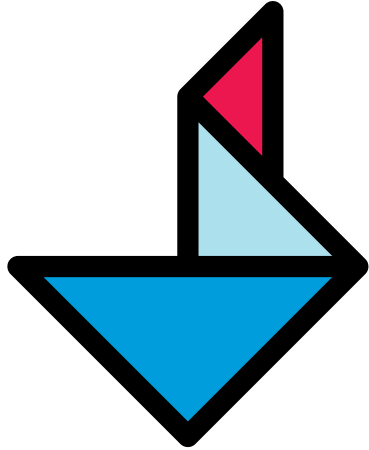
why she supposedly waited a week to call him about the boat's problems, and generally get her version of the events that took place. Anyway, when Vann got down to his

boat in Puerto Madero, things were grim. Really grim:

"My sailboat was large and broken, tied to the one crumbled chunk of concrete on the shoreline, visited by rats, snakes, begging children, prostitutes, the police, the navy, drunken fishermen, and the crooked port captain's men. At first I tried to have the engine fixed, but a mechanic with a disco shirt, gold chains, and a group of thugs at his shop held the high-pressure injection pump for ransom, demanding \$900 instead of \$100 for the repair. So I tried a new tack, spending \$3,500 to buy a used engine and have it trucked down from California. This engine was stolen before it ever arrived, only to reappear mysteriously months later, a 500-lb hunk of metal dumped on the beach in the middle of the night."

Nothing but rats, snakes, begging children, prostitutes, the police, the navy, drunken fishermen, and the crooked port captain's men — do tell! We find this description to be just a wee bit dramatic, even for Puerto Madero, which admittedly was for a long time the most corrupt port on the Pacific Coast of Mexico. It's now home to the new Chiapas Marina, which we're told is being run by the much-liked former harbor master at Huatulco.

We also find it interesting that in the 35 years we've covered cruising on the Pacific Coast of Mexico, we can't remember anyone — but Vann — using the incendiary word "pirates" in Mexico. Pirates who Vann claims sometimes transport drugs nearly 2,000 miles up the Pacific Coast to California in pangas powered by 115-hp outboards. Boy, their asses must be sore



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LETTERS

when they get to the States.

The other thing that gives us pause with regard to the veracity of Vann's speculations was the 78-year-old Long's physical and mental condition at the time of his death. Long is said to have been in such poor physical shape that he could hardly climb the bleachers at baseball games. As for his mental abilities, Vann reported that Long twice left San Francisco and turned north, somehow thinking that Tomales Bay was on the way to Mexico.

Vann speculates that Long was the victim of an attack by 'pirates'. It's possible. But we're skeptical. Very skeptical.

↑↓NOT WILLING TO RISK LIFE AND LIMB

To a prudent sailor, aggressive sailing and poor seamanship are one and the same.

While on a Crewed Farallones Race about 35 years ago, I experienced both aggressive sailing and poor seamanship. We were just outside breakers in strong winds and big seas, when suddenly the Farallones became so enveloped in fog that we couldn't see them. Our best crewman suggested to the owner that we come up in order to clear the island safely, but the owner ignored that advice. We all quit the boat after that race.

I had raced in the Bay and offshore many years before that race, but I realized that I was not willing to risk my life and limb so some owner could feel like a winner.

Arthur D. Saftlas
Larkspur

Arthur — We totally empathize with your not wanting to have your life in the hands of an owner/driver who you think is operating whatever vehicle you're on — be it a sailboat, a car or an airplane — in a reckless manner. We can't remember being in that situation on a boat, in part because we're semi-control freaks who rarely like to sail on boats other than our own, but it's happened to us a number of times when we were in cars or taxis. And we've never hesitated to get the heck out of the car, no matter where we were. We've felt so strongly about control over our lives, and those of our kids, that we made sure they got cars as soon as they turned 16. The last thing we ever wanted to happen was for them to be injured or killed as a result of being in a car operated foolishly by some reckless friend.

The problem with boats, of course, is that you can't just get off them anytime you feel they are being operated dangerously. So it's important that crewmembers, owners, and skippers all be on the same page when it comes to what level of risk-taking they want to engage in. The longer and rougher the sail, the more important it is to be on the same page.

We disagree, however, with your assertion that aggressive sailing is necessarily the same as poor seamanship, in part because those are subjective terms. For example, some sailors believe that good seamanship means that you should always reef the main and take down the spinnaker at night. But to many sailors, and particularly experienced racers, keeping the main and spinnaker up at night in moderate and even fairly strong conditions is neither aggressive nor poor seamanship. Of course, much depends on one's age and sailing experience, the type of boat, skill of the driver and crew, and so forth.

The nice thing about sailing is that you can pretty much pick the level of risk you want, based on what and where you sail, and with whom you sail. After all, the risk level is considerably lower when sailing in a non-spinnaker division of a beer can race on the Oakland Estuary than it is doing something like the Doublehanded Farallones on a Moore 24.

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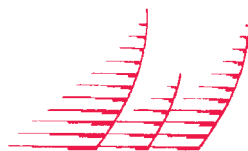
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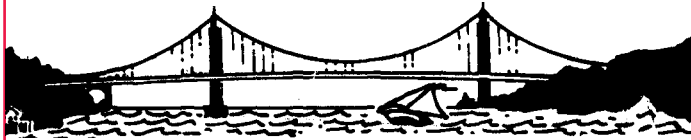
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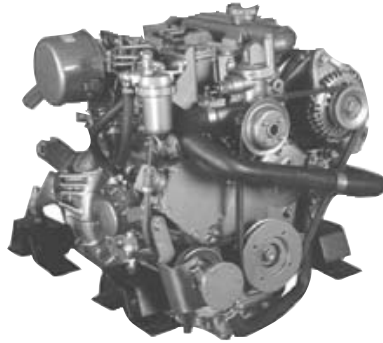
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↑↓ SPEAKING OF GRAND OLD SAILING YACHTS . . .

Thanks for the interesting article on the Phil Rhodes-designed 90-ft motorsailer, *Sea Diamond*. I'm Phil's grandson,



LATITUDE / RICHARD

'Sea Diamond's nameplate seems inferior to the rest of this classic beauty.

so I read the article with interest, in part because *Sea Diamond* was my favorite of his designs. But I was curious about the caption you had for the photo of the original nameplate, which read, "Oddly enough, the only slightly cheesy thing on the great

yacht is the original nameplate." Why was it cheesy?

I loved the information in the article and the fabulous photos. I hope to get a glimpse of her at the shipyard in Newport, Rhode Island.

Doug Harrison
Stamford, CT

Doug — You're a little behind the times, as we recall that article ran a couple of years ago. But no worries, we're glad you liked it. Our remark about the nameplate was not to suggest that a nameplate is a cheesy thing, but rather that the quality of the nameplate on Sea Diamond seemed inferior of the rest of the yacht.

↑↓ WE WERE SAD TO DROP OUT OF THE TA-TA

When *Latitude* introduced the idea of a SoCal Ta-Ta, my wife and I realized that it would be the perfect vehicle to kick ourselves in the ass and get moving to make ourselves and our boat ocean worthy, and to gain more practice for the family cruising adventure we hope to start in the near future. So we signed up and got to work. We got the radar working, we tweaked the watermaker into shape, and we sailed around the Farallones and up to Drakes Bay on a blustery 25-knot weekend. *Family Circus*, our Fontaine-Pajot 35 catamaran, shined the whole time we were on the water. We even made our first boat flag and had plans for making a Ta-Ta pennant.

We decided to head down to Southern California early, as I couldn't take enough time off work to do the delivery and the Ta-Ta all at once. Then we did final engine checks, and unfortunately discovered our port engine was starting to lose compression and thus wasn't doing so well. We decided that we'd nurse it down to Southern California for the Ta-Ta and back, then get the engine overhauled upon our return.

Alas, as we entered Monterey Harbor to refuel — there was no wind the first 12 hours out of the Gate — we couldn't bring the engine to life. Faced with a difficult decision of where to have the major engine work done, and what adventures we could undertake safely with all our kids aboard during the event, we decided that we had to abandon our hopes of doing the Ta-Ta. So we returned to San Francisco Bay under one engine.

What made it worse was that our kids had just learned that you had given the Ta-Ta a 'Reggae Pon Da Ocean' theme. They were totally into it! In fact, they even asked if we could charter a boat for a week so we could still take part.

So even though we didn't get to do the Ta-Ta, signing up for it did so much to further our progress toward our cruising goal. We hope to join *Latitude* on a future adventure, and

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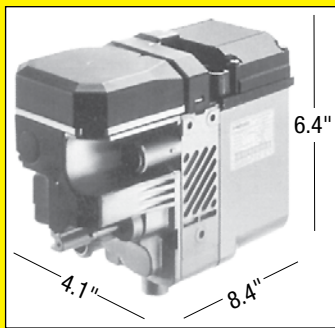
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LETTERS

hope the fleet had a good time.

Chris Tzortzis
Family Circus, Fontaine-Pajot 38
San Francisco

Chris — We're sorry that your family wasn't able to make it, as we think we can safely say that the Ta-Ta turned out to be a pretty enjoyable event. But we're glad it helped you get off the dime with respect to preparing you and your boat for an upcoming cruise. By the way, did you realize that next year's Ha-Ha is going to be the 20th?

WE HAD BOTH FULL-SIZE AND FOLDING BIKES,

Latitude asked what bikes are best for cruising boats. I had a pair of full-size mountain bikes aboard my Deerfoot 62 *Moonshadow* during our '94 to '11 circumnavigation. They got a lot a use and really added to the experience. When we sold the boat earlier this year, we left the bikes aboard so John and Deb Rogers of San Diego, the new owners, are enjoying them now.

After selling *Moonshadow*, we went to the dark side — for cruising anyway — and bought a Mainship 39-ft trawler near Baltimore. Because space is very limited, I picked up a couple of folding bikes from an online store — and Merima and I couldn't be happier with them. We spent a couple of months cruising down the Intracoastal Waterway, and are now in Ft. Lauderdale. The bikes got — and still get — a lot of use. While not as fast and stable as full-size bikes, the folding bikes are easier to store and handle. We took them out almost every time we stopped at a marina. They look pretty cool and get a lot of compliments.

We're now waiting for a ship to take our boat — and our bikes — home to Auckland next month.

George Backhus & Merima Dzaferi
Jolly Mon, Mainship 39

Lying in Ft. Lauderdale / Auckland / Formerly Sausalito

TEN YEARS OF SATISFACTION

We have a pair of Montague folding bikes for our boat that we bought in December of '02, and we absolutely love them! They are full-size mountain bikes, and we have logged a lot of miles on them throughout Hawaii, Alaska, and many South Pacific islands.

Some of the islands that we visited — such as Niue, Wallis and Funafuti — don't have public transportation or taxis, so the bikes allowed us the opportunity to tour the islands without the expense of hiring a car. We met so many locals while riding along! On many occasions we were flagged down and invited to join in at a meal or were offered a drinking nut. The locals were very curious about us and really wanted to talk to us. It was great fun.

Another benefit of bikes is that they allowed us to explore more remote areas.

The full-size bikes make it much easier to tackle the uphill grinds, so we're glad we chose them over the smaller ones.

Emmy Newbould & Eric Willbur
Nataraja, Dutchman 37
Brickyard Cove

YUM, CREOSOTE, NOT NECESSARILY A BAD THING

I'm worried about the creosote at the Army Corps of Engineers site in Sausalito. There are times when the creosote odor from the pier is so strong that it causes lung and eye irritation, as well as dizziness. It's especially bad when the Corps uses heavy equipment to break down the piles of stuff



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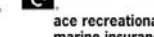
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LETTERS

they bring in from the waters of the Bay. The particulate matter is blown across the water, and can be smelled on boats in the vicinity.

I'm concerned because creosote can cause cancer. I've contacted the City of Sausalito, but they say it's a federal issue. I contacted the Army Corps, and they said they would look at doing testing. Isn't that something they should have done before? If the Army Corps were a private business, I suspect such tests would have been required. I've contacted the BCDC (Bay Conservation and Development Commission) but they said there was nothing they could do.

If the predominant winds blew toward the many offices in the area instead of toward the water, I wonder if there would be more of a response. Do you have any suggestions on what else can be done?

C.M.
Sausalito

C.M. — We originally thought you were making a big stink out of a slight odor. But then we went down to the Army Corps site, and we were surprised by how strong the creosote fumes were. Nevertheless, a history of creosote, as well as an understanding of its current uses, makes us wonder how dangerous it really is. Particularly when compared to the more powerful toxins sailors are frequently exposed to.

Even before the chemical compound that is creosote was 'discovered' by Western scientists, it had long been the chief active component in many medical remedies around the world. For instance, it was used by Greeks in the time of Pliny, by Native Americans in the Southwest, by Caribbean and South American Indians, and throughout the Middle Ages in Europe. Creosote from wood sources such as chaparral remains a popular herbal remedy today. It was also used frequently in Western medicine, primarily as an expectorant, antiseptic, astringent, anesthetic and laxative.

But get this — creosote is the primary ingredient in most 'liquid smoke' food products! Shortly after the creosote chemical compound was discovered in 1832, it was found to keep non-refrigerated meats from putrefying. And many people thought it gave meat a mouth-watering smoky flavor.

Our conclusion is that worrying about moderate creosote fumes might be more dangerous than the fumes themselves. But who knows for sure? Unless you want to become the Erin Brockovich of creosote, we think the best short-term solution is to simply move your boat north or south, so you're not directly downwind of the Army Corps site.

↑↓ A GIANT AMONG SAILING LEGENDS

I enjoyed your October 5 'Lectronic tribute to Jim Kilroy of the various Kialoas. He truly is one of the great sailors of the last 50 years.

I grew up in Newport Beach and attended junior and senior high with Dana Kilroy, one of Jim's daughters. In the mid-'60s, catamarans were just catching on on the West Coast, and as I recall, the catamaran adherents were making as many enemies as friends. It was only renegades such as James Arness of the 58-ft *Seasmoke* and Buddy Ebsen of *Polynesian Concepts I, II, III and IV*, who bought them. I should say renegades who were also actors, as Arness was the star of the hugely popular television series *Gunsmoke*, and Ebsen was a very busy actor, playing countless roles from the original Tin Man in *The Wizard of Oz* to Jed Clampett in the *Beverly Hillbillies*.

But as I recall, Jim Kilroy chartered a large cat — I believe *Alley Cat* — during a weekend of particularly ferocious Santa

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LETTERS

Ana winds in the Newport area. It was so windy that Kilroy and his crew must have been the only ones sailing that day. Anyway, the catamaran flipped in the middle of Newport Harbor, sticking the masthead in the mud of the shallow harbor.

The catamaran remained capsized in the middle of the harbor for at least a few days, a shrine to either — pick one — failed seamanship or too much bravado. Anyway, some smart ass rowed out to the inverted hulls, which floated at least five feet out of the water, and used them as a canvas on which to paint the popular World War II slogan, "Kilroy was here!"

I was a 12-year-old paper boy for the *Daily Pilot* back then, and each day I read the paper as I folded 75 copies for later delivery via my Sting Ray bicycle. On the day after the capsizing, there was a magnificent photo of the flipped cat, sporting the slogan, on the front page of the *Daily Pilot*. I thought it made for one of the funniest pictures that I'd seen in 55 years of yachting. I would love to search the *Daily Pilot* archives for that photo. Kilroy naturally took a lot of ribbing over the incident.

As I'm sure *Latitude* is aware, many of the early California catamarans were designed by Rudy Choy of Hawaii. I attended Rudy's memorial service at the Outrigger Canoe Club in Honolulu about 18 months ago. I first met Rudy at Corona del Mar High School, where he presented a movie and lecture about catamarans a few years after the famous Kilroy capsizing. I was sent to a prep school on the Big Island for my junior and senior years, where I became a classmate of Robin, Rudy's daughter. Small world.

Cats rule!

P.S. I love *Latitude* 38.

Mark Blackburn
www.markblackburn.org

Mark — Thank you for the kind words.

The Kilroy cat flipping story is interesting, because we once saw the man who introduced Kilroy to the Southwestern YC audience — our new buddy Dennis Conner — flip a cat. It was when Dennis was practicing for the catamaran-versus-Kiwi 'Big Boat' America's Cup in 1988, and Dennis and crew did a little-too-aggressive fly-by of the San Diego YC one festive weekend. After the capsizing, Dennis casually swam over to the yacht club dock, a big smile on his face, leaving the crew to deal with the cat's remains.

Chuck Driscoll of Driscoll's Boat Works in San Diego told us an interesting story about Kilroy and the building of his



LATTITUDE / RICHARD

Doña de Mallorca rubbed elbows with sailing legend Jim Kilroy early last month.

S&S-designed 74-ft ketch *Kialoa II*. At the height of S&S's glory, they wouldn't let just any yard build their designs, and also required an approved expert to supervise construction. S&S agreed that the yacht could be built by Yacht Dynamics of Harbor City — which was some sort of joint venture of Ken Watts of Watts Sails, Bud Gardiner, and Donald Douglas of Douglas Aircraft Corp. — but only as long as Gerry Driscoll would supervise.

Driscoll was a sailing champion several times over, and 20



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LETTERS

years before had started numerous boatyard enterprises in the San Diego area with his brother Harlan. The only problem was that Gerry lived in San Diego, and the 100,000-lb aluminum Kialoa II was being built in the South Bay area of Los Angeles. As one can imagine, making five round-trip driving trips a week between San Diego and Los Angeles got old really fast, even in the '60s. Kilroy's solution was to buy a plane and have a pilot fly Driscoll between San Diego's Lindbergh Field and LAX every working day. After a month or so, Kilroy paid for Driscoll to take flying lessons, and Driscoll eventually made about 18 months' worth of round trips as his own pilot until the yacht was completed.

Kilroy's Kialoas seemed to be everywhere. As we mentioned, Frank Robben of Berkeley bought Kialoa II and sailed her relentlessly around the globe for 15 years before selling her to a Dutch businessman in '99. Google 'Kialoa II' and you can read all about Robben's many adventures with the yacht. Kialoa II has been totally refit twice in Turkey in the last dozen years, and is now for sale — for over \$1,000,000!

Kialoa III, of course, was the most ubiquitous of all Kilroy's yachts, and made her presence felt all over the world, first as a wildly successful racing machine, and subsequently as a cruising boat — albeit not the most comfortable cruising boat in the world. It never surprised us to see Kialoa III racing on San Francisco Bay, in Southern California, or to Hawaii. But when we sailed our Ocean 71 Big O from California to Turkey in '95, we were pleasantly surprised to tie up next to Kialoa III at a marina in Marmaris. In fact, we poached 'Big Bill', one of her Aussie crew, for the trip back across the Med and Atlantic. As mentioned before, the Palmer-Johnson-built Kialoa III is structurally in fine shape and for sale in the San Pedro area. Alas, the same couldn't be said for Kialoa V, which we saw a few years ago on the hard at La Rochelle, France, looking more than a little out of sorts. Lord know where Kialoa IV is.

Jim Kilroy, truly a sailing legend.

↑↓ YOU CAN'T SNEAK POETRY PAST US

I became involved with sailing this summer and had a blast! I mostly sailed beer cans out of Richmond YC, and I want to thank all the folks on *Gruntled*, *Lighten Up 3*, *Mirage*, and Monterey Peninsula's *Yankee*, for sharing their knowledge and love of sailing. I liked it so much, I wrote a love letter to sailing to sum up why I enjoy it so much.

[Poem deleted by publisher.]

I'm looking forward to getting out this fall and winter, and to continuing to read *Latitude*.

Linda Dayoan
Richmond

Linda — While it was important for us to let you express your sentiment, we've had a firm policy for the last 35 years of not allowing poetry. The problem is we simply don't like it. But if it will make amends, we hope you can join us for a sail aboard Profligate sometime.

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.

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whoops!

Ever since Oracle Team USA's AC72 catamaran was launched in August, many racing fans — and crewmembers — have wondered when and if the radical speed machine would capsize in San Francisco Bay's strong winds. They needn't wonder any longer, as the big cat nosedived and flipped on October

16 at roughly 3 p.m. just inside the Golden Gate.

"We called for a bear-away as we were out training," recalled tactician Tom Slingsby. Winds had built during the afternoon to about 25 knots, accompanied by a strong ebb. "We started the bear-away, and as the boat accelerated it pitchpoled." Per the rules established for America's Cup 34, each team is allowed only 30 days of training prior to January 31, 2013. This was the team's eighth practice day.

"When the nose went down," Slingsby continued, "the wing hit and a few guys went in the water. We were unsure if the wing would snap, so we all climbed off the boat." Fortunately none of the crew was injured, but the

crumpled wing appears to be all but a total loss. Oracle support boats were on the scene, so crew were picked up quickly, with the Coast Guard standing by also.

But with the force of the strengthening ebb — which reached a max of 5.5 knots around 5:30 p.m. — the capsized hull was swept about four miles outside the Gate before it could be righted and towed back to its base along the Cityfront, arriving early the following morning.

"There's no question this is a setback," skipper James Spithill admitted. "It's going to be a big test for this team. But . . . this won't stop us from winning the America's Cup."

The team has been conspicuously silent since the day after the capsizing. Keep an eye on *Lectronic Latitude* for updates.

— andy

latitude's 'modest' proposal

It took the October 16 capsizing — and recovery, such as it was — of the Oracle AC72 USA 17 to make us fully appreciate just how gigantic and unwieldy these catamarans are. Actually, it wasn't the capsizing in 25 knots of wind that shocked us — at some point we all expected that to happen — but rather the video of the nine Oracle rescue boats struggling in vain to keep the askew monster from drifting a reported four miles outside the Gate on a strong ebb. "We're a little out of control here!" the video screamed at us.

Thank god nobody was seriously hurt or killed. Let us repeat that: Thank god nobody was seriously hurt or killed.

We were even more surprised by the fact that — while the capsized Oracle was still drifting out the Gate, and bits of her wing were becoming souvenirs all over the Bay — it was announced that nothing has changed, and that America's Cup 34 will continue as planned.

In the past, Oracle honcho Russell Coutts has seemed to confess that maybe they had gone a little too extreme with the parameters of the AC72s in an attempt to make the America's Cup competition more exciting. Ya think? That being the case, it crossed our minds that the capsizing of the Oracle cat, and the total destruction of her main, might signal a perfect opportunity to take a week or so to digest what has happened, what it portended for the event as planned, and

continued on outside column of next sightings page

women's sailing

Students, instructors and volunteers celebrated the 20th anniversary of the Northern California Women's Sailing Seminar at Island YC in Alameda on the weekend of September 22-23.

"The seminars began in 1993 when accomplished sailor Linda Newland and fellow IYC club member Mary Quigley returned from a similar event in the Southland," explained IYC Commodore Kristen Sotebier. "They thought, 'We need one of these up north!'" The pair brought



ERIK SIMONSON / WWW.PRESSURE-DROP.US

The moment of no return. 'USA 17' at the beginning of her devastating pitchpole.



seminar turns 20

the concept of women teaching women to the Bay Area, and hundreds of women have since passed through the program.

All instructors, boats, and classroom space are donated to the effort. "In response to the increasing number of recidivists and women with advanced skills, new tracks have emerged focusing on spinnakers and blue water sailing," said Sotebier. Courses included Short-handed Sailing, Diesel Maintenance, and

continued in middle column of next sightings page

proposal — cont'd

what possible alternatives there might be.

At this stage of the game, it would be extremely embarrassing and very poor form, and create an uproar, if dramatic changes were made to the very fundamentals of the 34th America's Cup. On the other hand, would it not be even worse form and more humiliating if not even two of the 72s — and their wings — survived their trials for there to even be an America's Cup?

If we were Russell Coutts and, more importantly, Larry Ellison, we would take this opportunity to suggest an alternative to all interested stakeholders. The alternative is that the huge — as well as hugely expensive and hugely complicated AC72 cats — be scrapped

continued on outside column of next sightings page



Ouch! 'USA 17' was swept out the Gate after her capsize, demolishing her wing sail. Above, Jimmy Spithill tried to keep his composure during the ordeal but he was understandably shaken.

SIGHTINGS

proposal — cont'd

as of right now. To make up for what the other teams have invested, Larry would purchase a MOD 70 trimaran for each of the teams that has participated so far. Given the much less expensive option, other syndicates might decide to jump in.

Despite having only soft sails, these brand-new extremely high performance trimarans from VPLP have proven themselves, both when sailing across the Atlantic and in inshore races in Europe. We're talking over 700 miles in 24 hours in their first ocean race, and lots of mid-30s at other times. The MOD 70s are only two feet shorter than the AC72s, and damn near as fast, and cost a fraction of the price. And having raced across the Atlantic at 30+ knots, they have what it takes to race safely on San Francisco Bay.

Since the MOD 70s are one design with soft sails, they are com-

continued on outside column of next sightings page

seminar

Navigation. Saturday's instruction began in the classroom, moved dockside, then sailed out on the protected waters of the Oakland-Alameda Estuary in warm sunshine and gentle breeze.

On Sunday, students could choose to race Santana 22s or venture out to the main Bay to cruise bigger boats. A little over half the group chose the latter. The remaining students got in four one design races on five donated Tunas in 8-12 knots of wind. "An awards ceremony followed with trophies ranging from plastic hand clappers to pinwheels for the team that



TH. MARTINEZ / SEA & CO.

— cont'd

was able to make their own wind to sail past the others," said Sotebier.

Now going on 24, the WSS's big sister, the Women's Sailing Convention in Southern California, will be held on February 2 at Bahia Corinthian YC. Call Gail Hine at (951) 677-8121 for info or see www.wsscya.scyaweab.org.

Tiburón's Corinthian YC also hosts a Women's Sailing Seminar for Bay Area sailors, usually in May. Any others on the West Coast? Tell us about yours in an email to chris@latitude38.com.

— chris



We don't know about the rest of you but the sizzingly fast one design MOD 70s, which offer huge bang for the buck, would work just fine for us in the America's Cup. And when the Cup was over, they could race them to Hawaii in 4.5 days.

proposal — cont'd

paratively easy, quick and inexpensive to build — particularly when compared to the AC72s. And because the first batch was made in Europe, we're sure another dozen could be made in time for next year's slated World Series in Venice, Italy, in April and Naples, Italy, in May, and already could be in Europe for those events. After the European World Series, they could be shipped to Newport, Rhode Island, and then San Francisco, for additional World Series events in the summer of '13. That means America's Cup 34 would be postponed until '14, which is fine with us, as we think it's a much better prospect than what we're sailing toward now. And one last thing that we think every spectator would agree on — the America's Cup should be fleet racing, not match racing, which is so last-century.

Wondering if we were out of line in our thinking, we asked *'Electronic Latitude* readers what they thought about our admittedly unrealistic suggestion. Response was, as we expected, mixed. The early responses were mostly in favor, the later responses not so much. Our favorite came from Randy Repass, lifelong sailor and founder of West Marine:

"Great idea! Your whole plan makes sense to me. I say congrats to Russell Coutts and Team Oracle for coming up with a radically different and unproven AC boat, and a format in a very accessible setting. Change is great! But so is common sense. I wonder at what point the Coast Guard will not allow the 72s to sail. The MOD 70s sure look to be very exciting, safer, still very high-tech, but less expensive. And because of the soft sails are perhaps easier to sail for the vast majority of typical sailors — which would be a good thing for sailing. My only question is how much change this American's Cup round can handle. As for fleet racing instead of match racing, I agree with you. But that's even more change."

For what it's worth, of those who didn't agree with our modest suggestion of switching to MOD 70s, a number of them still agreed that fleet racing is much more exciting and interesting than match racing. If organizers want the America's Cup to become more people-pleasing, we hate to say it but the match racing will have to end up in the dustbin of America's Cup history.

And now, for a little humor. Just a couple of days before the capsizes, *Latitude's* Paul Kamen attended a 'Meet the Skippers' press event. In a post-meeting one-on-one with the great Russell Coutts — who in addition to being the most successful America's Cup skipper ever and the CEO of Oracle Racing, is also a trained engineer — Kamen asked if, since the 72s will be fully foil-borne, would active hydrodynamic pitch control eliminate the risk of pitchpoling. Coutts' flat-out assertion was, "Pitchpoling will not be a problem."

It proves once again that, when dealing with the cutting edge of technology, one should shy away from definitive statements.

— richard

push on past la push

Just 56 hours after sailing into Seattle on a delivery from Hawaii, I converted my hard-earned summer's wages into a Cal 2-27 named *Sirena Gorda*, which I spent two days refitting and outfitting before sailing out the Strait of Juan de Fuca to the Pacific Ocean. That's where things got interesting. Having rounded Cape Flattery and heading south down the Washington coast, we hoisted the spinnaker in a light northwesterly. But flying it off a jib halyard obviously caused some chafe because the halyard blew six hours later and the kite came back down on deck. With no spare halyard, we motored for the nearest port: La Push.

Entering the narrow channel into La Push in the dark, we were shocked to find a series of buoys strung across the channel. Shit, a fishing net! We tried to avoid wrapping the prop in the net but we

continued on outside column of next sightings page

SIGHTINGS

la push — cont'd

shifted into neutral too late. We tried to anchor but, with an ebbing tide and a fishing net wrapped in the prop, we were effectively stern-tied to the net. Immobile and 30 feet from a rock jetty, we called the Coast Guard. Ironically, one of their boats got caught up in the nets before another was able to free us. As we were being freed, I was cutting the fishing net with a rigging knife. I remember saying to my crew, "There are going to be some very pissed off fishermen in the morning." Little did I know . . .



TOM WATSON

Simpson warns southbound cruisers to avoid entering La Push due to abundant fishing nets.

The next morning we were awakened by an angry Native American fisherman beating on the boat with a stick. "Did you cut my fucking fishing net you motherfucker?" I explained what had happened and then he threatened to kill me. I called the Coast Guard and advised them of the situation. And their response? "The natives are restless." Not quite comforted by this, we headed to breakfast at a local restaurant only to return to find a cop and a game warden. The cop was there "for our protection" while the game warden was there to ticket the fisherman, who had apparently violated several laws. We were clearly not making any friends in La Push.

It was when another fisherman and his wife, who was holding a sawed-off, double-barrel shotgun on her lap, delivered more death threats that I decided to get the hell out of Dodge. The previous night's escapade had left *Sirena Gorda* engineless, so we just hoisted sails and shoved off. As we short tacked our way up the narrow, winding Quillayute River, the fishing fleet hurtled some of the nastiest, most profane and hateful insults and threats imaginable at us. We managed to make it back to the ocean unscathed and down to much-friendlier Newport, Oregon, where *Sirena Gorda* is currently lying.

This article is probably too late to help many southbound sailors, but hopefully it will serve others who may come later. My experience in La Push apparently wasn't an isolated incident. Several other sailors have shared similar stories with me, and I would strongly suggest that cruising yachts avoid stopping there. If you are forced to go into La Push, check in with the Coast Guard, who may be able to help you navigate in or at least shine a large light onto the channel as it frequently has nets across it.

— ronnie simpson

leukemia cup rakes it in

"Ted Turner was the main reason we came to this event," said Discovery Bay residents Lee and Bob Allen of the 7th Annual Leukemia Cup, held October 20-21. The Allens aren't sailors — in fact they own a powerboat — and have never followed sailing in their lives. However, the excitement surrounding the America's Cup, and the fact that, decades ago they met and became fans of Turner, an opportunity arose they couldn't pass up. "We're really attracted to this cause," Bob noted, "but almost more importantly, we've been exposed to sailboat racing, and this is something we plan to follow more in the future."

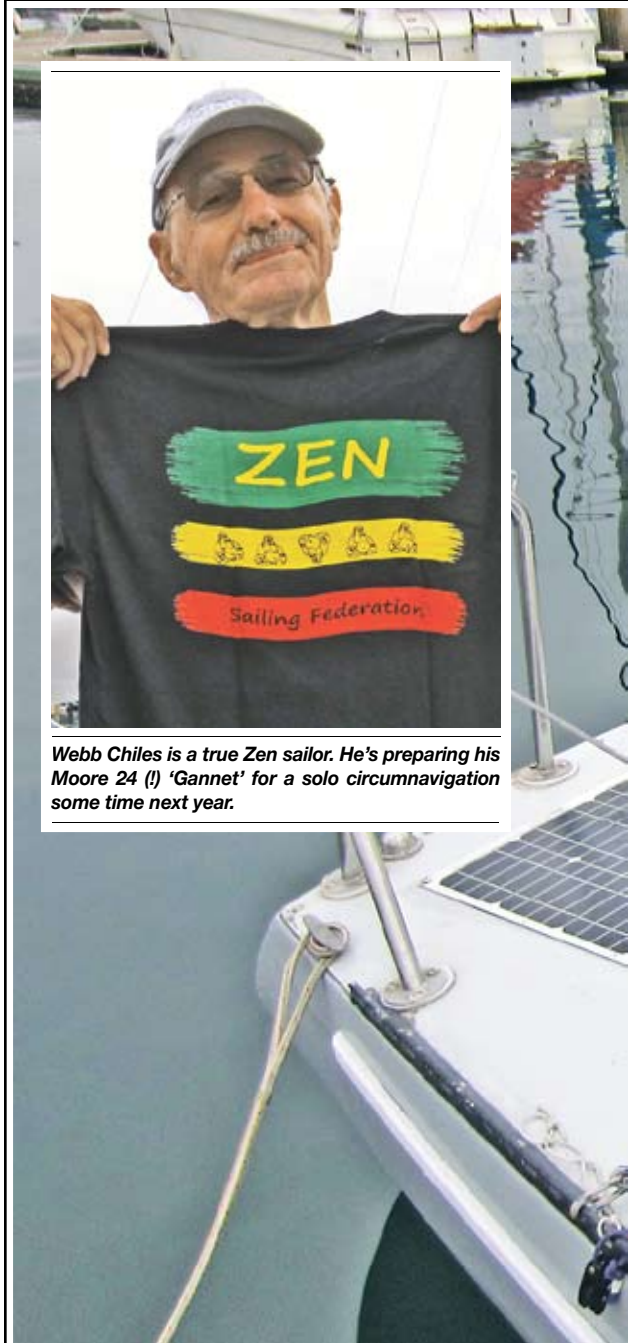
Being that the race — held on the second day of the event — is just an excuse for a fundraiser, the Leukemia Cup Perpetual trophy is awarded to the top fundraising boat. This year, it went to David Joyner and Bill Nolan's Tiburon-based Melges 24 *Relentless*, which managed to plop \$58,250 into the big kitty.

continued on outside column of next sightings page

webb chiles

A man in his early 70s losing his vision in one eye but planning to do a circumnavigation on a Moore 24 ultralight? Yeah, right.

But before you snort that this man has no idea what he's getting into, understand that he's already done five mostly (90%) singlehanded circumnavigations. And before you scoff at the notion of doing a circumnavigation on a Moore 24, understand that he's already done one with an 18-ft open boat that weighed just 900 lbs.



Webb Chiles is a true Zen sailor. He's preparing his Moore 24 (!) 'Gannet' for a solo circumnavigation some time next year.

sneak peek

(Actually, he did one circumnavigation with two 18-ft open boats, because after the Saudi Arabians confiscated his first 18-footer and threw him in jail for a few weeks, he ultimately had to complete the voyage in a sistership.)

The man we're talking about is, of course, Webb Chiles who, although he now lives in Evanston, Illinois, bought his first sailboat, an Excalibur 26, many decades ago in Berkeley. As we were driving

continued in middle column of next sightings page

leukemia cup — cont'd

Top individual donors were the tag-team combination of Matt Brooks and Pam Levy, owners of the S&S 52 *Dorade*, who pledged \$50,000, while Anne Feinberg claimed a respectable second place by raising \$44,000 to add to the pot.

As of this writing, this year's regatta raised roughly \$850,000, which is a bit under last year's \$1 million haul but well above 2010's total — and the numbers hadn't even been finalized.

The diverse fleet of 77 boats — from a Cal 20 to an Extreme 40 cat — ranging in age from 2 to 75 years old lined up in 11 fleets. After a delay for the westerly, PRO Bartz Schneider ran the proceedings like clockwork. In the end, conditions were gorgeous — 14 to 20 knots out

continued on outside column of next sightings page



PHOTOS LATITUDE / RICHARD

SIGHTINGS

leukemia cup — cont'd

of the west on a perfectly flat flood current on a clear, sunny day.

A new division for the race called the 'Classic Yachts' included Paul and Chrissy Kaplan's 55-ft S&S schooner *Santana*, the aforementioned *Dorade*, skippered by Olympian J.J. Fetter, Jim Rumer's Rhodes 48 *Copperhead* and Hank Eason's 8-meter *Yucca*. They started off the procession with *Dorade* edging out *Yucca* for the win.

The next division followed with a catamaran match race between StFYC Commodore Peter Stoneberg's Rolex Big Boat Series winner *Shadow*, a ProSail 40, and the Extreme 40 *SmartRecruiters* loaned to this writer who, if we do say so ourselves, trounced the older ProSail by over six minutes on a 16-mile course.

The contrast of old vs new, wood vs carbon couldn't have been more evident.

continued on outside column of next sightings page

webb chiles

over to meet him at the marina in Mission Bay late last month, we didn't quite know what to expect. But after spending a very pleasant hour interviewing him, we found him to be absolutely normal — except for the fact that he seems to have an unusually clear understanding of his likes and dislikes.

For one thing, the lean and fit Chiles really likes women. Which partially explains why he's been married six times. He also really likes sailing. Not sailing to get somewhere, sailing to set a record, or daysailing, but sailing for the Zen of it. It



Spread, 'Dauntless' wasn't the only eye-popping beauty in the Classic Yacht division. Above, the lovely crew of 'Dorade' collecting their hard-earned award.



PHOTOS DAVID DIBBLE

— cont'd

appeals to Chiles' sense of symmetry that if he completes a circumnavigation with the Moore, he'll have circumnavigated as many times as he's been married. Chiles also learned early on that he didn't like to work for other people, so he became an author, writing about his sailing adventures. Is it just us, or do we have a couple of things in common with Webb?

Anyway, stand by for our *Latitude 38* Interview with Webb in the December issue of *Latitude 38*. We think you'll enjoy it as much as we did.

— richard



leukemia cup — cont'd

Other class match-ups included Thomas Akin's big blue Southern Cross 52 *Meanie* and Daniel Thielman's RP44 *Tai Kuai*, and Big Boat rivals Frank Morrow on his IMX 38 *Hawkeye* and Gerard Sheridan aboard his Elan 40 *Tupelo Honey*. In some tight racing, Thielman and Morrow both edged out their rivals.

There are too many winners in too many divisions to list here — see www.leukemicup.org/sf for the full results — but the biggest winners are those who fight blood cancers, both patients and doctors, and that is a very good reason to go sailing.

— dave wilhite

our breakfast with commodore

It was our privilege, in the middle of October, to enjoy a Captain's Breakfast prepared and served by none other than lifetime sailor Warwick 'Commodore' Tompkins at his Mill Valley aerie. When we say 'lifetime sailor', we're not talking about a mere five or six decades on the ocean. It was in 1932 in Boston that the infant Commodore was brought aboard the family's 105-ft LOA schooner *Wanderbird*, which was built in the 1880s and had long served as the engineless pilot vessel for Germany's Elbe River. Commodore is still going strong — by time you read this, he and his wife Nancy will have flown back to their Wylie 38+ *Flashgirl* in New Zealand's Bay of Islands to start yet another season of cruising.

By the time Commodore — it's been his nickname since he was a baby, not a position he's held or would have wanted to hold — was four years old, he'd sailed across the Atlantic 13 times. Indeed, there are photos of him as a very young boy blithely straddling the bowsprit with his legs alone while the great schooner is underway. The family made a living by operating the schooner as a school ship for the sons and daughters of the East Coast elite.

The Tompkins family eventually sailed around Cape Horn in the winter of '36-'37, making the historic film *Fifty South to Fifty South* in the process. After that they sailed north and settled in Sausalito. Commodore has subsequently done every type of sailing gig one can imagine, from deliveries to Olympic campaigns to driving maxis to running charter boats to building his own Wylie 38+. He also was mentor to a whole generation of Northern California sailors who left their mark in racing circles from California to Florida to England.

Despite more than 80 years and countless hundreds of thousands of sea miles, the no-longer-quite-so-truculent Commodore still doesn't possess a Coast Guard captain's license. Given his views of the real-world qualifications — or lack thereof — of 90% of those who do have such licenses, it's a point of honor that he doesn't have one. It's a view shared by Robert Flowerman, his friend and another of Northern California's most experienced and respected delivery skippers.

After completing *Flashgirl* in Sonoma in April 2000, Commodore and Nancy started their long-distance cruising with a 3,700-mile passage from San Diego to Papeete in '05. They made landfall after just 21 days. Nancy remembers it as "a fabulous passage, one I wished hadn't ended so soon."

The couple have been spending parts of every year since cruising

continued on outside column of next sightings page



Commodore had no fear on his family's schooner 'Wanderbird'.

COURTESY COMMODORE TOMPKINS

SIGHTINGS

commodore — cont'd

around various parts of the South Pacific. For example, between December '10 and December '11, they did a 5,500-mile loop of the tropics between Australia and the Bay of Islands, getting as far north as the Caroline Islands. They visited 34 islands and five countries in the process. "The only place that spooked me was New Guinea," says Nancy. "It's dangerous. Everywhere else — particularly the less-

populated areas — is totally safe and the people are very friendly."

Commodore's attraction to the less-visited and less-developed islands of the South Pacific may have something to do with the fact that his father, sick of farming in the Troy, New York-area, kicked around the South Pacific a bit in the '20s. He eventually became the captain of a schooner that travelled up the Fly River in Papua New Guinea to find workers for the sugar cane fields



Commodore and Nancy agree that Opunohu Bay in Moorea is the most beautiful anchorage in the world.

of Queensland, Australia. In less-polite terms, it's called blackbirding, hiring black men to work for white people. If you think New Guinea is primitive now — and it is — you should see the now-faded photos his father took. The outfits — or lack thereof — worn by his native first mate Wagi are beyond anything that Hollywood costume departments could produce.

Two months ago, Commodore, who suffered a heart attack decades ago, received a fourth stent. Two days after being released from the hospital, the 80-year-old was aloft the 65-ft Wylie-designed cat ketch schooner *Derick M Baylis* to make sure the rigging was up to his exacting standards. Commodore was to be the supercargo — i.e. owner's rep — on the vessel during a monthlong oceanic research trip off the coasts of Northern California and Oregon for Oregon State University. Having completed that gig, and with the temperatures dropping in foggy, woody Mill Valley, Commodore was eager to get back to his boat.

"I figure I have five or maybe six more years of cruising left in me," Commodore told us, "but Nancy and I haven't figured out where we want to go. We might go east in the tropics, or we might go west. I do know that I want to return to Pohnpei in the Carolines, for I have something of an adopted son there I would like to check up on. And at some point I would love to see British Columbia from the decks of my own yacht. I also want to see the great animals of Africa, but I probably won't sail there."

In Commodore's estimation, there is no more beautiful anchorage in the world than Opunohu Bay, Moorea. Nancy is in agreement. Alas, Moorea is in French Polynesia, which is at the top of Commodore's list of the most expensive places to cruise. By French Polynesia, he includes everything French in the South Pacific, including New Caledonia. Next is Australia, which is much more expensive than the still very expensive Vanuatu and New Zealand. If Commodore wants cheap cruising, he's going to have to return to the remote parts of the Solomon Islands or the Carolines, or maybe give the Philippines or Southeast Asia a try.

For the record, Commodore's Captain's Breakfast consists of soft scrambled eggs, potatoes, onions, strawberries, English muffins, coffee and juice. Delicious.

— richard

the rocketeer

Film and television actor Billy Campbell, perhaps best known for playing the title role in the '91 film *The Rocketeer*, is officially a hero for helping to save the lives of three sailors earlier this month. On September 10, Campbell and his crew were on the maiden voyage of his new 50-ft David Westergard-designed wooden schooner *Martha Seabury*, which had been launched in Lunenburg, Nova Scotia, in August. They were bound for



Wagi, first mate on one of the senior Tompkins boats.

to the rescue

the Newport Boat Show and were about four miles off Cuttyhunk Island in Massachusetts when, around 7:30 p.m., a crewmember spotted three men clinging to an overturned 15-ft sailing dinghy. Skipper Michael Moreland doused sail, started the engine, and went to their aid.

"The three victims were in their 20s," he said in a report. "Two were in PFDs

continued in middle column of next sightings page

the true *spirit of the sea*

"Captain, can this boat go faster?" shouts an ebullient teenager from Redwood High School's continuation program. A few of his classmates chime in. "Faster! Faster!"

The captain ignores the pleas for speed. Suddenly, as if on cue, the wind picks up and the boat starts to heel as the sails fill with a brisk San Francisco Bay breeze. As the vessel scoots along past Alcatraz, the kids' excitement increases.

On this crystal-clear autumn day, 20 students are under the watchful eye of Capt. Richard Gillette and his all-volunteer crew aboard a 64-ft steel cutter, built more for long-range expedition voyaging than

continued on outside column of next sightings page



"To understand me, you have to understand my father," says Commodore, seen here in his dad's arms.

SPREAD: LATITUDE / RICHARD. INSETS: COURTESY COMMODORE TOMPKINS

SIGHTINGS

spirit of the sea — cont'd

sublime daysails. In fact, she recently completed a 13-month, 24,000-mile circumnavigation of the American continents to raise awareness of ocean health issues under the command of Capt. Mark Schrader as *Ocean Watch*.

Capt. Richard's passion for ocean education seems to segue perfectly into this vessel's current incarnation as *Spirit of the Sea*. One year ago, Richard founded the nonprofit organization of the same name, and brings hands-on experiences that are not possible in a classroom.

"Safety is our number one priority," he says. "We strive to be the safest boat on the Bay." The secondary mission is fun. Capt. Richard clearly loves having young people onboard and makes connections easily, whether by teasing a young lady for texting — much to the delight of her peers — or by guiding a youngster who is at the helm.

The ability to capture the attention of a group of teenagers is a much

continued on outside column of next sightings page

rocketeer

but one was not. It was quickly apparent that all three were hypothermic and low on strength and energy."

After the crew pulled the three men, who were apparently out for a daysail, from the water, they wrapped them in wool and sleeping bags. They were later transferred to a Coast Guard cutter and are reportedly no worse for wear.

As for the schooner, she was conceived as a collaboration between Lunenburg master shipwrights. According to their site, the New Lunenburg Schooners — *Martha* and her 'twin sister' — were "built in the tried and true, time-tested



SPREAD: MARY LOU WAKEFIELD; INSET: JAK MANG

— cont'd

way with stout wooden planks on heavy double-sawn frames, the same techniques that created the famous 'Fast and Able' North Atlantic fishing schooners *Bluenose* and *Bluenose II* of Lunenburg and the great schooners of Gloucester, but using only the very best materials and finest durable timbers sourced from around the world."

For his part, Campbell says he's thrilled with *Martha's* performance. "She's a dream . . . better than I ever imagined or hoped for." Read more about the 'classic' boats at twinschooners.blogspot.com.

— ladonna



Spread, British septuagenarian Jeanne Socrates left Victoria, BC, on October 22 on her third nonstop solo circumnavigation attempt aboard her Najad 380 'Nereida'.



spirit of the sea — cont'd

more challenging task than sailing this rugged 44-ton vessel. Yet Capt. Richard makes it look easy.

During his environmental awareness lectures, the entire group listens with rapt attention. Of course, bribery helps keep them on their toes: He offers a cherished spot on the bow to the first student who can repeat a fact about ocean conservation.

"What percent of the earth's surface is ocean?" booms the captain's voice. A gaggle of hands fly up. He points to the first one. "Seventy percent, Captain!" responds a young woman, who's attired in Ugg boots, jeans and a 49ers sweatshirt under her life vest.

Richard's passion rubs off as he gently persuades the kids to recycle and do their part for the planet. Many of them have never been on the Bay, let alone on a boat. One 17-year-old boy asks what bridge we're passing under — the Oakland Bay Bridge. What seems natural to us sailors is a whole new world for landlocked youth.

After a delightful three-hour sail, we motor down the Estuary to *Spirit of the Sea's* permanent dock at Jack London Square. London would be proud of the work Richard and his crew do as a pure labor of love; inspiring, cajoling and teaching youngsters about the beauty and fragility of the seas.

Capt. Richard's resume includes 30 years as a professional photographer with his work appearing in *Time*, *Wine Spectator* and many other publications. He was recently recipient of the Jefferson Award for his work with children in the San Francisco Bay Area, and holds a US Coast Guard 100-ton Master's license, and US Sailing Instructor Certificate.

The *Spirit of the Sea* works with many local agencies, and hosts youngsters with life-threatening illnesses, underprivileged youth, foster children and kids from after-school programs. Studying marine organisms, such as viewing plankton through a microscope, adds to the nature of fun scientific and aquatic education.

Once the school group has departed, Richard expresses his immense appreciation to his crew. He exclaims more than once, "We wouldn't be here if it weren't for all of you volunteering your time." One of the women crewing said she was as rusty at sailing as she was at interacting with teenagers, but her motivation for volunteering was to push herself out of her comfort zone.

If you'd like to push your own comfort zone a bit and give back to the community, you can donate time or money by getting in touch with Capt. Richard at CaptainRichard@spiritofthesea.org. Find out more at www.spiritofthesea.org.

— lynn ringseis

the irrepressible jeanne socrates

You just can't keep Jeanne Socrates down. The irrepressible Brit left Victoria, B.C. the morning of October 22 aboard her Najad 380 *Nereida* on her third attempt at a nonstop solo circumnavigation. If she succeeds in completing this one nonstop — she was forced to stop during her last two circumnavigations when her boat was damaged — she'll not only be the oldest woman, at 70, to have done so, she'll also be the only woman to have done so starting from North America.

Though record-keeping organizations no longer recognize age-based sailing records, they are very interested in geographical and gender-based records. That being the case, Canadian Tony Gooch, who set

continued on outside column of next sightings page



Capt. Richard spends his days teaching landlocked youngsters about the ocean.

LYNN RINGSEIS

socrates — cont'd

the record for the first North American (Victoria) singlehanded nonstop circumnavigation in '03, was on hand to seal her prop shaft and take her time for the World Sailing Speed Record Council. It's interesting to note that Socrates is not sponsored — other than a few equipment donations — and she's sailing to raise money for the Marie Curie Cancer Care, a nonprofit that supplies nurses to terminally ill patients.

Socrates' journey should take about eight months — over half of it in the Southern Ocean! — and we'll be posting frequent updates from her in *Lectronic*. You can also follow her at www.svneraida.com.

— ladonna

supporting hope for the warriors

Working in the charitable nonprofit sector can be challenging. Getting a new wounded-veteran's sailing program off the ground has entailed a year's worth of 3 a.m. emails and hard work. So it was with much gratitude to learn that Ted Turner would be sailing to benefit our group, Hope for the Warriors, in the recent 12-Meter North American Championship regatta, held off Newport, Rhode Island, in late September. And I was stoked to be invited as a guest of honor and guest speaker next to Turner and Gary Jobson!

Arriving in Newport on a Thursday, I went straight to the yacht harbor and hopped on Ted's old 12-Meter *American Eagle*, which was sporting a big Hope for the Warriors boom cover for the regatta. Sailing on the big, heavy 68-ft yacht was an absolute thrill. After a year of mostly solo ocean racing on a lightweight Moore 24, it was a huge departure to be part of a 16-man crew practicing things like mark roundings, gybe sets and windward douses.

After a great afternoon of sailing in 12 knots of breeze, we docked *American Eagle* back at the wharf and everyone prepared to head to the official regatta dinner, which was again a benefit for Hope for the Warriors. It was an incredible honor to be one of three guest speakers for the evening, in addition to Turner and Jobson. One of the real thrills was just in sharing a dinner with them. They were so gracious and down to earth.

After a night of hanging with the boys in Newport, I cancelled my flight back to Seattle and stayed for an extra three days to sail in the regatta. It was a good decision. With 10-15 knots of breeze for the majority of the regatta, the racing was close and tactical. Traveling back to the West Coast, I prepared to host another wounded-veteran sailing clinic, owing much to the generosity that we received in Newport.

From October 3-6, Hope for the Warriors and BAADS teamed up to conduct our second wounded-vet sailing clinic of the year in San Francisco. The clinic taking place at Pier 40, we flew four wounded Iraq and Afghanistan veterans to the West Coast, in addition to hosting one Marine who was semi-local. Over three days, we taught the guys how to sail using BAADS' Access dinghies in and around McCovey Cove, next to AT&T Park. The guys loved it!

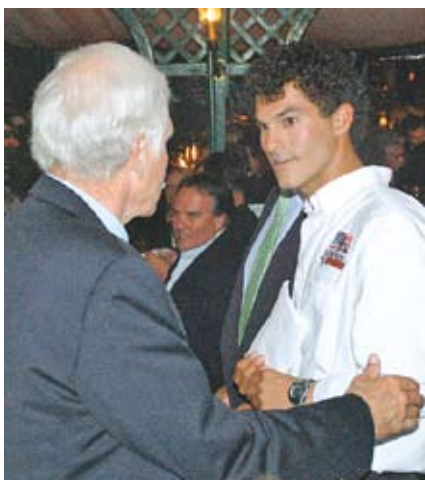
After the sailing on the first day, we took the group to explore Muir Woods. After sailing on the second day, we enjoyed a tour of the Pier 30/32 America's Cup compound courtesy of Team Oracle USA. That night, Drew Harper of Spinnaker Sailing generously took

continued on outside column of next sightings page

sailgating at

In late August, Discover Boating released their list of favorite 'boatgating' — we, of course, prefer to call it 'sailgating' — locations in the country. "The combination of two American pastimes — boating and tailgating — is still one of the most unique ways to enjoy game day at stadiums across the country," said the press release.

Naturally, San Francisco's AT&T Park, home of the Giants, made the cut. "Catch all the action or even a splash hit — home runs that land in the water on the fly without hitting the Arcade or Portwalk — from



SALLYANNE SANTOS

Ronnie Simpson met sailor, media mogul and philanthropist Ted Turner at the 12-Meter NAs.



the world series

a boat in McCovey Cove, where the scoreboard and replay screens are visible.”

As baseball fans know, the Giants won the National League Championship Series last month and, as this issue goes to press, are just starting the World Series against the Detroit Tigers. By the time you read this, the popcorn and trash will have been swept away, but we have no doubt the memory of a family cruise-out to McCovey Cove to watch the World Series will not be soon forgotten.

— *ladonna*

hope — cont'd

the group on a sunset cruise on his Santa Cruz 50 *Yukon Jack* to watch the America's Cup World Series fleet racing. Then on the third day, Team Oracle USA again brought out the red carpet to host our group to a tour of Pier 80 and the AC 72 *USA 17*. The whole thing was epic! One of our veterans, a recent double above-the-knee amputee, was so inspired by the clinic that his new dream is to race sailboats. We're proud and honored to be able to sponsor him in an upcoming Paralympic development regatta.

Hope for the Warriors will be expanding the vet's sailing program to include four clinics for next year, including San Francisco and Newport, Rhode Island. Find out how you can help by emailing me at rsimpson48@yahoo.com.

— *ronnie simpson*



Spread, Ted Turner's 12-Meter 'American Eagle' sported the Hope for the Warriors logo during the recent North American Championships for the class. Inset, Simpson has run two sailing clinics for wounded vets with the help of the Bay Area Association of Disabled Sailors (BAADS) and hopes to expand the program. Check out the group's inspirational video at vimeo.com/50964197.