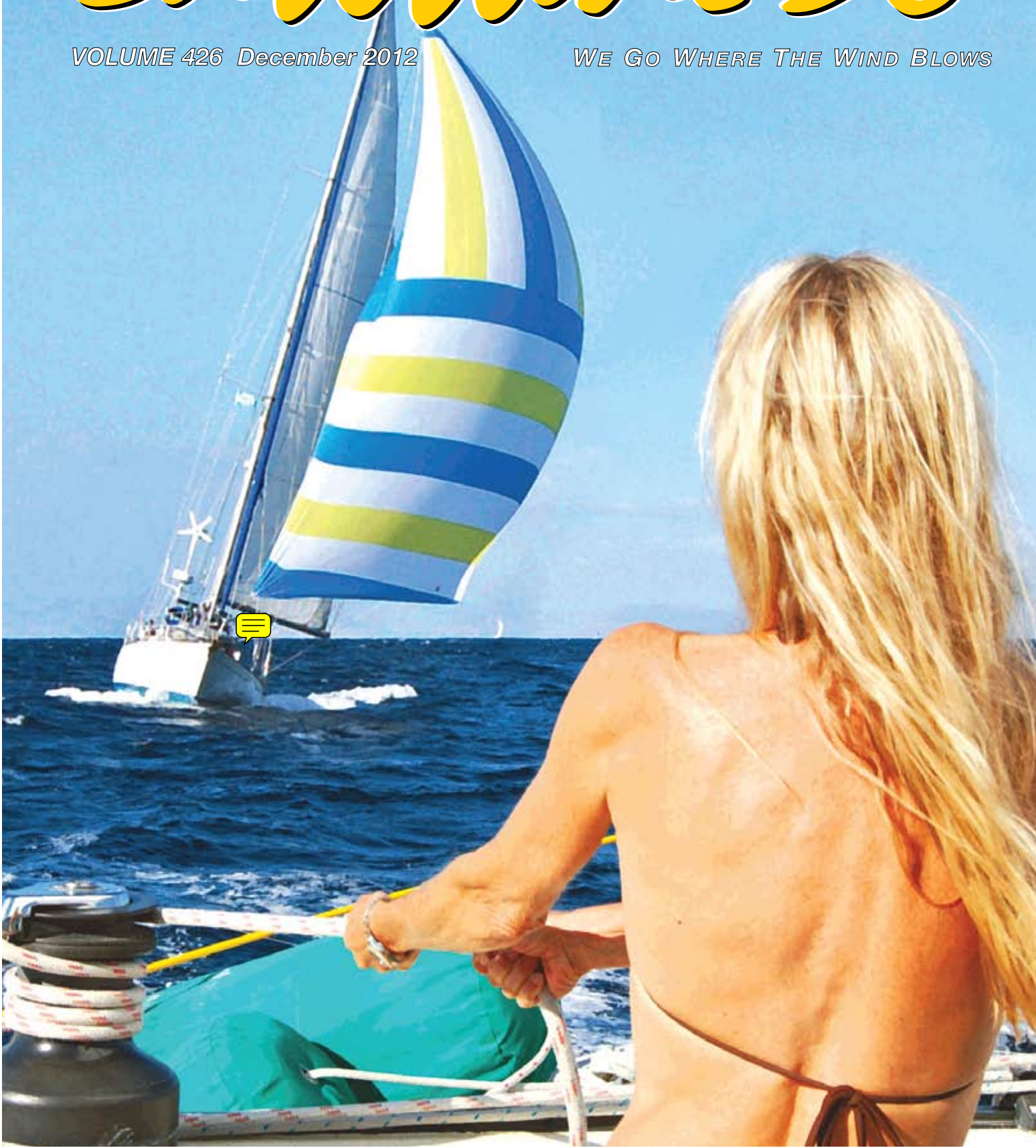


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VOLUME 426 December 2012

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DECEMBER 2012

VOLUME 426



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PHOTO ERIK SIMONSON/WWW.PRESSURE-DROP.US



*Shameless**

Each fall the Yacht Racing Association of San Francisco Bay schedules a Champion of Champions regatta. Called the Yankee Cup, it pits the winners of each YRA division against all the other season's winners.

The fleet is split into two groups, according to each boat's PHRF rating. This year the trophy for PHRF 2 was awarded to *Shameless*, George Ellison's Schumacher 30.

George is happy with *Shameless's* success and happy to share it, giving credit where credit is due: to Carl Schumacher for designing a great boat, to his steady crew for their skills and commitment, and to Kame Richards of Pineapple Sails for designing and building sails that match the boat, the racing goals and the budget.

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Cover: Harry Hazzard's Idylle 15.50 *Distant Drum* threatens to pass the committee boat *Profligate* during last month's Baja Ha-Ha Rally.

Photo: Latitude 38/Andy

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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!



Jeanneau Sun Odyssey 45, 2007
\$290,000



Beneteau 381, 1999 \$89,000



Island Packet 380, 1999 Galatea
\$227,000

SAIL

51'	Beneteau Cyclades	2006	\$235,000
50'	Gulfstar	1977	139,500
46'	Beneteau Oceanis 461	1998	174,000
45'	Jeanneau Sun Odyssey	2007	290,000
42'	Beneteau First 42	1985	89,500
41'	Tartan 4100	2004	345,000
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'	Beneteau 381	1999	89,000
38'	Island Packet 380	1999	199,000
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'	Freedom	1984	47,500
32'	West sail	1976	64,400
31'	Island Packet	1988	55,000
28'	Alerion Express	2002	74,500
24'	Corsair Sprint 750	2008	55,000

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61'	Mikelson SFPH	2002	990,000
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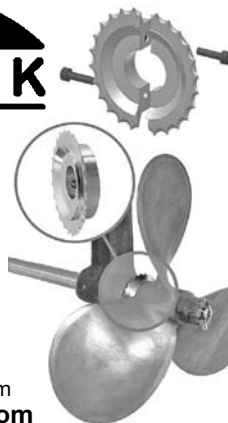
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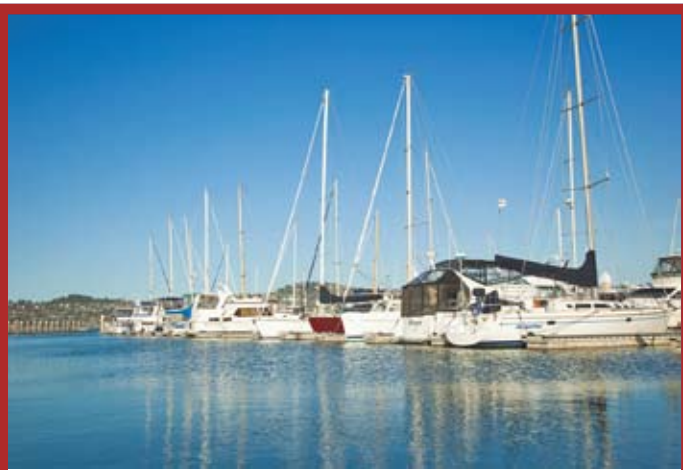
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CALENDAR

Non-Race

Dec. 1 — 36th Annual Lighted Yacht Parade on the Oakland/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 — South Beach YC Lighted Boat Parade along the South Beach shoreline, 6 p.m. Dinner and hot ruddered bum at the YC after. Info, www.southbeachyc.org.

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. 1-18 — *Hawaiian Chieftain* docks in Sacramento until 12/6, then moves to Antioch. For dates, times and details on tours or booking passage, see www.historicalseaport.org.

Dec. 2 — Monterey Peninsula YC Lighted Boat Parade, 5:30 p.m. Info, www.mpyc.org.

Dec. 2 — Subasta Auction at Marina de La Paz, 9 a.m.-4 p.m. This fundraiser for needy kids in La Paz is hosted by Fundación Ayuda Niños La Paz (FANLAP) and sponsored by Club Cruceros. Info, www.FanlapSubasta.com.

Dec. 2-30 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Dec. 5, 12 — 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.

Dec. 8 — Holiday celebrations at Hyde St. Pier with live music, activities and a visit from the Big Guy himself, 3-4:45 p.m. Kids under 16 free, adults \$5. Tour historic vessels from 6-9 p.m. Free, RSVP required. Info, (415) 447-5000.

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



LATITUDE / LADONNA

Lighted yacht parades are a wonderful excuse for a winter outing. Just be sure to pack warm clothes and warming libations.

Dec. 8 — Petaluma YC Lighted Boat Parade, 6 p.m. Info, www.petalumayachtclub.com.

Dec. 9 — Hanukkah begins at sundown.

Dec. 14 — St. Francis YC Lighted Boat Parade, from Pier 39 to Ft. Mason, 6 p.m. Info, www.stfyc.com.

Dec. 21 — Summer Sailstice for those in the southern hemisphere. It's still six months away for the rest of us.

Dec. 22 — San Rafael Lighted Boat Parade, 5:30 p.m. Info, www.marinyachtclub.com.

Dec. 25 — Shop our online chandlery for the perfect gift for your favorite sailor. Go to www.latitude38.com and be sure to order by 12/14 for delivery in time for Christmas.

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Catalina 470, 2005	\$327,000
Catalina 470, 1999	MOTIVATED SELLER! 170,000
Catalina Morgan 440, 2006	SOLD!
Catalina 42 MkII, 2004	195,000
Catalina 42, 1989	MOTIVATED SELLER! 89,000
Catalina 400, 2004	SOLD!
Catalina 400, 2001	REDUCED! 168,000
Catalina 380, 2000	134,900
Catalina Morgan 38, 1994	SOLD!
Catalina 36 MkII, 2001	98,500
Catalina 36, 1999	REDUCED! 82,500
Catalina 36, 1995	75,000
Catalina 36, 1984	49,500
Catalina 36, 1983	REDUCED! 51,900
Catalina 350, 2005	129,900

Catalina 350, 2003	116,500
Catalina 34, 2003	95,000
Catalina 34, 1990	47,500
Catalina 34, 1987	49,000
Catalina 34, 1989	47,500
Catalina 320, 2000	SOLD!
Catalina 310, 2000	REDUCED! 74,900
Catalina 310, 2000	59,000
Catalina 30, 1988	34,000
Catalina 30, 1984	22,000

Preowned Sailing Yachts at Our Docks

Gulfstar 50 owners' model, 1978	125,000
Beneteau 473, 2006	288,500
Norseman 447, 1984	199,000
Tartan 4100, 2004	345,000
C&C 38, 1979	41,000
Tayana 37 Cutter	77,000

Hunter 37, 1987	49,000
Hunter 356, 2003	REDUCED! 84,995
Santa Cruz 33, 1978	35,000
Hunter 31, 2007	REDUCED! 69,500

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Ranger 27 Tug, 2012	159,937
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Ranger 25SC Tug, 2010, incl. trailer	REDUCED! 120,000
Ranger 25 Tug, 2008	120,000
Ranger 21EC Tug, 2009	47,500
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Cascade	36	1981
Hanse 350	35	2008
Sea Ray Sundancer	34	2001
Bristol 31.1	31	1983
Wyliecat	30	2013
Willard Cutter	30	1976
Herreshoff Ketch, a "10"	30	1962

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CALENDAR

Dec. 28 — Sail under the full moon on a Friday.

Jan. 1 — Clear away last night's cobwebs with a daysail.

Jan. 1 — 'Round the Island circumnavigation of Alameda. Starts at Island YC, then on to Aeolian and Ballena Bay YCs, finishing at Encinal YC. Info, IslandYCEvents@yahoo.com.

Jan. 9-13 — 53rd Annual Portland Boat Show at the Expo Center. Info, www.otshows.com.

Jan. 24-27 — San Diego Sunroad Boat Show at Sunroad Resort Marina on the east end of Harbor Island. Info, www.bigbayboatshow.com.

Jan. 25-Feb. 3 — Seattle Boat Show Indoors + Afloat at CenturyLink Field & South Lake Union. The largest boat show on the West Coast. Info, www.seattleboatshow.com.

Racing

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

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

Dec. 12-14 — Banderas Bay Blast & Pirates for Pupils Spinnaker Run. Info, www.vallartayachtclub.org.

Dec. 15 — Fall #8. SSC, www.stocktonsc.org.

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

Jan. 1 — Master Mariners New Year's Day Race and Chili Potluck at Pt. San Pablo YC in Pt. Richmond. Info, (415) 364-1656 or www.mastermariners.org.

Jan 20-25 — 26th Annual Key West Race Week by Quantum. Info, www.premiere-racing.com.

Jan. 26 — Three Bridge Fiasco, one of the oddest and most entertaining races ever invented, and the first SSS event of the season. Info, www.sfbaysss.org.

Midwinter Regattas

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

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

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intracub 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: 1/19, 2/16, 3/16. Info, rearcommodore@encinal.org.

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

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

OAKLAND YC — Sunday Brunch Series: 1/6, 1/20, 2/3, 2/17, 3/3. Jim, oyracecom@gmail.com or (510) 277-4676.

REGATTAPRO — Winter One Design & IRC: 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: 12/15, 1/19, 2/16, 3/16. Info, (831) 425-0690. Laser Midwinters: 12/9, 1/13, 2/10, 3/10. Rob, robschuyler@cruzio.com.

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

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

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

SOUTH BEACH YC — Island Fever Midwinters: 12/15,

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40' Caliber 40 LRC, 1998
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39' Cal MkII, 1979
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37' Tayana Cutter, 1977
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Center Cockpit, 2006
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CALENDAR

1/19, 2/16, 3/16. Info, www.southbeachyc.org.

TIBURON YC—Midwinters: 1/12, 2/9, 3/9. lan_race@tyc.org.

VALLEJO YC—Tiny Robbins Midwinters: 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.

December Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
12/01Sat	0158/4.6	0626/3.1	1214/5.6	1905/-0.3
12/02Sun	0237/4.6	0710/3.2	1254/5.4	1942/-0.2
12/08Sat	0643/5.9	1320/0.8	1945/4.0	
	LOW	HIGH	LOW	HIGH
12/09Sun	0042/1.9	0726/6.3	1411/0.0	2058/4.2
	HIGH	LOW	HIGH	LOW
12/15Sat	0126/5.3	0608/2.5	1216/6.7	1857/-1.4
12/16Sun	0213/5.4	0709/2.5	1309/6.2	1945/-0.9
	LOW	HIGH	LOW	HIGH
12/22Sat	0011/2.1	0656/5.9	1356/0.6	2037/4.0
12/23Sun	0107/2.4	0737/6.0	1443/0.2	2139/4.2
12/24Mon	0200/2.7	0817/6.0	1524/-0.1	2229/4.4
12/25Tue	0248/2.8	0855/6.1	1600/-0.3	2312/4.6
	HIGH	LOW	HIGH	LOW
12/29Sat	0055/4.8	0528/2.9	1120/6.0	1808/-0.5
12/30Sun	0127/4.9	0607/2.9	1158/5.8	1840/-0.4
12/31Mon	0158/5.0	0648/2.8	1238/5.6	1913/-0.2

December Weekend Currents

date/day	slack	max	slack	max
12/01Sat		0002/3.2F	0332	0536/1.9E
	0846	1135/2.0F	1414	1742/4.3E
	2139			
12/02Sun		0040/3.2F	0414	0620/2.0E
	0931	1219/1.9F	1455	1826/4.1E
	2218			
12/08Sat	0209	0518/3.0F	0826	1128/4.0E
	1529	1815/2.8F	2126	2350/2.6E
12/09Sun	0303	0609/3.0F	0910	1221/4.6E
	1621	1915/3.3F	2232	
12/15Sat	0304	0518/2.7E	0828	1119/3.1F
	1408	1728/5.5E	2124	
12/16Sun		0028/4.3F	0352	0610/2.8E
	0929	1215/2.9F	1505	1819/5.0E
	2214			
12/22Sat	0240	0544/2.6F	0836	1151/3.6E
	1553	1900/2.7F	2149	
12/23Sun		0016/1.8E	0333	0633/2.4F
	0921	1240/3.8E	1643	1952/3.0F
	2248			
12/24Mon		0113/1.7E	0423	0718/2.4F
	1004	1323/4.1E	1728	2038/3.2F
	2339			
12/25Tue		0159/1.7E	0508	0759/2.4F
	1045	1403/4.3E	1809	2120/3.3F
12/29Sat	0224	0431/2.1E	0744	1032/2.4F
	1317	1637/4.6E	2036	2335/3.4F
12/30Sun	0301	0511/2.2E	0824	1112/2.3F
	1356	1718/4.4E	2109	
12/31Mon		0009/3.4F	0338	0553/2.4E
	0908	1156/2.2F	1437	1800/4.2E
	2143			

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50' Bakewell-White, '02, <i>Brisa</i>	\$615,000	39' Carroll Marine CM 1200, '95*.....	\$55,000	33' Back Cove, '08.....	SOLD
48' J/145, Hull #9, '03*.....	\$675,000	38' True North 38, 2002, <i>Ricochet</i>	\$184,900	32' Catalina 320, '95*.....	\$52,000
48' C&C Landfall 48, '81, <i>Footloose</i>	\$159,995	38' Aerodyne 38, '03, <i>Kira</i>	\$189,000	30' Columbia 30, '06, <i>Escudero</i>	\$89,800
48' 1D48, '96, <i>Chaya</i>	\$60,000	38' Alerion, '07*.....	\$269,000	30' J/30, '79*.....	\$26,000
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43' J/130, '96*.....	\$184,000	35' J/105, '02, Hull #581, <i>Business Time</i>	SOLD	28' J/28, '87*.....	\$32,000
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40' J/120, '02, <i>Alchera</i>	Reduced \$169,000	35' J/105, '00, Hull #347, <i>Bald Eagle</i>	SOLD	26' J/80, '01, <i>Nimbus</i>	SOLD
40' J/120, '98, <i>Jolly Mon</i>	\$165,000	35' J/105, '99, <i>Life Is Good</i> *.....	\$68,900	26' J/80, '00*.....	\$29,000
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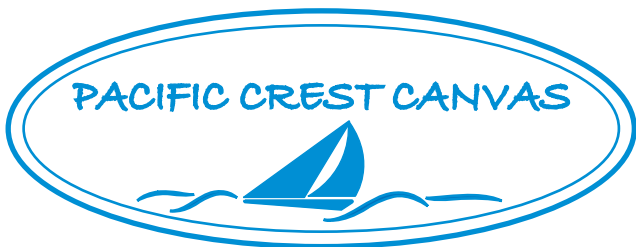
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LETTERS

↑↓ MEET LITTLE ALCATRAZ

Help! I read about the charter vessel *Neptune's* recently hitting a shoal in the Bay. It was described as being on "the west side of Alcatraz." I sail the Bay, but I'm not aware of such a rock. Can you help?

David Westcott
Special Lady, Ericson 34
Brickyard Cove

David — The shoal/rock is about 100 yards off the WNW tip of Alcatraz, and there is a buoy about 250 yards off the island to warn mariners. See your chart. Every couple of years a boat such as Neptune goes up on it — some even get stuck — to remind folks that it's there. Luckily nobody was injured or killed.

Can anybody think of other popular bits of Bay bottom that take Northern California sailors by surprise?

↑↓ ONE DAY TOO LATE

We read about Victor Beelik's advice to turn off one's depthsounder around whales — the ping seems to attract them — one day too late. We were sailing just outside the Gate on Saturday, November 3 when a California grey whale approached us with great curiosity — despite our best efforts to jibe away. The inquisitive creature just kept turning with us until it was



COURTESY MANU KAI

about parallel with our transom about 25 feet to starboard.

Since we sail a Hunter 41DS, and this gentle creature obviously was bigger than our boat, we were more interested in evasive maneuvers than in taking photographs.

'Manu Kai's depthsounder will now be switched off when near whales.

The video I shot was much more impressive, as it helps you appreciate the true size of our visitor.

Whale encounters are no longer rare for coastal cruisers, and we've had many up and down the coast for years. But this one was a bit different, as the whale was clearly interested in us. Now we'll know to turn off the depthsounder immediately when in the vicinity of whales, so as not to confuse them unnecessarily or encourage our fond friends to visit.

Ken Mumford & Cathy Kirby
Manu Kai, Hunter 41DS
Kailua, HI / Alameda

Ken and Cathy — Based on our experience, the number and variety of whales off the coast of California and Mexico seems to have increased dramatically in the last 10 years. During this year's Ha-Ha we had another whale first: three orcas (mom, dad, and baby), which are toothed apex predators, coming very close to Profligate. Mom and the baby were about 30 feet away, while dad came within three feet of the port transom — where crewmember Mark was dumping fish guts overboard — before swimming under the cat. Mark freaked because the 'killer' whales' diet consists almost exclusively of mammals. Mark estimated the male's length to be 20 feet; de Mallorca guessed 10 feet; and Susie guessed 30 feet. Scientists report that males are generally 20 to 26 feet long.

For what it's worth, we had our depthsounder on.

↑↓ SHOCKING SELF-RIGHTEOUSNESS

I know my letter is rather late and the controversy is a bit cold. I didn't write it until I read about the sinking of the



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Svendsen's Boat Works would like to extend our sincere thanks and good wishes to you and your family. As we go forward into the New Year, we hope to see more and more people discovering the joy of boating, from dinghy sailing to cruising to Big Boat racing – and, of course, the thrill of the Cup races in 2013!

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LETTERS

Bounty [ed note: see *Sightings* for that story], which has inspired commentary similar to what I'm reacting to.

As I would have expected, *Latitude* hit just the right note in the September issue recap of US Sailing's Final Report on the loss of five lives and *Low Speed Chase* at the Farallon Islands. Two points:

1) How many of the skippers in that race knew the 1.3-times-the-wave-height figure for breaking waves? How many knew exactly how big the waves were that they were sailing in, and that two or three out of 257 would be expected to be of a much greater height? How many were checking their GPS when they rounded the island in order to steer a course that was far enough off to be safe according to these calculations? Maybe I'm naïve, but I can't believe it was very many.

2) I wonder how many sailors would claim that they've never had a moment when they said, "Whoa, that was close. We got away with one." If they made such a claim, whether they were racers or not, I wouldn't believe them.

I'm shocked at the amount of self-righteousness I hear from some sailors, even prominent ones, commenting on the loss of *Low Speed Chase*. We are now hearing similar opinions with regard to the sinking of the *Bounty*. As I write this, very little in the way of facts about the *Bounty* incident has been revealed, yet no less a personage than Don Street has already called the captain, who lost his life, "foolish" on *Scuttlebutt*. This stuff is so easy to say, but we should remember that some truly great sailors have died at sea, and ask if it is logical to claim we are superior to them because we managed to stay lucky. No matter how experienced a sailor you are, it takes a lot of hubris to believe you are smarter than the ocean.

Since *Latitude* requested the sailing experience of those commenting, I certainly wouldn't call myself a racer, but I have done a bit of racing around here. For example, the '99 Doublehanded Farallones on my Ericson 39, where there was a fatality and we got dismasted. I also have been around the Southeast Farallon in heavy weather when I was not racing, and will confirm that the waves on the windward side of the island can steepen up in a very intimidating way without warning. My other sailing experience includes a circumnavigation with my Ericson. I also hold a 50-ton Master's License.

Tony Johnson
Whisper, Catalina 22
San Francisco

↑↓ HF RADIO IS A GREAT TOOL

While the 180-ft replica of HMS *Bounty* was lost to Hurricane *Sandy*, it looks as if the crew used HF/SSB radio to get their distress message out. While this will be amazing to some, it is proof — again — that since HF/SSB email can routinely travel 2,000 to 5,000 miles, and has a massively redundant shore station infrastructure, when the shit hits the fan, HF/SSB email is an obvious mode to use.

I have information from Winlink that the *Bounty* was able to connect to three shore stations to pass data, with at least two of the stations outside the "affected" area of *Sandy*. This is where HF/SSB excels, and is the reason government agencies, hospitals, universities and Fortune 500 companies have installed HF with modems as an alternate path to pass email. Connecting to a shore station that is high and dry 1,000 miles from the disaster is the advantage. Satellite links are cool, but there are a limited number of connections a sat can support and, in a disaster, they get used up very quickly.

If any yacht clubs or other organizations would like more background on HF/SSB, sending data over SSB, and so on, please don't hesitate to contact me. I have done public speak-



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LETTERS

ing on the topic, and in the late '90s was one of the first to embrace this data technology. In the interest of full disclosure, we are the North American distributor for Pactor modems, which is what the *Bounty* used to send their messages. Gary and I are passionate about sending data over HF, and by highlighting the *Bounty* incident we can raise awareness — when boiled down, HF/SSB is a basic piece of safety equipment.

Eric Steinberg
Sausalito

Readers — With or without a Pactor modem that allows for sending emails and getting GRIB files, HF/SSB is a great tool for cruisers. After all, starting your own cruising net requires nothing more than picking a time and frequency, and getting your friends to participate.

*HF/SSB is great in emergencies, too, but it does have limitations. In the case of *Bounty*, they eventually lost electrical power or their antenna, severing their contact with shore. At that stage, either an EPIRB or Spot Messenger would have been of more use.*

↑↓ THIS SHOULD BE THE MOST EXCITING AC EVER

Right on! That's my response to *Latitude's* 'modest proposal' that the AC72s be dropped right now in favor of something like the MOD 70 trimarans and fleet racing rather than match racing.

Not only are the AC72s with fixed wings vulnerable to the wind and chop on San Francisco Bay, the addition of foil technology inserts a wild card that if someone hits it right —



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The MOD 70s would make for fantastic racing on San Francisco Bay.

look at the difference between the boards on New Zealand's cat and Oracle's cat — they could run away with the race.

I have always thought a one-design was better than a formula boat because it puts the competition in the hands of the sailors, not the designers. And I agree with *Latitude* that even existing big, fast one-design trimarans could make a thrilling America's Cup.

The worst thing that could happen would be for every AC72 boat to break in the Trials or Cup races, and the victory to be determined by default of the last boat standing.

The America's Cup in San Francisco could be the greatest since it was held in Fremantle in 1987. Someone should make sure that it happens.

Robert Hawkins
Empty Bucket, Mainship 34
Ft. Lauderdale, FL

Robert — Our only disagreement with you is our belief that MOD 70 — or similar — one-design fleet racing in the America's Cup would be much more exciting than in Fremantle. After all, San Francisco Bay offers a more spectacular viewing 'stadium', and the trimarans are three to four times as fast as the lead mines of Fremantle.

↑↓ DEED OF WHAT?

Latitude's idea of one-designs for the America's Cup violates the Deed of Gift of the America's Cup. That Larry Ellison co-opted the America's Cup name to create the America's Cup

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LETTERS

World Series has provided the opportunity to experience fleet races that are at once exciting and compelling. The World Series, however, is a separate show from the America's Cup.

What the America's Cup gives us is the focused advancement of boat design, material usage, marlinspike seamanship, sail design and construction, and athletic development, not to mention the development of professional sailing.

Yes, the America's Cup is a messy, dirty affair, but it does its part to make the sport just that, a sport.

Dave Wilhite
Novato

David — Deed of Gift? We say Schmeed of Gift. We're interested in the most exciting, greatest participation, 'big bang for the buck' racing possible, and think most of the stakeholders would agree with us.

We don't know if Larry Ellison or Russell Coutts was the one to come up with the current World Series and America's Cup concept, but we think they did a pretty darn good job, particularly when it has come to racing the 45s in windy and spectator-friendly venues — meaning San Francisco as opposed to San Diego. Alas, we think they overreached with the 72s, which we think at least Coutts has sort of admitted. It's no secret that none of the other syndicates are thrilled with the 72s, and they've hardly had a chance to flip their 72s yet.

You know the old racing expression when you find yourself on the wrong side of the course: 'When you got to eat shit, take big bites.' While we doubt that it's gonna happen, we think it's time for the America's Cup folks to take a big bite, unpleasant as it may be to swallow.

↑↓ A BETTER SHOW FOR ALL

As usual, *Latitude* is right on with your opinion. Although it's fun to watch those screamin' 72s — same thrill as watching a tightwire walk over the Grand Canyon, and perhaps a little morbid, too — I think safety should be a part of the spectator/gladiator equation.

Furthermore, fleet racing, as opposed to match racing, with those big trimarans, would be a far better show for all, sailors and non-sailors alike, just as *Latitude* pointed out. And with less risk to the participants. Maybe they'll even get a few more syndicates involved, due to what could be a much lower cost of campaigning one-design boats.

Tommy, Medy & Ray-dude Fowler
Living aboard
Liahona, CT-35
San Pedro

Tommy, Medy and Ray-dude — Darn tootin' there would be more syndicates involved in a less expensive America's Cup. Consider the French. They won't have an AC72 in the America's Cup, but they already have four French MOD 70 teams for a competition that doesn't have a fraction of the cachet of the America's Cup. We think the America's Cup organizers need to figure out why that is.

↑↓ USE THEM FOR EXHIBITION RACES

Aside from the possibility that there won't be any boats intact to compete for an America's Cup, it's a shame that so many countries won't be participating. No United Kingdom? No China? No Korea? Doesn't that constitute about one-third of the world's population? I think it's a loss to the Bay Area to have so few countries participating.

I say we continue the Cup challenge with the 45s in fleet racing, and maybe use the 72s in an exhibition race. Sort of

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LETTERS

how they do it in the Olympics.

Chris McKay
Marina Manager
Oakland Marinas

↑↓ MOD 70S, THE ECOLOGICAL CHOICE

It would be exciting to have the America's Cup sailed in MOD 70s. Not only could they be sailed from site to site on their own bottoms — what a fun and great challenge that would be — they wouldn't have to be thrown away after each America's Cup.

P.S.: My Crowther catamaran is one of the more famous cats from the Great Lakes, having won many trophies over the last decade. I bought her with plans for an all-female crew to race her in the '13 season, but I'm having problems putting together a team. If anyone is interested, they can contact me at multihuler@aol.com (yes, it's just one L).

Stephen Marcoe
Nice Pair, Crowther Super Shockwave
Reno, NV

↑↓ AIN'T GONNA HAPPEN

Most of us would love to see the America's Cup sailed in the big trimarans, but I don't think it will happen. The biggest advantage Ellison has in this Cup is the ability to outspend his rivals, both on the water and in the courts. Call me cynical, but I don't think he will cede that in order to have great racing in "sensible" boats.

I was back in the Bay to watch the AC45s race and found it fascinating. It wasn't like sailboat racing as I think of it, but more like a whole new sport. But I thought it was great in terms of getting non-sailors excited and involved.

P.S. Life up here in the Gulf Islands is fantastic. Maybe a little cool for the Wanderer's tastes, but a great place to raise a child and cruise in sweaters.

Dave Reed
ex-Sausalito
Pender Island, B.C.

Dave — Given the fact that the 72 design involves so much unknown territory, we think this Cup will be harder to buy than previous ones.

↑↓ I REJECT YOUR PROPOSAL, SIR!

I could not disagree with *Latitude's* proposal more. While I do agree that one-design racing is by far the most interesting

GUILAIN GRENIER / ORACLE TEAM



The America's Cup has always led to innovation in design, but is it too dangerous?

sailing format, the fundamental premise of the America's Cup has always been to leverage technology and innovative boat building practices to help you win. This technology then makes its way into mass-produced yachts, and improves the sport as a whole — much like Formula One racing does for cars. This is the genius of the AC format, and what separates it from all other forms of sailboat racing.

As for fleet racing, I prefer dragging this out with the Louis Vuitton Cup, and then the America's Cup to keep the excitement going on our Bay for as long as possible. I reject your



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LETTERS

proposal, sir!

Seth Hynes
Honeymoon, Lagoon 380 cat
Mill Valley

Seth — Watch whom you're calling 'sir'! But thanks, we appreciate your opinion.

↑↓ WHY SETTLE FOR LESS THAN THE BEST?

There's a place for one-design racing, but the America's Cup should be like Formula One: build the fastest vehicle you can dream up within the rules, and see who comes up with the fastest. It doesn't always make for great racing, but in the short-course format, with lots of opportunities to make mistakes, it should still be good to watch. Likewise, there's a place for fleet racing, but the America's Cup should stick with match racing. It's tradition, and the format should keep it watchable.

Max Crittenden
Solar Wind, Martin 32
San Francisco

Max — With all due respect, why would you settle for something that "doesn't always make for great racing?" We say to heck with tradition. We want an America's Cup that is the best combination of speed, excitement, maximum participation — and even safety.

↑↓ JUST STICK WITH THE AC45S

Before changing horses for the America's Cup, there needs to be an evaluation of what the damage was to the Oracle cat. If it's decided that the horses need to be changed, I say change them to the existing 45-footers. There are lots of them, the cost has already been met, and so many more teams could compete.

SD Katzman
Planet Earth

SD — Good points. The damage was found to be way beyond 'extensive', at least to the wing. A number of readers agree with your suggestion to go with the 45-footers. In our opinion, they don't have adequate grandeur or speed for an America's Cup. Sort of like playing softball in the World Series or flag football in the Super Bowl.

↑↓ RIDICULOUS IS THE WORD THAT COMES TO MIND

I raced and did speed trials in catamarans in the pre-Hobie days and through the mid-'80s. It was a fairly small group of renegade sailors, and through trial and error we learned just what twin hulls were capable of. Cats — unlike dogs — are sometimes uncontrollable. When I saw the first clip of Russell Coutts capsizing an AC45, I saw only two possible causes: First, I wondered if these 'professional' guys really had enough cat experience. Second, the winged cat just can't de-power fast enough to avoid crashing.

After watching Coutts T-bone the committee boat in the San Francisco World Series, I knew he wasn't a true multihull sailor. But in the case of the capsize of the Oracle 72, I think it was the boat's fault. A capsize is scary and expensive in a 72. Ridiculous is another word that comes to my mind.

As for using the AC45s, *l'Hydroptère* just kicked dirt in the 45s' faces — and with a soft sail and a much smaller budget. I think that the French sailors have proven that tris are better suited than cats for hairier conditions.

Incidentally, Dennis Conner's soft sail cat was not much slower than their winged rig. I was on a photoboat in San

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Diego, and it was amazing to see it ripping by at 18 knots in a 6- to 8-knot breeze on almost glassy water.

Apart from the risks inherent with the 72s, I think it's odd that the crews' nationalities have no correlation to the 'countries' they sail for — and emphasize the commercialization of sailing rather than the soul.

Goose Gossman
Benicia

Goose — It's just speculation on our part, but we figure the trade-off between a wing AC72 and a MOD 70 is about 5% in performance — and about 200% in the number of entries.

↑↓ **THE MORE THE MERRIER**

If the wing masts on the 72s are that vulnerable to catastrophic damage, the racing will be diminished. In other words, are the 72s too fragile to carry on if they tip over? At least the 45s proved — in most cases — to be tough enough to carry on after a crash.

Match racing is boring unless you're the participant. Fleet racing is the future of yacht racing as a spectator sport, and the more boats the merrier.

There is always the chance of equipment failure, of course; however a race that ends with just a few boats spread out on the course due to the competition's being out of action with wing damage will be just as boring as watching 12 Meters out for a daysail.

Lani Schroeder
Balance, Endeavour 43
Seattle

↑↓ **NO ONE OWNS THE WATER**

I just read an article called 'The Monetization of America's Cup Viewing Opportunities', and my worst fears have come true. The Coast Guard has forgotten the lessons we learned — and taught — the America's Cup Organizational Committee the last time the Cup graced our shores. But all is not lost.

I was the Operations Officer for the '94-'95 Coast Guard America's Cup Patrol. I was the person who wrote the Operations Manual for the Patrol and ran the meeting between the ACOC, the syndicates and the Coast Guard. During these meetings we told the ACOC what was required, but more importantly what they could and could not do.

One important area of contention was the Exclusive or Sponsor Zone. Like what is happening in San Francisco now, in '94-'95 the ACOC proposed that paid sponsors be allowed in an inner viewing zone. Normal spectators would be allowed to watch the races, but this inner zone, closer to the course, was to be exclusively for paid sponsors. In other words, sponsors would get field seats and we normal folks would be in the nosebleed section.

This didn't happen in San Diego because allowing an organization to create a zone for the exclusive use of paying customers/sponsors is the equivalent of 'selling' public waters, and was something the Coast Guard Patrol Commander would not and legally could not do. So we gave the ACOC two choices:

1) The racing area would be closed to all vessels not needed to run the races or insure safety. Meaning only Race Committee and safety boats would be allowed within the safety zone — along with the boat used to televise the event. No sponsors or spectators would be allowed on the race course. Outside the edges of the safety zone, all vessels had equal rights.

2) The second option was there would be no safety zone, so the race course would be open and just like a normal race, where recreational vessels could go anywhere they pleased.

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Obviously, the ACOC chose the first option. In a compromise, we did allow the ACOC to have one non-operations yacht on the race course. This yacht was used by the ACOC members and they would be allowed to have some sponsors aboard. This was the only vessel not used to run the race or for safety that was allowed on the race course.

Although I was the Operations Office, I was not the one making the final decisions. The Commander of the Patrol was a very senior and well-respected captain — actually, he was the real life captain who had been in *The Perfect Storm*. He made all the final calls, and this was one he would not compromise on.

I recently moved back to the East Coast, so this really doesn't affect me anymore. But if I still lived in Pt. Richmond, I wouldn't put up with this. Normal spectators have all the same rights to the water as paying sponsors. There are no grey areas here.

Cam Lewis
Timmy, Elliott 6.5
ex-Pt. Richmond
Wickford, RI

Cam — The thing we remember about the America's Cups in San Diego was that the official press boats weren't allowed within about 50 miles of the racing boats, which is why we and many other reporters 'watched' the event from press headquarters. And back then, video coverage of the racing was positively prehistoric compared to what Stan Honey gives us these days.

Philosophically, we're with you in that nobody has more rights to the ocean than others — except for commercial fishermen, who can get rich by virtue of having a permit. In practical terms, however, we think it would actually add to the America's Cup to have some megayachts sprinkled around. San Francisco progressives always need somebody to hate, and folks with megayachts would fit that need perfectly. Of course, we're also the folks who thought a San Francisco megayacht marina, long ago nixed for political reasons, would quickly become one of the biggest tourist attractions in San Francisco. So while we're philosophically against it, the pragmatist in us wouldn't mind if perhaps 25% of the offshore course viewing area were set aside for megayachts.

↑↓ I WANNA SEE, TOO!

This is an email I sent to you and all I could think of who are involved in the AC:

First off, to every one of you involved, thank you so much for all your work to make this America's Cup a completely new and exciting event, and most of all for holding it in San Francisco, my backyard. I couldn't be more amped to have you all in town.

Other than the fantastic television graphics, I believe the most important thing you've done is to bring the race to the fans, close enough to shore for everyone to have a great view. I've been sailing off and on for 15 years, and of course I'm interested in the America's Cup, but the viewing spectacle you have created with the ACWS by bringing the races to the shoreline has opened up this sport to so many new people. I had to twist the arms of every non-sailing friend of mine to get them to attend the August ACWS, but afterward they were all ecstatic at how close the boats were and how we could hear them yelling commands at each other, and all were eager to attend the October races.

I'm sad to report that I received equally negative feedback from all the new fans I created after the October event. They

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LETTERS

were all disappointed, as was I, in the change of course, which moved the course away from the shore, and which meant the competitors were more than a couple of hundred yards away. In and of itself, this wasn't that big of a deal, but what I found atrocious was that you (or some other regulating body) allowed boats to come into the area between the shoreline and

ACEA/GILLES MARTIN-RAGET



Shoreside spectating in October was less than perfect.

the course and motor, anchor or otherwise block the view of those attempting to watch from the shoreline.

Please, please change this policy for next year! My understanding was that this October there was a 'No boats with more than five feet of freeboard' rule. But I

have two comments regarding that:

1) No one enforced the rule, and my friends and I were completely blocked out from Spithill's pitchpole on Saturday by two large power boats, and

2) Even if the five-ft rule were to be enforced, imagine 100-200 five-ft-freeboard boats lining the viewing area. Sitting on shore I'm at best five feet above the water so all I'd be staring at during the races would be the sails of the AC72s (thank goodness for their immense size) — I wouldn't see the crew or the marks.

This would be a tragedy for something you all have worked so hard for. Please consider this for future races.

Chris Glubka
SeaGlub, Hylas 46
San Francisco

Chris — Latitude agrees that the racing should be held as close to shore as possible. The way the course was set up for the August World Series was perfect. It allowed regular people such as ourselves the equivalent of sitting on the floor during a Warriors basketball game or behind home plate at a World Series-winning San Francisco Giants game. We also agree that spectator and other boats should be prohibited from blocking the views of spectators on shore. The good news is that GGYC Commodore Norbert Bajurin says that future ACWS races, as well as the Louis Vuitton and AC itself, will offer the same viewing as in August. The October viewing issues, he says, were due to the Coasties' strict rules for Fleet Week.

↑↓NASA'S CURE WORKS FOR ME

I just read the letter from Adam Scheuer requesting suggestions for seasickness remedies for his wife. I feel for her since I have a comparable issue, such that I use a prescription medicine and don't leave the dock without it.

Long ago I had a 'situation' — it's a very long story — and was so horribly seasick for three days that I couldn't even keep water down. The usual over-the-counter drugs — as well as going outside, looking at the horizon, and other 'remedies' — did nothing. After I returned to shore, I felt I had to find something that worked or — perish the thought! — give up sailing.

Issues of NASA Tech Briefs were available where I worked, and there was an article in one about a medicine NASA gave the astronauts for motion sickness. I took the article to my doctor and had him write a prescription. I have been using it ever since, and that means for more than 35 years.

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LETTERS

The prescription was promethazine in a liquid form — do not get it in pills. It used to come with ephedrine, such as was mentioned as 'the Coast Guard Cocktail'. But they do not put the ephedrine in it anymore. I guess they feel someone will extract the ephedrine from the promethazine to make meth. Oh well.

The beauty of promethazine in liquid form is that it works — for me, anyway — in about 10 minutes, and does not have to be taken ahead of time. In addition, I and others have been on passages where we felt fine, then started feeling seasick. Then "things happened" and the seasickness started. Promethazine could be taken at that time and, within minutes, the sickness had subsided (for me).

I have shared my promethazine with a number of sailors who have claimed they never get seasick, but who then had things happen. They have been amazed at the results.

Although I am also not a medical doctor, and do not suggest altering recommended dosages, I have found that I can sometimes take half a dose just before sailing out the Gate, and that's all it takes. But if there is an ebb with wind, I take the whole dose, which for me is one teaspoon. My prescription says that I can take it every four hours, but I rarely have to take it again after the first dose. That is unless conditions change. I have never had to take it for a whole day or over several days.

The side effect for me is a bit of drowsiness for the first hour or so if I am not busy — which is rarely the case, especially when singlehanded out to the Farallones!

I know that some remedies work for some people but not for others. All I can say is that promethazine has worked for me for decades, as well as for many sailing friends.

I sincerely hope that Adam's wife — doesn't she have a name? — finds something that works for her. I know I'm one of those people who can't be 'cured' of seasickness, so I just keep my little bottle handy.

Patricia Zajac
 Rusalka, Offshore 40
 Richmond YC

Patricia — Thanks for your report.

But please folks, don't share prescription medicines except in extreme emergencies. Drugs such as promethazine are powerful, and not appropriate for pregnant women and people with other medical situations.

Oh, and for the record, we contacted Adam to find out his wife's name but he never responded.

LOOK UNDER YOUR OWN NOSE

Latitude asked readers to help a seasickness-susceptible woman with cruising aspirations to learn more about the malady. Look under your nose at Dr. Kent Benedict's article titled 'The Taming of the Spew', which can be found at www.latitude38.com/features/seasickness.html#.UJMG5GOe9Vw.

Ed Fagan
 Shebeen, J/30
 Ipswich, MA

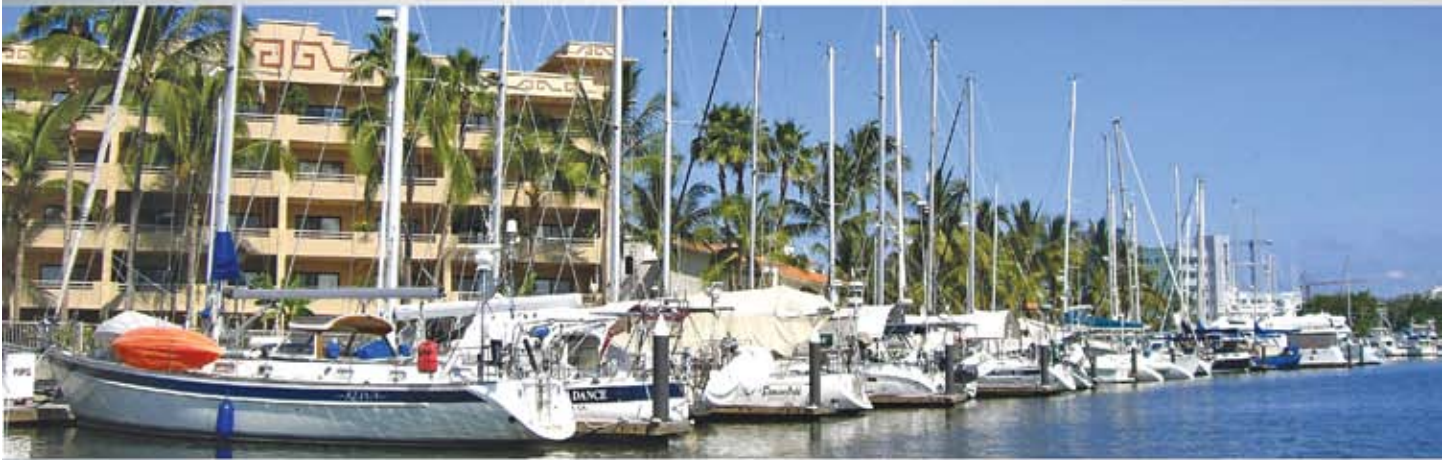
Ed — Thanks for the reminder. We think 'The Taming of the Spew' is about as definitive a sailor's guide to seasickness remedies as there is, but as it was written in '97, we wanted to see if anybody had anything new.

When it comes to prescription medicines — which Benedict recommends as a last resort — he wrote: "There are basically three categories of drugs which have anti-seasickness effects. The first and most familiar group are the antihistamines: dimen-



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hydrate (*Dramamine*), meclizine (*Bonine*, *Antivert*), cyclizine (*Marezine*), and promethazine (*Phenergan*). Actually, promethazine is in another group of drugs called phenothiazines, but it has powerful antihistamine properties.

Interestingly enough, promethazine, the medicine that works so well for Patricia Zajac, is Benedict's ultimate last resort. "What to do when all has failed and there you are — puking, feeling miserable, unable to eat or drink, and worried that you might soon become dehydrated? About the only thing left at that point is promethazine via injection or rectal suppository — 50 mg should usually do it, maybe repeating every few hours as needed."

ON CHECKING INTO MEXICO

My wife Carol and I are working feverishly on *Unleashed*, our Hardin 44, to get her ready for next year's 20th Baja Ha-Ha Rally. One thing I wondered about — and it was mentioned in the 'Paul Put Seasilk Aground at Mag Bay' article — is how cruisers go ashore in Turtle Bay and Bahia Santa Maria before they have checked into Mexico. Last year a couple of immigration officials made the trip to Bahia Santa Maria to help Ha-Ha boats check in, but normally Ha-Ha boats don't check in until they get to Cabo San Lucas.

Paul Bailey
Unleashed, Hardin 44
Seattle

Paul — Up until October of this year, Mexico didn't seem to mind that cruisers stopped along the 750-mile Baja peninsula before they checked into the country. But the immigration laws have changed, and Immigration announced that as soon as this year's Ha-Ha was completed, it would no longer be allowed.

From now on, cruisers who want to stop along Baja before Cabo will have to clear into Mexico at Ensenada in order to be legal. We understand the reasoning behind this, but know that it has the potential to create significant logistical problems with next year's Ha-Ha. Which is why we're already working with Mexican officials to solve such problems.

SURFING CONTACTS

I just read about Liz Clark of the Santa Barbara and French Polynesia-based Cal 40 *Swell* breaking her neck while body surfing at San Diego's Torrey Pines beach.



COURTESY LIZ CLARK

Dog the Bounty Hunter and Liz Clark during her 'hairy' recovery. Separated at birth?

I've surfed that area and know it can be a wicked little break. The waves have more power than you might expect. In fact, we call the spot Contacts, not just because my friend lost his contact lenses in the surf, but because you often make contact with the bottom. I've done a Liz Clark-style head plant there a couple of times, and can tell you, when you feel that tingle in your fingers and toes, you know you had a close call.

I hope Liz recovers quickly.

Paul Clausen
San Diego



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↑↓DC'S PHLEET

In the October 22 *Lectronic* you wrote that Dennis Conner owns 30 sailboats. I'm sure that I'm not the only person who would love to see an inventory. I Googled it like crazy, but came up dry.

David Demarest
Burbujas, Vanguard 15 #2004
San Anselmo

David — It was Dennis himself, our new best friend, who told us that he owns 30 sailboats. Since Dennis says all kinds of shocking things for effect, most of them as hilarious as they are dry, we didn't necessarily believe him. But when Patrick Langley, who seems to spend as much time working on Dennis' boats as we work on Latitude — meaning just about every waking minute — confirmed it, we bought in.

Patrick prefaced listing Dennis' boats by admitting that he hadn't seen a number of them in years. But he started off with



CYNTHIA SINCLAIR

'DC's Pholly', one of 30 or so.

the Farr 60 Stars & Stripes; the Nelson/Marek 43 Menace XXIV; various IACC America's Cup boats that charter out of San Diego; a half-interest in the 139-ft America's Cup replica America; two Etchells in San Diego; two Etchells in Australia; Fame, the 41-ft 1910 schooner without an engine; Splendor, the Sparkman & Stephens 48 he just bought from the Driscoll family; and DC's Pholly, the J/105 he just bought and used to take third in the J/105 North Americans.

Seeing that Patrick was wearying from going down the list, we asked him how many people Dennis has working on his boats. "When I started about 10 years ago, he had close to 100 guys on the payroll," Patrick responded. "Now it's pretty much just me and an occasional helper." Apparently the more time you spend around Dennis, the dryer your humor becomes.

One day we were riding our bike through Driscoll's Boat Yard in San Diego — which is not only where we keep Profligate at the beginning and end of each summer, but is also the most fun place we've ever lived — and we saw Dennis having a beer and watching the tireless Patrick working on the bottom of Dennis' new-to-him Splendor. Being a nosy journalist, we rode on over.

"You're a smart guy," Dennis says to us without any kind of introduction or preface. "What kind of bottom paint should I put on my new boat?"

We demur, saying that he clearly knows much more about bottom paint than do we.

"No, no," Dennis insists, "you're a smart guy, tell me what kind of paint I should put on my new boat."

We shrug.

"You're so lucky," Dennis then says apropos of absolutely nothing. "You're a young guy with lots of hair and no wrinkles. I'm in my 70s, my face is wrinkled, and I don't have any hair."

Dennis, who has a full head of hair and is just a few years older than we, says all this without cracking a smile. We're laughing our ass off inside. When it comes to one-liners, Dennis could have given Rodney Dangerfield a run for his money.

"Well then, tell me what I should do with this boat," Dennis says, careening off onto a new gybe, while gesturing at Splen-

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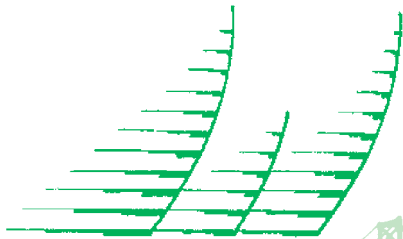
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*- Chris Vandervert
Catalina 30*



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dor in a way that suggests he has absolutely no idea why he bought her.

"Just the same as you did with Cotton Blossom and Brushfire," we suggest. "Buy a new set of sails, win a few races, then sell her for a huge profit to somebody in Europe or a recently retired government department head in San Diego." On a bit of a roll, we keep going. "Better yet, take her back to Newport, Rhode Island, where they love the S&S pedigree, win a bunch of races, and sell her to some rich guy who wants to park a boat Dennis Conner once owned at the dock behind his Rhode Island mansion."

"If I was going to do that, I'd take my schooner Fame back East," Dennis counters.

"Is she the one that doesn't have an engine, which why the competitors in Ancient Mariners Regattas complain about her rating?" we ask. Two can play this passive-aggressive game.

Dennis doesn't blink, but mumbles something less than complimentary about journalists in general.

"Wait a minute," we say, a light having gone off in our head. "Take Splendor back to Newport, win a few races, then take her down to Dennis Conner's North Cove Marina in Manhattan, the only marina in Manhattan, and sell her to some Wall Street guy looking for a nautical status symbol."

"I'm never going to race Splendor," Dennis proclaims.

We find this hard to believe, because Patrick has gotten Splendor's bottom as smooth as a newborn baby's butt, and he says he's hardly begun the process.

"Look at the boot stripe," Dennis says to us. "About a quarter of it is underwater toward the back of the boat. What should I do about that?" He asks the question as if he's a first-time sailboat buyer from the hinterlands of Nebraska.

"We think it's fine," we tell Dennis. "There's probably just a bunch of heavy stuff that's collected in the back of the boat over the years that needs to be taken out to restore her to her proper trim."

"That's not it," says Dennis says derisively.

Just then Chuck Driscoll rides his bike toward the front gate to go home for the day.

"Chuck! Chuck! Come on over!" hollers Dennis.

We can tell there are other things that Chuck would prefer to do, but a client is a client, and Dennis is Dennis.

"Look at that boot stripe," Dennis complains, as if it were something Chuck had purposely done the day before to annoy Dennis. "It's partly underwater in back."

"Well," Chuck explains calmly, "there's just a bunch of heavy stuff that's collected in the back of the boat over the years, so she's a little out of trim. Take the stuff out and the boot stripe will be fine."

It's all we can do to keep from bursting out in laughter. A video team has been coming to Driscoll's periodically to shoot a boatyard-based reality television show, but they are missing the good stuff by not being here.

Dennis Conner is Dennis Conner, so he doesn't care what Chuck or we think. Indeed, he decides to have Patrick go to all kinds of trouble and expense to slightly redo the boot stripe.

A couple of days later, we swing by Splendor to watch Patrick tape off the new bootstripe and fair the bottom even more.

"We bet Dennis was bullshitting us when he said he's not going to race Splendor," we say to Patrick.

"No," says Patrick, in a friendly but certain tone.

"How can you be sure?"

"I keep the calendar for all of Dennis' boats," he says with a smile.

We've always been curious about Dennis Conner's North Cove Marina in Manhattan, wondering if Dennis owns a little



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LETTERS

percentage of it or gets a royalty for the use of his famous name, so we ask around. "Dennis owns it," someone in the know told us with finality. "Dennis is not just a very good sailor, he's a very smart businessman."

Based on the number of sailboats Dennis owns, we should have known.

There's a funny coda to all this. As we were talking to Patrick about the dozens of boats he takes care of for Dennis, Pat-



LATITUDE / RICHARD

Patrick Langley, the Michelangelo of boat bottoms, pauses while perfecting the bottom of 'Splendor', the boat Dennis Conner says he won't ever race."

rick confessed that he himself was down to only five or six boats. Stunned that someone who spends just about all his time working on Dennis' boats could possibly own more than one boat of his own, we asked what they were. "Well, there's the 80-ft schooner Old Glory, Oslo, a Norwegian rescue boat I

live on, a 60-ft fishing boat in the Northwest, and a couple of others." We suppose Patrick can be forgiven for not being able to remember them all.

↑↓ "NO WONDER EVERYONE LOOKED AT US FUNNY"

I laughed when I read the Wanderer's November 7 *'Lectronic* item about overprovisioning for *Profligate's* last several cruises to Mexico. We're still working on eating some of the nonperishables we took on the '10 Ha-Ha, stuff we brought all the way back home on our Bash back to Northern California. No wonder everyone looked at us funny in San Diego as we loaded cart after cart of food onto our boat, losing inch after inch of waterline in the process.

Scott Emmons
JaneO, Privilege 39
Somewhere in the Delta

Scott — Overprovisioning is a waste in so many ways, including the fact that it detracts from a boat's handling and performance.

↑↓ WHAT A DIFFERENCE A FEW METERS CAN MAKE

I was reading your fine publication this month when I came across an article that tried to make a distinction between 'piracy' and 'robbery'. I'm a student of maritime law, and would like to reference an insightful article in the Maine Law School's *Ocean and Coastal Law Journal*:

"In recent years, nations have exercised the right of approach and visit most often in cases concerning maritime piracy. Piracy is 'any illegal act of violence, detention, or depredation committed beyond the territorial sea for private ends by crew or passengers of a private ship or aircraft against another ship, persons, or crew.'" [This is the definition in the United Nations Convention on the Law of the Seas, Dec. 10, 1982] "Private" acts refer to acts not committed by public officials for a public or state purpose.

Typically, piracy involves some pecuniary interest or private political motive, such as maritime terrorism. For a violent act to meet the legal definition of piracy, it must be committed outside a state's territorial waters. Acts occurring inside territorial seas are classified as "armed robbery at sea," and are the responsibility of the coastal state to suppress. Thus

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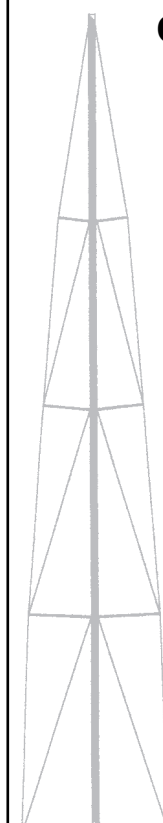
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what's "armed robbery at sea" in territorial waters can, a few meters farther out, become "piracy."

The article was written by CMD James Kraska, US Navy.
Jorge Valcarcel
Wire, Custom Steel/Aluminum Sailboat
Saugerties, NY

Jorge — We hadn't really thought of that distinction, but it strikes us as being valid.

↑↓AFTER THIS, WE GIVE UP

I know we've had very long discourses on the subject of dangerous waves, and never seem to get anywhere in our difference of opinion about what makes dangerous wave conditions off San Francisco. But if you look back at our previous correspondence, you'll see that many more mariners have died since then. And they died because of the sneaker waves that we all talk about.

I have kept track of all the lives that have been lost because of these waves in just the San Francisco area, and the number is staggering. Avoiding sneaker waves is a simple matter of checking the wave periods on a computer before going out. If the period is in the 12 seconds or more range, mariners should be very careful about going into shoal waters such as the Potato Patch, the South Bar or the Farallon Bank.

I think that *Latitude* could write a very interesting article about wave periods and freak waves that would save lives. In my earlier emails I gave you the names of some of the world's best researchers on this subject. I think you owe it to your readers to do an in-depth piece on this very important subject. Or you can just leave it as it is, and let the death count increase.

Tony Badger
Kingfish, Fisher 37
Sausalito

Tony — We just got off the telephone with Mike Leneman, who has been a professor of oceanography at a number of colleges and universities in Southern California. He is also an enthusiastic multihull sailor and the owner of Multi Marine in Marina del Rey. We explained to him that you contend that the longer the wave period, the more dangerous waves are to boats, while we contend just the opposite.

We hate to tell you, but the professor says that we're right and you don't know what you're talking about with regard to either the dangers of long-period waves or rogue, aka 'sneaker', waves.

Professor Leneman explains that when it comes to waves, the three important measurements are: 1) The wave length, meaning the distance between two crests; 2) the wave period, which is the amount of time between two crests; and 3) the height of the wave, meaning the distance between the crest and the trough.

"The thing that makes waves dangerous to boats on the ocean is how steep they are," says Leneman, "meaning the ratio of how high the wave is to the distance between the crests. The maximum steepness of a wave is 1 to 7, because water won't stand up any higher. When waves exceed that 1 to 7 ratio, they break.

In view of this, Tony, does it not appeal to your common sense that 8-ft waves 8 seconds apart would be much steeper — and therefore much quicker to break, and therefore much more dangerous — than 8-ft waves every 18 seconds, which wouldn't be steep at all?

Professor Leneman also gave us the scientific explanation for rogue or sneaker waves. He explained that, as all surfers and

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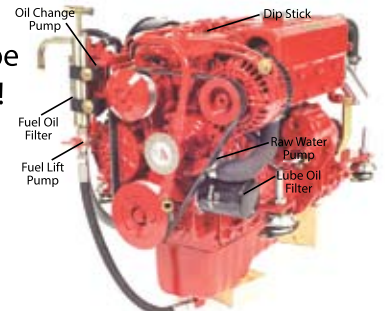
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sailors know, there are sets and lulls, both on the open ocean and when they break closer inshore. Leneman says the common misunderstanding is that these sets and lulls are caused by changes in the wind speed of the distant storms that create the waves. In reality, the sets and lulls are the result of two different wave trains intersecting each other. You get set waves when the energy of the waves in two trains combines, and you get lulls when the waves from two trains detract from each other.

Professor Leneman tells us that rogue or freak waves are not, as commonly thought, single waves travelling along in the ocean. "Rogue waves are created at the instant when a wave from one wave train overtakes a wave from another wave train, combining the force of the two. Because the overtaking



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We'll just follow the lead of the Dalai Lama, who said, "We all have to live together, so we might as well live together happily."

wave is traveling much faster than the wave train being overtaken, a rogue wave quickly disappears. When there is a rogue wave, it didn't exist 150 feet before or 150 after. Rogue waves are not common. You have to be in exactly the wrong place at exactly the wrong time to be hit by one."

So Tony, if you want to continue to contend that all other things being equal, the longer the wave period, the more dangerous the sailing conditions, we can only throw up our hands.

If anybody else has any oceanographic questions, particularly as they pertain to sailing, please send them to us, as Professor Leneman will be more than happy to answer them.

↑↓WHAT'S THE RUSH?

I just read your October 15 article on 'Time and Weather [in Mexico]'. My first sailing trip to Mexico was the Puerto Vallarta Race of February '77 aboard the Columbia 43 *La Mer*. Before taking off, I informed my college that I would be unavailable for a semester, then headed to sea. (Since then I've done two additional Ha-Ha's.)

We got rocked by heavy weather for a few days of that '77 race, then virtually drifted from Cabo to Puerto Vallarta. But it was the weather back home that was more interesting.

We had nothing but time on the return trip, so we left Puerto Vallarta and made our way to Cabo via Mazatlan. We waited and watched for a weather window in Cabo as other skippers left port in a hurry to do the Bash. A day or two later, they had all come back with torn sails and tired crew. Once boats stopped coming back, and we got radio reports that the conditions had smoothed out, we made our own run up the coast.

It was a great two weeks that we spent waiting in Cabo.

George Mann
Robin, C&C 35 Mk 3
San Francisco

George — Compared to today, weather forecasts were extremely primitive in '77, and they were hard to come by. Back then, you might have gotten a funky two-day weather forecast. If it looked good, you took off, and as likely as not got creamed a day or two later. It was hard on crew and boats.

These days folks who are about to Bash can luxuriate in Cabo, and can get good short- and long-range forecasts, en-

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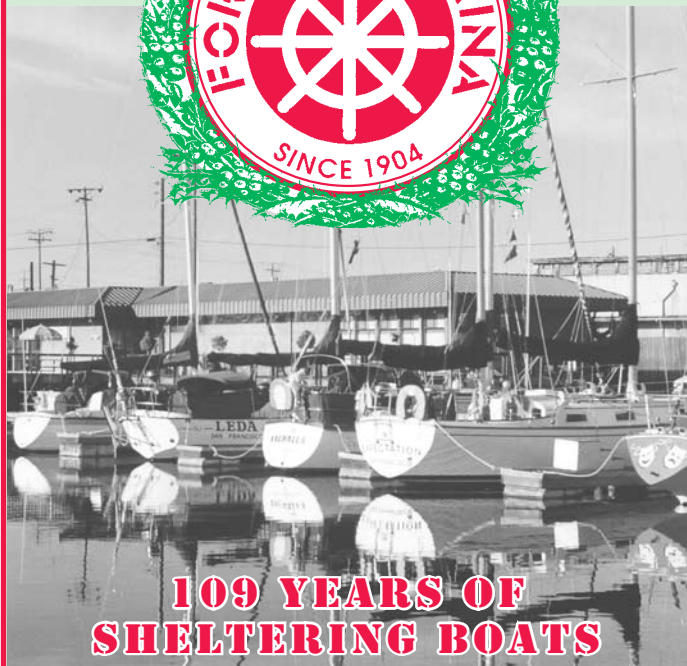
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LETTERS

abling crews to plan when and where they want to be going up the coast. While weather forecasts are not perfect, if people have enough time, Bashes now often can be done in relatively mild conditions. This is one instance where technology has made life better and safer for sailors and boats.

↑↓ **PLANNING A RETIREMENT CRUISE TO HAWAII?**

Does *Latitude* have any information as to who the oldest person is/was to have sailed singlehanded from the West Coast to the Hawaiian Islands?

D.C. Cooke
Seattle, WA

D.C. — Sorry, we don't. Why, what do you have in mind?

↑↓ **MORE INTERESTING QUESTIONS**

Does anyone know if a Ranger 23 would be self-righting after a 180-degree knockdown? I think the issue of an 'ultimate righting equation' might be of interest to Lee Helm and *Latitude* readers.

Allan Wells
Berkeley

Allan — We're confident that Oakland's Gary Mull would not have designed the popular Ranger 23 to be anything other than self-righting, even from 180 degrees. But Lee Helm would have to give you the scientific evidence.

Why do you ask? Do you have something interesting in mind?

↑↓ **MARY SHROYER PICKED ME UP WHEN I WAS DOWN**

Although we left California in '90, *Latitude* is still our favorite magazine for all the obvious reasons. Since we now visit the Golden State only twice a year, we keep informed by occasionally browsing *Lectronic*.

When scrolling through a recent edition, I saw only half of a photo before I recognized the person in it as Mary Shroyer of Marina de La Paz. I was struck nearly catatonic, and there's a story in it.

When we first headed north into the Sea of Cortez, we'd stayed at the Shroyer family's Marina de La Paz. Our next trip to La Paz was to be special, as my parents were flying



LATITUDE / RICHARD

Mary Shroyer, seen here with her son Neil, has helped many cruisers over the years.

down from Michigan. We would be staying at the marina, and also take them out to Partida for a few days of adventure. We arrived at the marina in plenty of time to settle into our berth and go to the airport to meet my parents.

While waiting for the plane, I was paged and instructed to go to the Mexicana Airlines desk. The manager took me into his office, cleared everyone else out, and handed me the phone. It was my father. My mother was in the hospital and had two weeks to live.

I am not certain how I got there, but the next thing I knew my wife and I were alone with Mary in her marina office, and she was walking us through all that had to be done for us to be on a plane to Michigan the next day. Back then, the paperwork to legally leave a boat in Mexico was voluminous and

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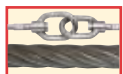
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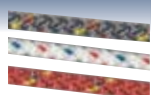
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LETTERS

obscure, but Mary walked us through it. She also arranged for someone to care for our boat cat while we were gone.

There are good people in this world and Mary is at the head of the class. When I was down, she picked me up.

I have debated sending this to you, as I'm afraid it would only encourage others to descend on Mary with their problems, large and small. However, if you are in contact with Mary, you might tell her that in '89, Joyce and Tom aboard *Rosie* were blessed by her kindness and are forever grateful.

Joyce & Tom Boynton
Traverse City, Michigan (summer)
Somewhere in the Bahamas (winter)
ex-*Rosie*, Nordic 40
ex-*Santana Catana* 411
Valentino, PDQ34 Powercat

Joyce and Tom — While the family-run Marina de La Paz is a for-profit enterprise, Mary, Mac and Neil have certainly gone beyond the call of duty to help countless cruisers over the years. They remind us of the famous Chinese proverb: "If you want happiness for an hour, take a nap. If you want happiness for a day, go sailing. If you want happiness for a year, inherit a fortune. If you want happiness for a lifetime, help somebody."

That said, the staffs of many other marinas in Mexico have also gone to great lengths to help customers over the years.

For those who weren't cruising Mexico in the '80s and even the '90s, it was technically illegal for boatowners to leave Mexico without their boats, putting people in a real bind in emergencies or if they wanted to go home for the holidays. The Mexican government instituted 20-year — now 10-year — Temporary Import Permits to solve this problem.

By the way, complete issues of Latitude 38 are available for download. And the photos look 10 times better than in print!

↑↓ FOND MEMORIES OF CLIPPER COVE

Having read about Editor LaDonna Bubak's experience anchoring in Clipper Cove during Fleet Week, I'd like to share an experience that my wife and I had in the late '80s.

We had anchored our '87 Morgan 41 *Okokok* about 50 yards off the beach in the middle of the cove, and took our inflatable ashore to enjoy a sunny afternoon on the beach. Shortly after we went ashore, we noticed a 45-ft powerboat trying to raise their anchor, but not having very much luck. We jumped into our inflatable and went out to see if we could help.

It turned out that the powerboat had hooked an anchor chain that had been left on the bottom for whatever reason. The links on this chain were heavy, very rusty — and at least 14 inches long! Their CQR had hooked dead center of one of the links, and the chain had to be fairly long because the crew could not get the mess up high enough to tilt the anchor to drop the chain.

I asked if I could help by resting the chain on the bow of our inflatable while they put the windlass in reverse. They agreed to try, and it worked. When the weight of the chain slid off the bow of our dinghy, we bounced up and down quite severely. The crew invited us for a drink at Richmond YC, but we respectfully declined and went back to the beach for more sun and a sundowner.

The moral of the story is that you never know what you will hook your anchor on when anchoring, even in a favorite location.

We sold our Morgan 41 in '09 and have dropped anchor in the Hill Country of Texas because of our physical inability to continue to operate the beloved boat that we owned for



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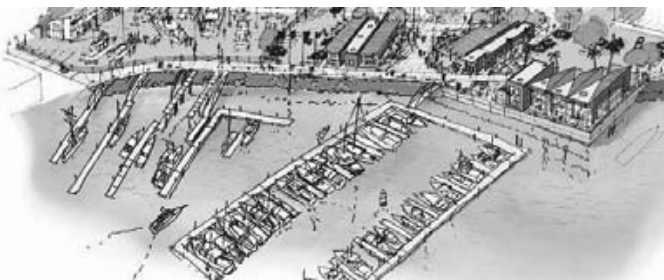
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LETTERS

23 years. After surviving numerous hurricanes, my wife also decided that a house inland was safer.

Greg & Arlene Davidson
Kyle, TX

Greg and Arlene — It comes as no surprise that someone might haul up big links from the bottom of Clipper Cove. After all, it's bounded on the north end by 400-acre Treasure Island, a man-made Works Progress Administration project that was completed in '39. One can just imagine the construction debris, which in those days was often just left on the bottom. In the '30s, Clipper Cove became the airport for Pan American Airlines Pacific Rim Service using the magnificent China Clipper Seaplanes. It was



LATITUDE / LADONNA

also the site of the '39-'40 World's Fair, and it's from Building One that Admiral Chester Nimitz directed the War in the Pacific.

It's rare to bring up such a prize after getting your anchor stuck in Clipper Cove.

In a previous trip to Clipper Cove, Bubak caught her 35-lb Bruce on a 45-lb stainless steel CQR and 100-feet of 3/8" chain that had obviously been cut free. Thankfully, the Treasure Island Development Authority has had all of the sunken boats removed, making it much less likely for anchors to get caught than it used to be.

The bottom line is lord only knows what stuff is still down there waiting to trap your anchor. You might even find something more modern.

In a previous trip to Clipper Cove, Bubak caught her 35-lb Bruce on a 45-lb stainless steel CQR and 100-feet of 3/8" chain that had obviously been cut free. Thankfully, the Treasure Island Development Authority has had all of the sunken boats removed, making it much less likely for anchors to get caught than it used to be.

↑↓ IN SEARCH OF NEW HOPE

I had a conversation with a certain boat designer about George Kiskaddon's 60-ft modern schooner *New World*, which was built in the early '70s. Talk drifted to *Great Hope*, the 24-ft prototype he built first. We were wondering if anyone knows the whereabouts of that boat.

John Amen
Diablo

John — Sorry, we don't know the whereabouts of Great Hope. Maybe a reader can help.

We do know where New World is — sprinkled in pieces on a reef somewhere in the South Pacific. As a racing boat, the narrow modern schooner New World never quite lived up to expectations. And after a number of years, Doug Wilde, an old friend, became the skipper, and ran her between islands in the South Pacific, carrying people — and sometimes even cattle on the hoof! When Doug decided to move on to Hong Kong, his replacement skipper didn't waste much time putting New World on a reef.

For those who don't know, Sausalito shipping magnate George Kiskaddon, who was before our time, was a very influential sailor on San Francisco Bay and beyond. In the '60s he had Sparkman & Stephens design Spirit, a 33-footer that was to be a family-friendly version of the Bird one-design class. Spirit proved to be a fine racer, and Kiskaddon eventually had a group of local sailors sail her across the Atlantic to England and around Europe. He was probably the first San Francisco sailor to do that. Spirit returned to San Francisco, where she saw great success in the hands of Sausalito sailmaker Pete Sutter and subsequent owners.

↑↓ SPARE TIME? WHAT'S THAT?

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LETTERS

find the date when a San Francisco newspaper printed the following: A Captain of a U.S. Navy sub was washed overboard while on the deck of the sub while the sub was surfaced and heading west under the Golden Gate."

I remember reading the headline when I used to live in Tiburon, from '73 to '76, and worked for Bechtel in San Francisco. I used to take the Red & White ferry from Tiburon to



US NAVY

the Ferry Building in San Francisco. In '73, it cost 50 cents each way.

I never read any follow-up stories on the sub skipper going overboard.

Commander A.L. Wilderman was "lost overside" from SSN-595, aka 'Plunger'

When I told the story to some ex-Navy and ex-Coast Guard friends down here, they said, "You must be losing it, Fred, we never heard that story."

I'm sure some *Latitude* readers will remember.

By the way, I sailed the East Coast and West Coast, and San Francisco Bay, aboard the Kenner 31 *Privateer*. I purchased her as a kit boat in '67, and launched her into the 'great south bay' — Long Island, New York — six months later.

P.S. Thanks for the excellent *Latitude* 38, which I pick up and read at the Oceanside YC.

Fred Engerer
Member of Paradise Cay YC, '73-'79

Fred — What is 'spare time'? That said, we can report that you're thinking of Commander A.L. Wilderman of the USS Plunger (SSN-595). He was "lost overside" in stormy conditions just off San Francisco on November 30, 1973. The 278-ft-long Plunger, which was decommissioned in '90, carried a complement of 130 officers and men.

Are you asking because the commanding officer of another submarine was lost just last month? We're referring to Chen Chi-tsung of the Taiwanese submarine Hai Lung, who was lost overboard in very rough weather in the waters off Taiwan.

↑↓ **LIMERICKS ARE ENCOURAGED**

It was fun to see my 'You Can't Sneak Poetry Past Us' letter published in the November *Latitude*, even if it was *sans* my poem. And thanks for the invitation to sail aboard *Profligate* on Banderas Bay this winter. I'm always up for a fun sail with interesting people, and promise to come bearing beer, not poetry.

Linda Dayoan
Richmond

Linda — We appreciate the beer offer, but it's more important to us that everyone who sails with us on Profligate contributes \$20 — directly, not through us — to his/her favorite charity.

On the editorial cultural front, we may have neglected to mention that, while we do not publish poetry, we do accept clever and humorous limericks. You know, stuff like "There was a sailing poet named Dayoan, who preferred to write with a crayon . . ." You can take it from there.

↑↓ **RACIST PARROTS CAN BE DANGEROUS**

I appreciate *Latitude's* *First-Timer's Guide to Cruising Mexico*. However, while skimming it I didn't see the issue of pets addressed.

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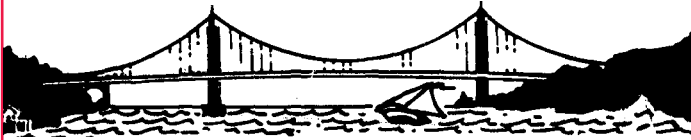
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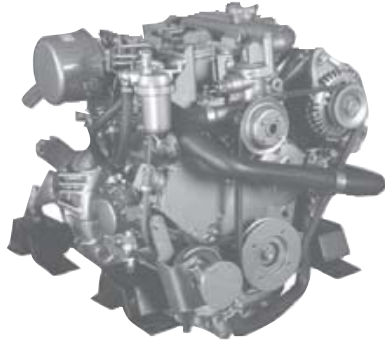
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LETTERS

Based on my experience, cruisers who own pets need to fully research the requirements — both for the U.S. and Mexico — before taking their pet south. This especially applies to cruisers with exotic pets, such as my African grey parrot. My bird is stuck in Mexico until I can finesse the permits needed to get him to the San Diego quarantine facility for 30 days, where he must prove to be free of infections.

Getting the permits for exotic pets is a road loaded with bureaucratic hurdles and lots of delays. Having the initial permit to exit the United States would make re-entry a little easier. The biggest problem is that four agencies — two U.S. and two Mexican — are involved in the process, none of them formally connected. Plus there are potential language barriers.

This issue needs to be more fully disclosed within the cruising community to prevent a boatload of heartache.

David Tamblyn
Quest, Morgan 33
San Diego / San Carlos

David — We don't cruise with a dog or cat, but it seems as if every other boat in Mexico has one, so apparently that's not a problem. Dogs in the South Pacific are another issue entirely.

When it comes to exotic pets, there are so many variables that it's up to each pet owner to do the research. But you're right, it can be difficult if not impossible.

We once had a parrot named Lola on our Ocean 71 Big O in the Caribbean, and even featured her on a Latitude cover. Having that bird was a lot of trouble, but not because of permits and quarantines. The problem was that some previous owner had taught Lola all kinds of racial insults. And trust us, when officials walk by your Med-tied boat at some island in the West Indies, the last thing you want is a loquacious, racist parrot.

↑↓ MYSTERY PANGA AT SEA

We read with interest your article discussing David Vann's writings about the death of John Long of Alameda a few years back and the possibility of pirates transporting drugs up the Pacific Coast to California in pangas powered by 115-hp outboards.

Several years ago, we were passengers returning to Los Angeles from Mazatlan on a cruise ship that was rerouted offshore to avoid a hurricane near Cabo San Lucas. Our new course took us about 150 miles farther out to sea than the usual shipping track. Having left the storm to starboard, we were enjoying a pleasant day at sea when an announcement from the bridge advised all passengers that we were altering course to assist a vessel apparently in distress.

The boat came into view as she bobbed in the 6- to 8-ft seas in light winds. As the ship slowly coasted up to her, we could see that she was about 40 feet long, had no cabin or deck of any kind, and was powered by two very large outboards. Her totally exposed cargo consisted of many rectangular plastic bags filled with brown material that were neatly stacked inside the hull.

One of the outboards was tilted out of the water, had its cover removed, and was being worked on by two intense young men who did not notice our arrival. Suddenly one looked up at the behemoth ship looming alongside and was clearly taken aback, as most of the 1,500+ passengers were hanging over the port side frantically snapping pictures. The other waved up at us, as he responded to the ship's crew, who had opened a large hatch near the waterline and were standing on the associated pilot-access deck.



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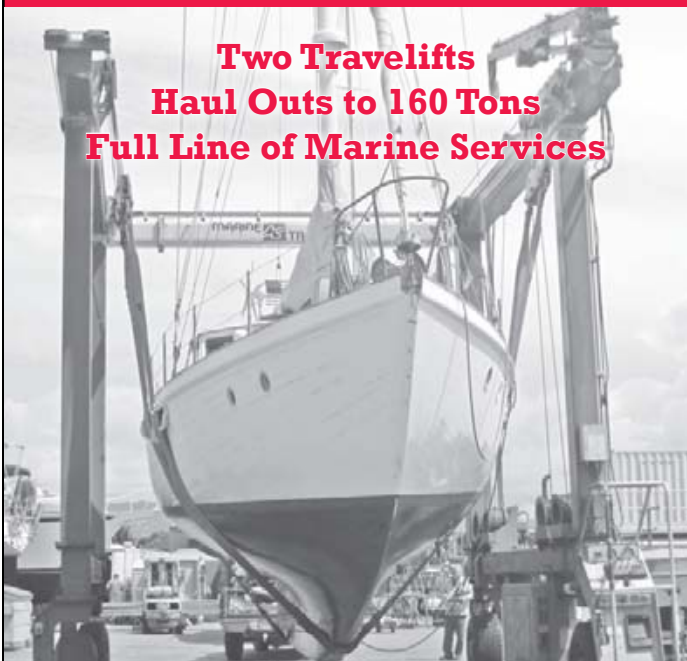
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LETTERS

After a brief discussion with our crew, the young men fired up the covered outboard motor, and the vessel lumbered off to the south in a cloud of blue smoke. Shortly thereafter, another announcement from the bridge advised the passengers that the men had requested some gasoline from the ship, but that none had been available. However, the officer noted that we were able to at least help by advising the Mexican Coast Guard of the boat's current position, course and speed.

To this day, we have no idea of the vessel's purpose at sea or its final destination.

Rick & Heather Reimer
Flying Scot, Ericson 30+
Monterey

Rick and Heather — Perhaps they were bringing hay to offshore sea horses.

But let's do some math. It's about 1,800 miles from Puerto Madero to the U.S. border. According to what we've gleaned from the Internet, 115-hp outboards get between two and five miles per gallon. Assuming that a very heavily laden 40-ft panga would get only two miles per gallon at the very best, that means it would take at least 900 gallons per engine, or 1,800 total, to make it to the border without refueling. Gas weighs about eight lbs a gallon, which would mean about seven tons of fuel. If the weather were anything but smooth, the fuel consumption could easily double. This leads us to believe that either these pangas don't go all the way to the border, or there are some unlicensed offshore Pemex stations.

↑↓ MAKING SENSE OF A TRAGEDY

I'm a beginner sailor — and a student at the Seattle Sailing Club at Shilshole Bay Marina — so please forgive my ignorance of what might be obvious.

Latitude's October *Changes* reported on the death of Dr. Ned Cabot, who died as a result of being washed overboard from his J/46 *Cielita* by a rogue wave off St. George's Bay, Newfoundland. He and friends were returning to Boston after a journey to Iceland and Greenland.

Since Dr. Cabot was a very experienced offshore sailor and described as being "careful and responsible," I'm interested in learning more to better understand how it happened, how it could have been prevented, and how he could have been rescued after going overboard.

Cabot's boat was reportedly hit by a rogue wave on the quarter and knocked down, tossing Cabot and the helmsman into the water. The latter managed to get back aboard, but the crew was unable to get a line to Cabot and he was swept away.

The force of the rogue wave is said to have broken a chain in the steering mechanism, leaving the remaining crew unable to steer the boat. Did the boat not have an emergency tiller? In addition, I've been taught that boats with fin keels — such as a J/46 — can be steered by using the foresail to push the bow and the main to push the transom. Maybe the boat couldn't have been steered very quickly, but couldn't the crew have turned the boat using the sails to steer?

How far was the boat off the coast of Newfoundland? Too far for communication by VHF or other radio to land, and too far for the timely arrival of a search and rescue asset?

How long was Dr. Cabot in the water? Here in the Pacific Northwest, where the water is frequently 53 degrees, it's said the average survival time in the water, with clothing, is 60 to 90 minutes. It seems that would have given a U.S. or Canadian helicopter a fair chance of getting to someone who is within 75 miles of the coast.

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LETTERS

Maybe I'm missing the obvious from lack of real sailing experience, but if I am ever thrust into that situation I'd like to know what doesn't work. As a quote from your 'Wisdom' section says, "Learn from the mistakes of others."

Before my first sail off Seattle, I equipped myself with a manual/automatic inflatable PFD, a water-activated strobe, and a floating, handheld VHF radio with GPS. Since I don't own a boat, I can't get an MMSI, but I can at least read my position off to SAR. I intend to get a PLB for the PFD before I take the boats out as skipper.

Sam Furgason
Seattle

Sam — You ask some very good specific questions, unfortunately many more than we have space to answer. In addition, we don't know the answer to a lot of specifics in the Cielita case, so we'll mostly stick to general remarks.

The most important thing to understand is that if you fall or are thrown overboard from a performance 46-footer — or just



COURTESY CABOT FAMILY

Dr. Ned Cabot had little chance of survival after being washed overboard.

about any other boat — by a rogue wave when the wind is blowing 30 to 40 knots on a quarter, your odds of surviving — no matter what gear you bought and what training the crew has had — are probably no better than 50/50. If the boat you were on then lost steering for any more than a minute, you can probably reduce those odds by another 90%. If you go overboard in very cold water, you can probably reduce the chances by yet another 80%. If the crew on the boat is only moderately experienced, you can reduce the chances by another 90%. In other words, once Dr. Cabot

went overboard in those conditions, his chances of survival were all but nil.

If you do have to go overboard, make sure it's at night, you're wearing a personal strobe, the water is warm, and that the boat has steering and experienced crew. In such a case, your chances might be more like 75%

The bottom line is that you absolutely, positively can't allow yourself or anyone else on your boat to go overboard.

We don't think most sailors — even experienced ones — fully appreciate how fast a boat on a broad reach in gale force winds will leave an overboard victim behind. At eight knots, the separation is 810 feet per minute — well over the length of two football fields. The terrible truth is that nobody on the boat is going to be able to see the overboard victim for much more than a few seconds. The crew should throw all the man overboard stuff after the victim, of course, but it's quickly going to blow downwind of him, too.

The standard procedure for racing boats in a man overboard situation is an immediate round-up. The critical things are to absolutely minimize the separation between the boat and the person in the water, and to have one person do nothing but try to keep an eye on the person in the water.

It's possible to steer a boat without a rudder — in benign conditions. But it's not possible to sail a J/46 upwind in big seas and 35-knot winds. The other thing to consider is that the J/46's rudder was probably flopping all over the place, keeping the boat absolutely out of control until the emergency rudder was put on.

In even the best of situations, it's probably going to take at least a couple of minutes to get the emergency tiller in place.

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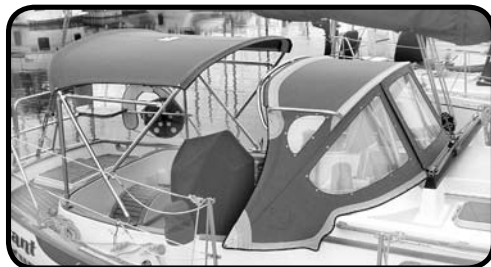
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LETTERS

And even when in place, many emergency tillers are nowhere near as efficient as regular tillers.

Cold water survival times vary wildly, depending on wind and sea conditions, the age of the person in the water, and so forth. Dr. Cabot was 69 years old, so neither his age nor the weather conditions were in his favor.

We don't know where Cielita was in relation to SAR assets, but please don't labor under the false impression that there are rescue helicopters stationed every 100 miles along the remote coasts, and that rescue teams are standing by 24/7 ready to jump into them at a moment's notice. When you go offshore, you should make the assumption that you are alone. It may not be true, but you should operate as though it were.

From time to time, man overboard seminars are held in popular sailing areas. Those who participate are usually surprised by how difficult it is to find and rescue an overboard crewmember in even benign conditions. And getting a line to such victims is just half of the battle, as getting that victim back on the boat is often as difficult, if not more difficult.

We've said it once, and we'll say it again — you can't let yourself or any member of your crew go overboard. In most cases it's a death sentence.

↑↓ WHEN RRS AND COLREGS COLLIDE

Related to the 'Your Right of Way Was Wrong' letter in the October issue, there is a point of the right-of-way rules of which I believe very few racing sailors are aware.

Some years ago, an unnamed yacht club in the South Bay ran a race for which the Sailing Instructions failed to invoke the Racing Rules of Sailing (RRS). During the race, an overtaking boat was passing to leeward of another, slower boat. After establishing an overlap, giving them rights under the Racing Rules of Sailing, the leeward boat headed up to what they felt was their proper course. The weather boat did not alter course and failed to keep clear. During the ensuing crunch a crewmember was seriously injured.

When the resulting lawsuit went to court, it was determined that since the Racing Rules of Sailing had not been in effect because they hadn't been invoked in the Sailing Instructions, the race was *de facto* being run under the COLREGS.

In the COLREGS, unlike the Racing Rules of Sailing, an overtaking boat has no 'leeward boat' rights after establishing an overlap. There is no counterpart to RRS 11 in the COLREGS. The overtaking boat always remains the burdened boat until she is clear ahead. So in this case, without the RRS being in effect, the leeward boat ended up being responsible for the injury.

Bartz Schneider
Expeditious, Express 37
San Francisco

Readers — A very experienced racer who has won the Express 37 division of the St. Francis YC's Rolex Big Boat Series with his Expeditious several times, Bartz knows what he's talking about.

In a typical month, we receive a tremendous volume of letters. So if yours hasn't appeared, don't give up hope.

We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port and, if possible, a way to contact you for clarifications.

By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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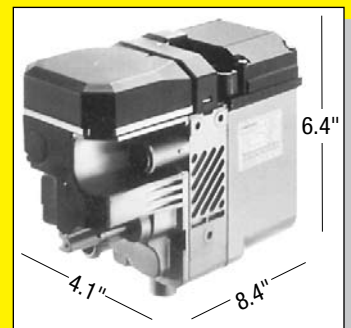
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vendée globe starts with a bang

The toughest sailing race on the planet, the Vendée Globe, started on November 10 in Les Sables d'Olonne, France. Known as the 'Everest of the Seas', the quadrennial race — now in its seventh edition — takes solo skippers on IMOCA 60s around the world nonstop. Twenty courageous skippers — 19 men and one woman — took the challenge.

Though it was cold and rainy the morning of the start, more than 300,000 passionate fans lined the famed French harbor's channel walls to cheer on the fleet as the boats made their way to the starting line. The French love sailing as much as Americans love NASCAR, and with the carnage suffered during the first 10 days of the race (at which point this issue went to press), we're certain Brad Keselowski fans would enjoy it just as much as watching cars go around and around a track.



ARMEL LE CLÉAC'H / BANQUE POPULAIRE

Armel Le Cléac'h.

As of this writing, a full 25% of the fleet had retired with damage and a six-boat pack was match racing toward the equator to lead the race. Just 50 miles into the 24,048-mile race, *Safran* suffered a keel failure while leading the fleet across the Bay of Biscay. Skipper Marc Guillemot sailed precariously back to port — his race was over before it had started. Prodigy François Gabart, 29, aboard *MACIF* wasted no time in taking Guillemot's lead position as the fleet endured their first 300-mile speed test to Cape Finisterre.

Once the fleet rounded Finisterre and was running downwind along the coasts of Spain and Portugal, disaster struck again. First it was Kito de Pavant on *Groupe Bel* who struck a fishing trawler at speed. With a massive hole in his port side, he cautiously sailed to port in Cascais, Portugal.

Next, the fleet's youngest sailor, Louis Burton, 27, took a glancing blow off a trawler at some 18 knots of speed, damaging *Bureau Vallée's* port cap shroud. Attempting to sail back 600 miles to the starting line to fix his yacht and restart by the November 20 start deadline proved futile. A gale struck the Bay of Biscay and forced him to port in Spain to protect his damaged mast. His race was over as well.

In what is undoubtedly the biggest headline of the race so far, the fleet's most popular — and only female — sailor, Samantha Davies, dismasted west of Madeira. While preparing to tuck a third reef in her mainsail, *Savéol* launched off a wave while beam reaching in a 40-knot squall. Immediately upon landing, her 90-ft-tall carbon fiber mast came crashing down.

And if all of that weren't enough, the Open 60 that won the last Vendée Globe, *Maitre CoQ*, had to retire to the Cape Verde Islands with a hydraulic keel-jack failure. Skipper Jérémie Beyou could no longer sail his boat, as his canting keel would swing freely to leeward, seriously crippling the yacht's performance.

Aside from the damage, the race for the lead has been a breathtaking one since the starting gun. Arguably the two most talented skippers in the fleet, Armel Le Cléac'h — aka 'The Jackal' — on *Banque Populaire* and Gabart on *MACIF* have been match-racing each other since the start, with the young pair swapping the lead multiple times on their ultra-fast, cutting-edge VPLP-designed sisterships. Now approaching the equator, the dynamic duo are leading a six-boat pack that has been compressed by the dreaded doldrums, or ITCZ, and its characteristic light and variable winds. Rounding out this lead pack are Barcelona World Race champion Jean-Pierre Dick (*Virbac Paprec 3*), Switzerland's Bernard Stamm (*Cheminées Poujoulat*), England's Alex Thomson (*Hugo Boss*), and '04-'05 Vendée winner Vincent Riou (*PRB*).

Less than 300 miles behind, three multi-Vendée veterans — Briton Mike Golding (*Gamesa*), Frenchman Jean Le Cam (*SynerCiel*) and Swiss skipper Dominique Wavre (*Mirabaud*) are drag racing south at

continued on outside column of next sightings page

classy classifieds'

Latitude's Classy Classifieds are an institution. For the last 30-something years, eager sellers have known that an inexpensive *Classy* ad generates more quality — and qualified — leads than any other source. It's often the first section of the magazine readers turn to. And now that *Classies* are added to our website at no additional charge, sellers are exposed to even more potential buyers.

On the 18th of every month, we get phone calls, emails and folks dropping in to place their *Classy* ad. But starting



SAM DAVIES / SAVEOL

You can't keep Sam Davies down. After dismasting on November 15, she set up a jury rig for 'Savéol' with a donated Laser sail and part of a mast to sail back to France. What a woman!

NEWS FLASH! Just as this issue was being sent to the printers, Polish skipper Zbigniew 'Gutek' Gutkowski on 'Energa' retired after failing to fix his autopilot problems. "Being brave is not only about fighting," he said. "It is also about knowing where to stop."



new deadline

with the January issue, those wanting to place an ad had better mark their calendars three days earlier because the new deadline for *Classies* is the 15th of every month (even if that falls on a weekend).

Placing a *Classy* is simple. Just pop on over to www.latitude38.com and click on 'Classy Classifieds'. Forty-word ads are still just \$40 and will go online quickly, as well as in the next month's issue of the magazine. If your boat is priced at under \$1,000, an online ad is free!

— *ladonna*

vendée — cont'd

close to twenty knots in tight formation, desperately trying to stay in touch with the lead pack. Another 400 miles back, a three-boat pack has formed with Spain's Javier "Bubi" Sansó (*Acciona 100% EcoPowered*), France's Tanguy de Lamotte (*Initiatives-coeur*) and Bertrand de Broc (*Votre Nom Autour du Monde*), who was forced to re-start the race 14 hours late after damaging his bow when sailing to the start line.

Over the next month, the fleet will continue sailing south, carefully negotiating the Saint Helena High before turning east at South Africa's Cape of Good Hope and racing across the Southern Ocean at speeds exceeding 30 knots, constantly watching for Antarctic gales and floating icebergs. We'll keep you up-to-date on the action in *Electronic Latitude*, or you can follow the race at www.vendeeeglobe.org/en.

— *ronnie simpson*



"Good luck! You let us dream!!"

LLOYD IMAGES / DPPI / VENDEE GLOBE



KITO DE PAVANT / GROUPE BEL

For the second running of the race in a row, Kito de Pavant had to withdraw shortly after the start. This time 'Groupe Bel' collided with a fishing trawler.



SPREAD VINCENT CURUTCHET / DPPI / SAVEOL

SIGHTINGS

bounty* claimed by hurricane *sandy

After Hurricane *Sandy* claimed 91 lives in the Caribbean, she set her sights on the East Coast and, in the end, caused an estimated \$54 billion in damage and took an additional 133 lives. Two of the earliest American victims were Captain Robin Walbridge, 63, and Claudene Christian, 42, who were washed off the 180-ft, three-masted replica of the original HMS *Bounty*. Christian's body was recovered hours after the remaining 14 crewmembers were rescued by Coast Guard helos, but Walbridge was never found.

Bounty, a full-rigged ship, was built in 1960 for the Marlon Brando film *Mutiny on the Bounty*. Though she was destined to be a film set, she was built to the highest standards in Lunenburg, Nova Scotia, to the original HMS *Bounty*'s drawings — her length was doubled and tonnage increased — using traditional methods. She was also featured in two *Pirates of the Caribbean* films: *Dead Man's Chest* and

continued on outside column of next sightings page

eight bells for

The Bay Area lost a sailing pioneer last month. Donald Durant (Sr.) passed away surrounded by family at his home in Carmel on November 11.

Donald Durant, husband to Betty Jane and father to Don, was born and raised in Oakland, and lived most of his life there. After dabbling in powerboats, he and Betty fell in love with sailing in the mid '50s. It wasn't long before Donald got interested in racing, and not long after that, he established the Metropolitan YC at Oakland Marina, serving as the club's first commodore.

In the late '50s, Donald was introduced



SPREAD: USCG / BRANDYN HILL; INSET: MICHEL GOSSELIN

donald durant

to a lovely 30-ft Norwegian woodie called a Knarr. He and Betty believed the boat's stout design would be well suited to the Bay's feisty conditions, so he imported hull #74 to test his theory. He was right.

Donald and some yacht club friends began importing Knarrs under their newly formed company Nordic Yacht Imports to build a new one design class. Anyone who races on the Bay can tell you that they were successful — it remains one of the most popular classes today.

Donald's company later changed its name to Sailboats, Inc. and grew to become

continued in middle column of next sightings page

bounty — cont'd

At World's End. The ship underwent a \$3 million refit in '07, and had been in drydock for maintenance shortly before their departure.

Under Walbridge's command — he'd served as her captain for 17 years — *Bounty* left New London, Connecticut, on October 25 bound for her winter home in St. Petersburg, Florida. Late on October 28, Walbridge called the owners to report the ship had lost power and the crew were unable to keep up with the inflow of water. At 4:30 a.m. on October 29, he ordered the crew to don survival suits and abandon ship to two liferafts, and activated the ship's EPIRB.

Later, the crew reported that, as they were entering the rafts, *Bounty* fell onto her side, sending at least three crewmembers into the water. The first mate, John Svendsen, managed to swim to a floating beacon Walbridge had designed, but Capt. Walbridge and Christian — the ship's newest crewmember and the great-great-granddaughter of the original *Bounty* mutineer Fletcher Christian — didn't make it. The Coast Guard arrived to effect the very dangerous and successful rescue of 14 lives a few hours later.

That *Bounty* took to sea in the face of the massively broad and well-forecast storm is controversial to say the least. Rather than stay in port, the decision was made — presumably by Walbridge — to set sail. "Rest assured that the *Bounty* is safe and in very capable hands," was the message that appeared on *Bounty's* Facebook page. "*Bounty's* current voyage is a calculated decision . . . NOT AT ALL . . . irresponsible or with a lack of foresight as some have suggested. The fact of the matter is . . . A SHIP IS SAFER AT SEA THAN IN PORT!"

Three days later that opinion was proven false, as *Bounty* put out a distress call while 90 miles off Cape Hatteras and 160 miles from the center of *Sandy*. Two hours later radio contact was lost with the vessel.

There has been speculation on the Internet that a lack of finances necessary to keep *Bounty* in top condition might have been a contributing factor to her loss. But crewmembers have since come forward to say the ship was in "great shape," and that they considered Walbridge to be a safe and outstanding captain. "I [owe] my life to Robin, and to his ingenuity, to his leadership, that I'm here today," said Svendsen.

Though she was the greenest crewmember, Christian was well-liked by her mates, if for nothing more than her excitement at being aboard. "She was having the time of her life," said one in an ABC interview. The point was driven home in her final text to her mother: "And just be sure that I am ok and happy to be here on *Bounty* doing what I love . . . if I do go down with the ship and the worst happens . . . just know that I am truly genuinely happy! And I am doing what I love."

— ladonna



COURTESY BOUNTY

Claudene Christian was swept off 'Bounty' as it was sinking.



'Bounty', the replica of the original HMS 'Bounty', sank 90 miles off Cape Hatteras during Hurricane 'Sandy'.

america's cup update

It's a bird. . . It's a plane. . . No, it's Artemis Racing's sleek new AC72 testing the waters of San Francisco Bay. In mid-November, the bright-red speed machine completed two test sails in moderate wind conditions — at some points flying a hull with no apparent difficulties. No doubt the problem-free sessions were a relief to team members after suffering damage to the wing sail on the boat's first outing, followed by structural problems with the platform last month.

Meanwhile, behind the scenes, Oracle Team USA staffers are working to replace their 72's wing mast, which was destroyed by wind and waves after the big cat capsized last month, and was washed out the

continued on outside column of next sightings page

SIGHTINGS

ac — cont'd

Golden Gate before she could be righted.

Just days after Artemis' first test sail, America's Cup history was made again; this time on New Zealand's Hauraki Gulf when Emirates Team New Zealand and Luna Rossa met up for a friendly practice and testing session. It was the first time that two AC72s had been on the water at the same time — ever! The breeze never got above 12 knots, so the pair of cats didn't get to truly show their enormous

speed potential, but the awe-inspiring scene of two giant wing-sailed cats doing battle was impressive, nonetheless.

Switching back to America's Cup action on our home waters of San Francisco Bay, the Red Bull Youth America's Cup trials began last week at Pier 80 in San Francisco. The Bay Area's own 'American Youth Sailing Force' began the trials last Monday, becoming the first all-youth-

run and -operated team to go sailing on an AC45. After a quick lesson in rigging the wing-sailed cats and a morning briefing, AYSF sailed laps around the South Bay with Oracle Team USA skipper Darren Bundock acting as their coach and mentor. De-rigging the boats and reviewing footage from the day's sailing session, the six young sailors were physically wiped after two hours of intense practice.

The next morning, they endured physical fitness tests, which included grinding on a mock pedestal for five minutes straight and even grinding a winch connected to a heavily weighted tractor tire! After the demanding tests, the sailors, ages 19-24, went out on their second and final AC45 test sail of the week. Getting a tow to the top of the Berkeley Circle, the team sailed their Red Bull AC45 in laps around channel markers before AC race management set up a mock race course for them to run.

The trial wasn't timed, but the team pushed their hardest and "even John Craig from the AC Race Management seemed impressed," said jubilant AYSF skipper Ian Andrews. "I was probably more timid than normal doing the first bear-away, jibe and tack, but I got more aggressive on the helm. It wasn't as daunting as I thought it would be and I feel confident in our team and what we can do."

With the international selection series beginning in February 2013, this round of trials was to choose a team to represent the U.S. and a team to represent San Francisco in the Red Bull Youth America's Cup, which has been added to next summer's America's Cup schedule of racing. According to organizers, the event "opens the door for young sailors to gain the experience they need to contribute to a Cup team." In all, six teams will be tested in competition for these two coveted spots.

— ronnie simpson (with latitude/andy)

building on time-honored traditions

Just a stone's throw from the Sausalito waterfront, the keel will soon be laid for a very large boat — a ship actually. In fact, it may be the largest vessel built in that famous maritime town since the massive ship-building boom of World War II. This 140-ft (LOA) vessel will not make war, however. On the contrary, she will be a *bona fide* wooden tall ship, whose purpose is to promote good will and maritime education. The visionary sailors behind the project hope she will be

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durant

the largest Columbia dealership in the country. Throughout the years, it changed names several times — Nor Cal Yachts, Cruising Specialists, H&S Yacht Sales — and is now known as Cruising Yachts, the largest sailboat dealer in the state. It also spawned a little sailing school and club you might know: Club Nautique.

In addition to his sailing-related endeavors, Donald was also responsible for the development of Oakland's Embarcadero Cove, a marina and real estate project inside Coast Guard Island on the Estuary. If you've ever stopped at Quinn's

GUILLAIN GRENIER / TEAM ORACLE USA



The young sailors who make up the American Youth Sailing Force had a great time sailing on the Red Bull AC45.



CHRIS CAMERON

ETNZ's big cat has also been launched, and is currently testing in Hauraki Gulf. She clocked 43.6 knots recently in 25 knots of wind!



— cont'd

Lighthouse after a long daysail, you can raise your next frosty beverage to Donald. He purchased the building, which had originally been located at the entrance of the Estuary, from the Coast Guard for \$1, moved it and had it restored.

Donald epitomized 'The Greatest Generation' as a man who grew up during the Depression, served in the Navy from 1940 through the duration of WWII, and believed he could accomplish anything he set his mind to, often with minimal resources other than his conviction and hard work. He will be missed.

tall ship — cont'd

regarded as *the* San Francisco Bay tall ship, and will eventually represent the Bay Area both locally and at tall ship festivals along the West Coast and perhaps beyond.

As we pointed out in our February report, despite the fact that the San Francisco Bay region's colorful nautical heritage is intrinsically linked to the great Age of Sail, not a single brig, barque, or brigantine is currently based here. At the time of that earlier story, the game plan for construction had already been sussed out, detailed plans had been drawn, and more than a million dollars had already been raised to begin the project. The hang-up for months, though, has been finalizing a build site. But today we're pleased to report that an ideal site has been established — thanks to the generosity of Skip Berg — just inland from Sausalito's Marina Plaza, and not far from

continued on outside column of next sightings page



Sweden's Consul General Barbro Osher — the 'Godmother of Artemis' — gets a helping hand from CEO Paul Cayard while christening the AC72.

SIGHTINGS

tall ship — cont'd

the Bay Model and Army Corps of Engineers facility, from which, we assume, the brigantine will be launched sometime in 2014.

Inspiration for the shape, lines and rig of this vessel come from the innovative designs of Matthew Turner, a prolific late-19th century shipbuilder whose merchant vessels were faster and sleeker than any that had come before. This new ship, whose working name is simply the Educational Tall Ship (ETS), will be a scaled-down version of Turner's famous *Galilee*, and will be built using old-style methods, yet with many new-age adaptations.

All the lumber, for example, will come from sustainably harvested Pacific Coast forests. If all goes as planned, the ship will employ a

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holiday shopping

There's no two ways about it, holiday shopping sucks. So instead of fighting the crowds at the mall this year, go the lazy route and hop on over to Amazon to order sailing books for the various people on your list. We receive dozens of review copies of sailing (and frequently non-sailing) books throughout the year. We save them up in hopes of bringing you a list of the more interesting ones in the December issue. Sometimes we have the space, sometimes we don't. This year



Socrates says it was nice to speak to people face to face one more time before heading the rest of the way around the world alone.



for sailors

there are too many good ones to not share. We haven't read all of these books, but they've at least piqued our interest.

First we'll start with the more hands-on selections:

- *Cornell's Ocean Atlas: Pilot Charts for All Oceans of the World*, Jimmy Cornell, \$99.95 — Sailing icon Jimmy Cornell released this new atlas of 129 pilot charts based on the most recent weather data. It features sixty monthly charts with wind

continued in middle column of next sightings page



Socrates could receive all the verbal assistance she needed, but she had to do all the work herself and with her own tools.



"Put your back into it, Jeanne!"

tall ship — cont'd

hybrid design, in which her auxiliary propulsion and onboard energy needs will be met by 'regenerative power'. That is, instead of diesel engines, ETS will be propelled by DC electric motors (connected directly to the prop shafts) which will draw their energy from large battery banks. Here's where the 'regeneration' concept comes in: While under sail, the free-wheeling rotation of the propellers caused by water flowing across them will make the motors function as generators, thus recharging the battery banks. Although it may sound far-fetched, such systems have proven amazingly effective elsewhere. The goal, in keeping with the vessel's environmentally focused educational programs, is for ETS to operate carbon free. (Dockside charging from solar panels and wind generators will help in that effort.)



This Turner-inspired design will be fast and graceful, with a narrow bow and displacement well aft.

The ETS project is the brainchild of widely respected schooner man Alan Olson, who launched the Call of the Sea educational program in recent years, with the schooner *Seaward* as its flagship. To ensure a world-class design and build plan, Olson and his associates contracted naval architect Andy Davis of Tri-Coastal Marine, considered one of the world's preeminent design firms for historic vessels.

Construction will start next month, and we can hardly wait.

— andy

socrates makes pit stop in the bay

It's unusual for someone who's attempting to set a nonstop solo circumnavigation record to make a pit stop along the way, but that's just what Brit Jeanne Socrates did in early November. Socrates, who set off from Victoria, BC, on October 22 on her third attempt at a nonstop trip around, was off the Oregon coast just a few days after her departure when she noticed that her speed had gone from a solid six knots to three. She popped her head up to find that her liferaft had slid right out of its mount and into the sea, instantly inflating and acting as a very efficient drogue for her Najad 380 *Nereida*. She had little choice but to cut it free.

After notifying the Coast Guard of the unmanned liferaft, she contacted the World Speed Sailing Record Council — the organization that will ratify her record — for advice. She had no interest in continuing such an arduous journey without a such an important piece of emergency equipment but she didn't want to abandon her attempt, especially so soon after the start. Thankfully the WSSRC agreed and gave her explicit instructions on how she could and could not effect the replacement of the raft. A boat could tie up to her and pass her the equipment but no tools could be offered and no one could come aboard.

In the wee hours of November 1, Socrates took advantage of a flood current to take a buoy generously offered by Sausalito YC. Sausalito diver Tim Sell had set up a can't-miss retrieval system so she could not only spot it in the dark, but could easily pull it aboard. Then this writer, her husband, Sal Sanchez of Sal's Inflatables and Sell converged on *Nereida* the following afternoon to hand off her new raft.

It's difficult enough mounting a raft on a stern rail while at

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SIGHTINGS

socrates — cont'd

anchor but when a 69-year-old woman who weighs about as much as a wet Yorkie must do so completely unassisted, folks get creative. It wasn't easy and it wasn't quick but eventually Socrates — with lots of advice from the boys — was able to fit the raft into its mount and secure it.

Socrates had hoped to take advantage of the ebb current that night but light winds forced her to anchor just outside Richardson Bay for the weekend. Several Bay Area sailors dropped by to say hello, which cheered her immensely. "Two offered bottles of wine, which I couldn't accept, unfortunately, but the face-to-face chats were nice because they were the last I'll have before I get back," she said.

Nereida was finally able to weigh anchor on November 5, drifting out the Gate on zephyrs. The wind played cat and mouse with Socrates until she hit Mexico, where it finally stabilized enough for her to make consistent speeds toward Cape Horn. With her delayed departure, followed by her pit stop in the Bay, *Nereida* can't afford to lose any more time getting to Cape Horn, but as this issue went to press, she was nearing the ITCZ, and it's not known for brisk breezes. Follow her trip at www.sunereida.com.

— ladonna

us sailing's aegean final report

West Coast sailors were delivered a one-two punch this spring when two tragic accidents just two weeks apart took a total of nine lives. First, *Low Speed Chase* went ashore at the Farallones on April 14 during the Full Crew Farallones Race, killing five of the eight crewmembers. Then on April 28, the Hunter 376 *Aegean* ran into North Coronado Island during the Newport to Ensenada race, taking all four crewmembers. US Sailing's report on the LSC incident was released in early August, while *Aegean's* was released on October 30.

As predicted, the investigative panel — which included West

Coast sailors Bruce Brown (chairman) and Alan Andrews, and special consultants such as Evans Starzinger and Chuck Hawley — found that "a key element of the accident was likely an inadequate lookout, and that it is likely that *Aegean* inadvertently motored beyond a waypoint set before North Coronado Island." Three of the victims — owner/skipper

Theo Mavromatis, 49, Kevin Rudolph, 53, and William Johnson, 57 — died of blunt force trauma, while Mavromatis' brother-in-law Joe Stewart, 64, died of drowning due to traumatic injuries.

The 119-page report went on to detail the presumed events of April 27-28, which are as telling as they are grisly. The panel believes *Aegean* had been motoring under autopilot for several hours when it struck the island at about 1:36 a.m. The SPOT device onboard had been steadily transmitting the boat's position, and pinged once more two minutes after the boat hit the rocks. Then at 1:43 — three minutes before it was set to ping again — the device was manually activated to send a 911 message by someone aboard. At 1:44 and 1:45 a.m., two voicemails were left on Mavromatis' wife's phone. Sadly, none of these messages were retrieved until 9 a.m.

Flotsam at the site, a large debris field nearby, the recovery of the bodies and the eventual discovery of underwater wreckage — includ-

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shopping

and current speed/direction, and 69 planning charts with the most commonly sailed transoceanic routes. Perfect for anyone planning a world cruise.

- *World Voyage Planner*, Jimmy Cornell, \$44.95 — Also new by Cornell is this companion for his 'bible', *World Cruising Routes*. Available at Amazon Marketplace, or from www.cornellsailing.com.

- *Outfitting the Offshore Cruising Sailboat*, Peter I. Berman, \$19.95 — This book will walk you through getting an



The big kiss off — The Baja Ha-Ha's annual 'From Here to Eternity' Kissing Contest left us wondering if any of the contestants have actually seen the iconic film. Eh, who cares? It's still a blast to watch and participate in!



RUSSELL MOORE



Divers Russell Moore and Ed Harris discovered the remains of 'Aegean' at the crash site in May.

— cont'd

affordable used boat ready for a cruising adventure. Get it for your buddy with big dreams.

- *Cost Control While You Cruise DVD*, Lin & Larry Pardey, \$19.95 — Part Four of the Pardeys' Offshore Sailing DVD series will help you figure out how much it will cost you to cruise and how to cut costs. Perfect for every Pardey fan.

- *The Boat Galley Cookbook*, Carolyn Shearlock & Jan Irons, \$36 — This is one continued in middle column of next sightings page

aegean — cont'd

ing the boat's engine — at the island leave no doubt that *Aegean* ran into North Coronado Island. Though the panel determined that an inadequate lookout was the primary cause of the accident, during their investigation they discovered additional safety issues that could be addressed to prevent future accidents:

1. Always maintain a lookout, with a watch of at least two people, using audible waypoint and radar alarms.
2. Racers need to be made aware of the light obscuration zones in the Coronado Islands.
3. Each watch must understand the operation of the boat's navigation systems.

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PHOTOS LATITUDE / ANDY

SIGHTINGS

aegean — cont'd

4. The use of autopilots while motoring should be reviewed by race organizers.

5. To improve communication, racers should monitor VHF 16 and race organizers should provide a 24-hour emergency contact.

6. US Sailing should create a guide to emergency signaling devices.

7. US Sailing should create a crisis management template for race organizers.

The last item on the list would undoubtedly be appreciated by race officials as most smaller races are run by volunteers who rarely have the time and/or knowledge to significantly update race rules. Serious accidents happen so rarely — no matter what the mainstream media want you to believe — that inexperienced race officers might easily get flustered during an emergency. Having a guide or checklist to

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shopping

book we can heartily endorse because we own it. It's crammed full of tips for cooking aboard — such as the fine art of Thermos cooking — and 800 recipes that don't require *crème fraîche* or truffle shavings. Recommended for any galley wench.

If you're looking for a good salty read, check out these options:

- *Tightwads on the Loose: A Seven-Year Pacific Odyssey*, Wendy Hinman, \$14.95 — As a frequent *Changes in Latitudes* contributor, Hinman detailed her and her husband's cruise on their Wylie 31 *Verella*. A must-read for any would-be cruisers, especially those of the feminine variety.



PHOTOS COURTESY RICE FAMILY

— cont'd

• *Child of the Sea*, Doina Cornell, \$19.95 — The Cornell family has been busy this year. This is the memoir of Jimmy & Gwenda Cornell's daughter as she grew up cruising the world. Great for kids and parents alike.

• *Race France to France, Leave Antarctica to Starboard*, Rich Wilson, \$15 — The exciting story of the second American to ever finish the Vendée Globe Race (2008-09). Pick this up to find out what it's really like for the 14 racers remaining (out of 20) in the current edition of this solo, nonstop around-the-world race.

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'Argonaut' has a steel hull and deck, and an aluminum house. Rice's family wonder if she may still be afloat in Indonesia.



aegean — cont'd

follow when things are getting crazy would help ensure nothing gets missed.

As they have been since April, our thoughts are with the families and friends of those killed in these terrible accidents. Hopefully we can all learn something that will make us safer on the water, not the least of which is to always maintain a proper lookout.

— ladonna

the strange disappearance of argonaut

On August 10, John Rice's family received the life-changing news that Rice, a 60-year-old Australian who had lived for many years in Long Beach, had been reported dead while sailing in the Flores Sea in Indonesia. His French Canadian crewmember, Guillaume Gosselin, reported to officials in Kupang that 14 days earlier, he and Rice had been off Pamana Island in rough conditions when the 59-ft steel-hulled *Argonaut* began filling with water through the head portlight.

He said that Rice refused to abandon ship but Gosselin decided to take his chances in the water.

According to his official story, Gosselin watched *Argonaut* slip beneath the water. The only things that floated to the surface, Gosselin said, were the outboard fuel tank, an oar, a lifejacket and John Rice himself. He says he swam over to Rice, who was unresponsive, and

checked his pulse. Finding no pulse, Gosselin tied the floating outboard tank to Rice and began swimming for a nearby buddy boat. According to Gosselin, the mile-distant Nordhavn 46 *Kanaloa*, owned by multi-circumnavigators Heidi and Wolfgang Hass, didn't see him so he paddled toward the nearby island, also about a mile or so away. Apparently he didn't make it to the island, as he says he was in the water for two days before a fishing boat rescued him and took him to 350-mile-distant Kupang, a trip that took 12 days.

John Rice's daughter, Chelsea Rice-Morris is confused by this account of her father's death. "The story doesn't make any sense," she told us. "My father was a marine engineer and he built *Argonaut* to be unsinkable. It was one of the best-built vessels many had ever seen and had the best equipment, so it seems impossible that the boat sank in just a couple of short hours."

According to Rice-Morris, *Argonaut* had been sailing in company with *Kanaloa* since departing Darwin, Australia, on July 14. Rice had spent 18 years perfecting the steel sloop into a stout world cruiser. A very experienced seaman, he was no stranger to rough weather, which Rice-Morris says didn't faze *Argonaut* in the least. On July 25, the two boats were just a few miles apart near the small island of Pamana in the Flores Sea. In a letter provided by Rice-Morris, Heidi Hass informed the Indonesian investigators that she and Rice were in contact at least twice a day on the VHF. She says her last contact with him was around 2 p.m. "The seas were a bit choppy, with three to four feet and white caps," she wrote. "For *Argonaut* and *Kanaloa*, these were just 'lake-like conditions'. No swell or any danger."

Hass went on to say, "Neither of us even considered that the *Argonaut* could sink, definitely not what I heard Guillaume said happened, which is almost impossible. I am not an expert, but no amount of water could have come through the toilet window on the starboard

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Wolfgang and Heidi Hass (left) had been buddyboating with John Rice for months before he disappeared.

argonaut — cont'd

side to sink the *Argonaut*.”

What further frustrates Rice's family and friends is that, according to Rice-Morris, the Indonesian government searched the wrong area for debris and have yet to question the Hasses about that day. “I really want to know what happened during those 14 days because, as far as we know, the investigators haven't even questioned the crew of the fishing boat. We've been going in circles with them,” she said. “It's been nothing but heartbreak and confusion.”

Rice-Morris holds out little hope that her father is still alive, but she says what she really wants is to get the full story of what happened that day. She doesn't know if that day will ever come, but she hopes that cruisers will keep an eye out for any boat resembling *Argonaut*. If you suspect you've seen her since July 25 — or have any pertinent information in the case — get in touch with the family through a website they've set up: argonautissing.com.

— ladonna

boeing 777 rescues sailboat

Okay, so the headline might be a bit fantastic but the story is very real. On October 3, Australian Glenn Ey, 44, set off singlehanded from Pittwater, just north of Sydney, on a cruise of the eastern coast of Oz aboard his Cavalier 36 *Streaker*. All was well — “It was beautiful, really,” Ey said of the weather — until a southeasterly gale blew up toward the end of his second week. Not wanting to get caught inshore during a gale, Ey heaved to and set *Streaker* on an offshore course. Mid-day on October 14, Ey said “a huge wave came along, picked me up and just rolled me over.” He recalled sitting on his settee one moment, smashing into the overhead the next, and then landing on the table. “It all happens very quickly and it's most unpleasant.”

With the companionway door torn off in the rollover, water flooded into the boat. “Everything was just floating around and I was up to my

knees in water,” Ey said. “I put my head up and the mast was down. It was in three pieces.” That's enough to tempt even the saltiest sailor to set off his EPIRB, but Ey spent the next 36 hours cleaning up the mess and bailing out the boat. He initially tried to bring the largest piece of the mast aboard to set up a jury rig but the conditions were so severe he was concerned it might hole the boat. In the end, he jettisoned the whole lot. “Your first priority is survival,” he told an interviewer who asked why he didn't immediately set off his beacon. “If your boat is holed, you're going down and an EPIRB won't save you then.”

Believing he was about 100 miles offshore, Ey spent the next day or so trying to make his way to Sydney — under power when conditions had calmed and under a jury rig he set up with his spinnaker pole. Then he ran out of fuel and realized that a strong current had pulled him farther out to sea than he'd originally presumed. At 8:15 a.m. on October 16, Ey set off his EPIRB.

The Australian Maritime Safety Authority (AMSA) requested two commercial flights to divert and search in the vicinity of the signal about 270 miles off Sydney. Ey had not registered his EPIRB so they had no information other than the location. An Air Canada Boeing 777 was first on the scene and it wasn't long before sharp eyes on-

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AMSA

An airliner first spotted the dismantled 'Streaker' drifting in the Tasman Sea.

shopping

• *Hostage: A Year at Gunpoint with Somali Pirates*, Paul & Rachel Chandler, \$15.95 — Start reading this harrowing account of a kidnapping that caught the world's attention and you won't be able to put it down. Not for the faint of heart or those with an irrational fear of piracy.

• *Maiden Voyage*, Lois Joy Hofmann, \$29.95 — A beautiful coffee table book featuring photos and stories of Lois &



Happy
Holidays

— cont'd

Günter Hofmann's eight-year circumnavigation aboard their 43-ft Catana *Pacific Bliss*. A great gift for those who enjoy pretty things.

We hope this helps ease your holiday shopping angst *and* gives you a good excuse to explore the many other newly released sailing books available. And don't forget to circle the ones you want and leave this article out where your loved one can't miss it. Happy holidays!

rescue — cont'd

board spotted the stricken *Streaker*. A later Air New Zealand flight confirmed the sighting, and a merchant vessel diverted to the boat's location to stand by while awaiting the New South Wales water police for rescue.

Ey was not injured during his ordeal and, unfortunately, *Streaker* is still adrift in the Tasman Sea. He says he doesn't plan to go to sea again anytime soon — "I'd be quite happy to sit under a tree for a while," he said — but when he does, manufacturer GME will give him a properly registered GPS-enabled EPIRB for the trip. If you haven't registered your EPIRB, there's no time like the present!

— *ladonna*

from the crew at
Latitude 38



TOM BROWN / EAGLE