

Latitude 38

VOLUME 428 February 2013

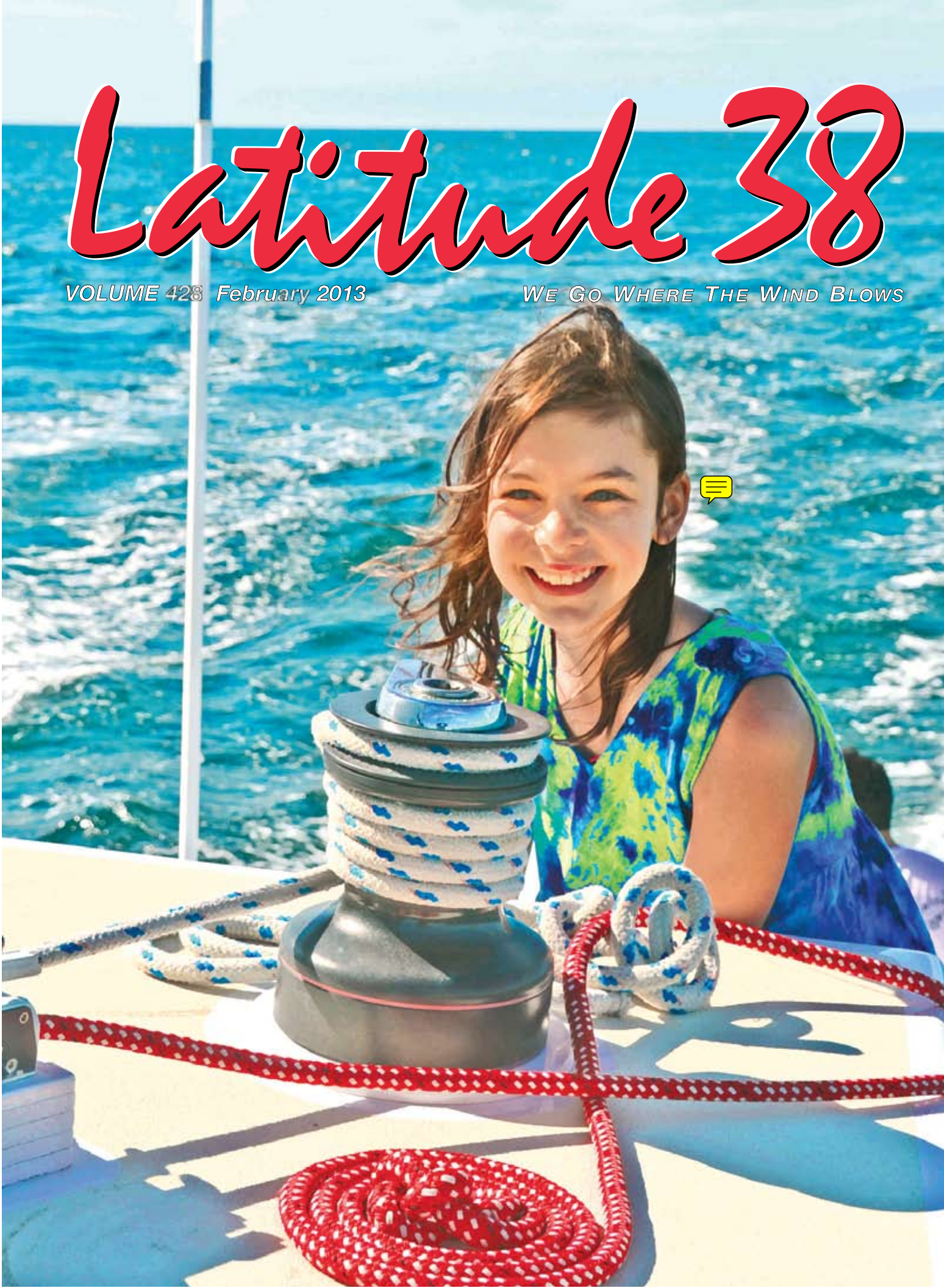
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Latitude 38

FEBRUARY 2013

VOLUME 428



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PHOTO ROY TENNANT
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Cover: Ten-year-old Gavriela of New York City, who was on vacation with her family at Punta Mita, Mexico, enjoys a turn at the helm during an 'everybody come sailing with *Latitude*' day aboard *Profligate*. Of the dozens of people who have driven *Latitude*'s 63-ft catamaran so far this winter, young Gavriela has been the best. She had a delicate touch, and unlike most of the others, didn't have a tendency to oversteer.

Photo: Latitude 38/Richard

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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.

SELECT BROKERAGE



Beneteau 46, 2008 \$289,000



Jeanneau 45, 2007 \$290,000



Beneteau 36.7, 2010 \$144,000



Island Packet 380, 1999 Galatea \$227,000

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46' Beneteau Oceanis 461	1998	174,000
45' Jeanneau Sun Odyssey	2007	290,000
42' Beneteau 423	2004	189,000
42' Beneteau First 42	1985	89,500
41' Dehler DS	1998	145,000
41' Tartan 4100	2004	324,500
40' Beneteau 40.7	2001	155,000
40' Beneteau 40	2009	199,000
39' Beneteau 393	2003	134,500
38' Island Packet 380	1999	227,000
38' Beneteau	1991	42,000
38' Ericson 38-200	1988	68,000
38' Beneteau	1999	89,000
37' Pacific Seacraft yawl	1984	119,000
36' Beneteau 36.7	2010	144,000
36' Catalina	1989	47,500
36' Pearson 36-II	1985	57,900
36' Beneteau 361	2000	89,900
36' Hunter sloop	2004	94,500
35' Island Packet	1991	139,000
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Latitude 38

"we go where the wind blows"

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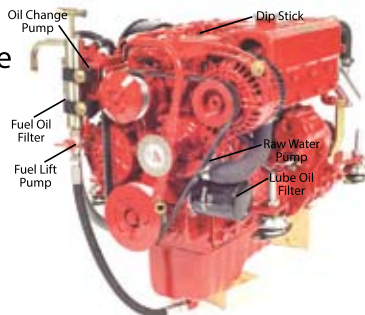
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Entry Form
next page!



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SERIES INFORMATION

The YRA Party Circuit

- Includes the 3 marquee YRA Weekend Regattas plus the 1 day Summer Sailstice Regatta. Weekend regattas are The Great Vallejo Race, the YRA 2nd Half Opener, and the YRA Season Closer. The three weekend regattas features 2 days of racing and a party at the host club Saturday night.
- All 5 races are longer, destination style races.
- There are 6 Divisions available for each Regatta: PHRF, Sportboat, One-Design, Double/Singlehanded, Non-Spinnaker & Multihull. Divisions may be split into multiple fleets to ensure competitive racing.

The YRA Series

- In the Bay racing for boats with a current NCPHRF rating certificate (HDA) or for One-Design classes (ODCA).
- The series consists of 4 race days- YRA 1, YRA 2, YRA 3, YRA 4. Multiple races may be held on each race day.
- HDA Divisions are determined by grouping similarly rated boats.
- YRA Series Racers are invited to race in the Crewed Lightship ocean race for an additional \$5.00. Additional OYRA equipment requirements must be met. See http://www.yra.org/OYRA/ocean_safety.html.
- One-Design starts are available for any fleet that signs up for the ODCA season, or, gets at least 5 boats to sign up for a single race day. If you are not sure if your One-Design fleet is a current ODCA fleet, or would like to sign your fleet up for ODCA, please contact the YRA office at (415) 771-9500 or info@yra.org.

OYRA (Offshore Yacht Racing Association)

- In 2013, there are 9 ocean races ranging from 25 to 60+ nautical miles.
- OYRA racers are invited to race in the Great Vallejo Race for only an additional \$5.00!
- Racers will be divided into divisions determined by the OYRA board. Racers can also choose to race in the Short Handed division:

WBRA (Wooden Boat Racing Association)

- The WBRA participates in the US Sailing Golden Anchor program which makes WBRA racers eligible for a discounted US Sailing Membership. US Sailing memberships through the WBRA Golden Anchor program must be purchased online here: <http://www1.ussailing.org/membership/MPP/Default.aspx?ycid=112274N>
- Bay racing for one of the following 5 fleets:
 - Bird Boats
 - Bear Boats
 - Folkboats
 - IODs
 - Knarrs

GENERAL INFORMATION

- **YRA Sailing Instructions are available on the YRA website at www.yra.org.** Sailing instructions are normally posted approximately 2 weeks prior to each race. If you do not have access to the internet and need to have your race instructions mailed to you, please contact the YRA office at (415) 771-9500 or info@yra.org
- Entries for a series, or individual regatta, must be received by 5 pm the Monday before the race or a \$35 late fee will be applied. No entries will be accepted after 5 pm the Wednesday before a race.
- **A YRA sailing membership and a membership in a YRA member yacht club is required to register a boat for any YRA series.** A YRA membership is required to race in any individual YRA Race, but one time racers do not need to belong to a member club.
- The YRA Offers a discount on all race fees to US Sailing Members. YRA Racers are eligible for a discount on US Sailing Memberships through the Golden Anchor Program. US Sailing Memberships can be purchased online at <http://www1.ussailing.org/membership/MPP/Default.aspx?ycid=101132Z>.
- Sailors entering the OYRA Season, or any individual OYRA Race, must submit complete an online crew & boat registration form through jibeset.net before each ocean Race. See http://www.yra.org/OYRA/ocean_safety.html for more information. **Please note that to race in an OYRA Race there are rigorous additional safety requirements in effect, including the requirement for a 406 EPIRB or 406 PLB.**
- Please fill out your entry form completely, sign, date and return it to the YRA office along with your payment. If you need additional assistance completing this form, please contact the YRA office.
- You can save time and postage by signing up online! Visit www.yra.org for more information!



Yacht Racing Association of San Francisco Bay - 2013 Entry Form

1070 Marina Vaillage Pkwy., Suite 202-G
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Phone: 415.771.9500
Fax: 415.276.2378
email: info@yra.org

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

Membership Fees:	YRA Membership:	Required for YRA Racing	\$50	\$ _____
NCPHRF Fees:	Renewal of 2012 Certificate:		\$30 for YRA Members/\$40 for NON-YRA Members	\$ _____
	New Certificate/Renewal of 2011 or prior Cert.:		\$45 for YRA Members/\$55 for NON YRA Members	\$ _____

Season Racing Fees:	US Sailing Members	Non US Sailing Members	Fleet: (PHRF, One-Design, etc.)
YRA Party Circuit (Vallejo, 2nd Half Opener, Season Closer, Summer Sailstice)	\$150	\$165	_____ \$ _____
YRA Series + Party Circuit (HDA/ODCA, Includes Party Circuit)	\$180	\$195	_____ \$ _____
YRA Series only (HDA/ODCA, no Party Circuit)	\$150	\$165	_____ \$ _____
Offshore Yacht Racing Association (OYRA) Full Season *	\$195	\$210	_____ \$ _____
Wooden Boat Racing Association (WBRA) Season	\$150	\$165	_____ \$ _____

Single Race Fees:	US Sailing Members	Non US Sailing Members	Fleet: (PHRF/One-Design, etc.)
YRA Series racers entering the Lightship Ocean Race *	\$5	\$10	_____ \$ _____
OYRA season racers entering Vallejo	\$5	\$10	_____ \$ _____
Vallejo Race Only	\$75	\$80	_____ \$ _____
2nd Half Opener Only	\$75	\$80	_____ \$ _____
Season Closer Only	\$75	\$80	_____ \$ _____
All other YRA Races (write in race name):	\$55	\$60	_____ \$ _____

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

* **Participants in an ocean race or ocean series must complete an online boat crew registration form through Jibeset.net. See http://www.yra.org/OYRA/ocean_safety.html for add'l info safety requirements** **TOTAL** _____

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

Signed: _____ Date: _____

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- #4: February 9
- #5: March 16
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Single-handed Series (Saturdays)

- #1: February 23

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CALENDAR

Non-Race

Feb. 2 — 24th Annual Women's Sailing Convention at Bahia Corinthian YC in Corona del Mar. \$185. Limited space so register early! Info, www.womenssailingconvention.com.

Feb. 2 — North U. Trim Seminar in Marina del Rey at Del Rey YC, 9 a.m.-4:30 p.m. \$85-115. **2/6:** Vancouver, BC; **2/23:** Portland, OR; **2/23:** Berkeley YC; **2/24:** Seattle YC; **2/24:** Channel Islands YC (Oxnard); **3/9:** Nanaimo YC (BC); **4/27:** Coos Bay YC (OR). Info, www.northu.com.

Feb. 2-3 — Hot Chocolate Clinigatta for Young Sailors at Santa Barbara YC, 9 a.m. Two days of learning and fun racing for 8- to 12-year-old aspiring sailors. Info, www.sbyfsf.com.

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

Feb. 3-24 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Feb. 5-Mar. 21 — Boating Skills & Seamanship course by USCGA Flotilla 17 at Yerba Buena Island, Tuesday & Thursday nights, 7:30-9:30 p.m. \$65. Info, uwphoto@me.com.

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

Feb. 7 — Club Nautique's Winter Seminar Series continues with 'Adventures in the Pac Cup' by Tony English & Simon Bell in Sausalito, 6-8 p.m. Other seminars run at the same time at alternating locations (A=Alameda, S=Sausalito). \$10 members/\$15 non-members. **2/28:** 'Electrical Systems Explained' by Peter Leib (A); **3/14:** 'NOAA Sea Birds in Our Sanctuaries' by Karen Carlson (S); **3/28:** 'America's Cup' by TBA (A). Info, (510) 865-4700 or www.clubnautique.net.

Feb. 9 — Sausalito Herring Festival, a celebration of herring season and a fundraiser for the Sausalito Community Boating Center/Cass Gidley Marina at Gabrielson Park, 11 a.m.-4 p.m. Info, www.cassgidley.org.

Feb. 9 — US Sailing Race Management Seminar at Encinal YC, 8 a.m.-5:30 p.m. Info, encinalseminar@gmail.com.

Feb. 9 — Interested in racing on Monterey Bay? Stop by Monterey Peninsula YC's Racing Mixer, 4-7 p.m. Meet skippers and sign on as crew! Info, race@mpyc.org.

Feb. 9 & 23 — 'The Saga of Captain William Shorey' presentation at SF Maritime National Historical Park's Visitor Center, 3 p.m. Free. On **2/23**, discover the African American and Caribbean connection to work chanteys — and join in for the choruses — aboard *Balclutha*, 1 p.m., \$5 vessel admission fee (kids under 16 free). Info, www.nps.gov/safr/index.htm.

Feb. 9-18 — Lake Havasu Pocket Cruiser Rendezvous. A great excuse to get your trailer sailer on the water, plus you'll sail under the London Bridge! Info, www.sailhavasu.com.

Feb. 12-May 7 — Sailing Skills & Seamanship class by USCGA Flotilla 12 at USCG Station Golden Gate in Sausalito, Tuesdays, 7:30-9:30 p.m. \$75. Info, (510) 387-7087.

Feb. 14 — Are you a single boatowner and need crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

Feb. 15 — Hidden Treasures Fundraising Gala for Afterguard Sailing Foundation at California Ballroom, 7 p.m. \$100. Benefits the nonprofit that teaches sailing to underserved youth. Info, www.afterguard.net/hiddentreasuresgk.html.

Feb. 19 & 23 — How the Tides Work for You talk by Kame Richards at Sausalito's Bay Model. 2/19 at 7 p.m., 2/23 at 1 p.m. \$15 (cash), RSVP required. Info, JimTantillo@comcast.net or (408) 263-7877.

Feb. 23 — Knot Tying & Rope Basics Class at San Jose

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Catalina 36 MkII, 2001	98,500
Catalina 36, 1999	REDUCED! 82,500
Catalina 36, 1995	75,000
Catalina 36, 1983	REDUCED! 51,900
Catalina 350, 2005	129,900
Catalina 350, 2003	116,500
Catalina 34, 2003	95,000

Catalina 34, 1990	REDUCED! 45,000
Catalina 34, 1989	47,500
Catalina 34, 1987	NEW LISTING! 49,000
Catalina 310, 2000	REDUCED! 74,900
Catalina 310, 2000	59,000
Catalina 30, 1988	SOLD
Catalina 30, 1984	22,000

Preowned Sailing Yachts at Our Docks

Gulfstar 50 owners' model, 1978	125,000
Norseman 447, 1984	199,000
Tartan 4100, 2004	REDUCED! 324,500
C&C 38, 1979	41,000
Tayana 37 Cutter	77,000
Hunter 37, 1987	49,000
Hunter 356, 2003	REDUCED! 84,995
Ericson 32, 1970	NEW LISTING! 28,000

Hunter 31, 2007	REDUCED! 69,500
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CALENDAR

West Marine, 1-2:30 p.m. Free. RSVP, (408) 246-1147.

Feb. 23 — All Bay Area race PROs will want to attend the NorCal ORC's PRO Ocean Training at SFYC, 9 a.m.-12 p.m. Info, www.norcalorc.org.

Feb. 23-27 — *Lady Washington* and *Hawaiian Chieftain* kick off their Northern California tour in San Francisco with tours, educational programs and Adventure Sails. **2/28-3/6**: Oakland; **3/7-19**: Redwood City; **3/20-4/1**: Sausalito; **4/2-8**: Bodega Bay; **4/11-17**: Eureka; **4/19-29**: Crescent City. See www.historicalseaport.org for a full schedule and pricing.

Feb. 24 — USSailing Safety at Sea Seminar at Cal Maritime in Vallejo, 8 a.m. \$100-105, parking \$3-5. Includes lunch. Info, www.norcalorc.org/sas.

Feb. 25 — Sail under the full moon on a Monday night.

Mar. 2 — Sail a Small Boat Day. Free rides in a variety of different small sailboats at Richmond YC, 10 a.m.-3:30 p.m. Wear something warm and waterproof, and bring a PFD and change of clothes. Info, www.richmondyc.org.

Mar. 6 — In-the-water liferaft training class by Sal's Inflatables, 3:30-5 p.m. at Golden Gate YC, just before the Crew List Party. \$39. Reservations & info, (510) 522-1824.

Mar. 6 — *Latitude 38's* Spring Crew List Party at Golden Gate YC, 6-9 p.m. \$5 for anyone 25 & under (with ID)! Only \$7 for the rest of us. See www.latitude38.com for details.

Mar. 7 — Wildlife on the Bay & California Coast talk by marine ecologist Carol Keiper at Corinthian YC, 6:30 p.m. Free. Co-hosted by Modern Sailing School and Club. RSVP at www.cyc.org or (415) 435-4771.

Apr. 11-14 — Strictly Sail Pacific at Jack London Square. Info, www.strictlysailpacific.com.

Apr. 21 — Berkeley YC Swap Meet & Open House, 6 a.m. Info, swapmeet@berkeleyyc.org or www.berkeleyyc.org.

Racing

Feb. 2 — Double Up & Back. CPYC, www.cpyc.com.

Feb. 2 — Perry Cup/Midwinter. MPYC, www.mpyc.org.

Feb. 9-10 — Londerville Cup. HMBYC, www.hmbyc.org.

Feb. 9-24 — Red Bull Youth America's Cup Selection Trials. Young sailors, ages 19-24, will vie to be selected to race AC45s in the finals of the youth version of the Big Show next fall. Info, www.americascup.com.

Feb. 16-17 — BAYS Winter Optis #3 & 4. Info, www.bayarea-youthsailing.com.

Feb. 23 — Singlehanded #1. SeqYC, www.sequoiayc.org.

Feb. 24 — Island YC's Sadie Hawkins Race on the Estuary. Woman skipper, full crew. Chowder challenge after. Info, iycracing@yahoo.com.

Mar. 2 — Long Distance #1. SSC, www.stocktonsc.org.

Mar. 9-10 — Big Daddy Regatta, a don't-miss Bay Area classic. RYC, (510) 237-2821 or www.richmondyc.org.

Midwinter Regattas

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

BERKELEY YC — Chowder Races: Sundays through March except when they conflict 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 & Rob Moore Memorial Regatta: 2/16-17. Michael, racing@cyc.org.

ENCINAL YC — Jack Frost Series: 2/16, 3/16. Info, rearcommodore@encinal.org.

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

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

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70' Catamaran, '04, <i>My Way Forever</i>	\$2,453,700	40' J/120, '02, <i>Alchera</i>	SOLD	34' J/34, '85, <i>The Zoo</i> *	\$29,900
55' Tayana CC, '88, <i>Samadhi V</i>	\$249,000	40' J/120, '98, <i>Jolly Mon</i>	\$165,000	34' MJM 34z, '05*	\$259,000
52' Santa Cruz 52, '99, <i>Renegade</i>	\$495,000	40' J/120, '94*	\$149,000	33' Synergy 1000, '99, <i>After Burner</i>	Reduced \$49,000
52' TransPac w/IRC mods, '03, <i>Braveheart</i> *	\$395,000	40' Pacific Seacraft, '99, <i>DreamKeeper</i>	\$314,900	32' Luhrs Open 32, '03, <i>Mad Dash</i>	Pending \$114,900
50' Bakewell-White, '02, <i>Brisa</i>	\$615,000	39' Silverton 351 Sedan Cruiser, '99	SOLD	32' Catalina 320, '95*	\$52,000
48' J/145, Hull #9, '03*	\$675,000	39' Carroll Marine CM 1200, '95*	\$49,000	30' Columbia 30, '06, <i>Escudero</i>	\$89,800
48' C&C Landfall 48, '81, <i>Footloose</i>	\$159,995	38' True North 38, 2002, <i>Ricochet</i>	Pending \$184,900	30' J/30, '79*	\$26,000
48' 1D48, '96, <i>Chaya</i>	SOLD	38' Aerodyne 38, '03, <i>Kira</i>	\$189,000	30' Peterson Half Ton*	\$14,900
47' Beneteau 473, '06, <i>Done Dealing</i> New Listing	\$269,900	38' Alerion, '07*	\$229,000	30' Scout 30, '80, <i>Zelda</i>	Reduced \$49,500
45' Jeanneau Sun Odyssey, '08*	\$319,000	36' Sydney 3600, '02 <i>Fins</i>	Pending \$119,000	29' MJM 29z, '07*	\$269,000
44' J/44, '90, <i>Phantom</i>	\$239,000	36' J/109, '03*	\$185,000	28' J/28, '87*	\$32,000
43' J/130, '96*	\$184,000	35' J/105, '92, <i>Vim</i>	\$75,000	28' Alerion Express, '02*	SOLD
42' Beneteau 423, '07*	\$204,500	35' J/105, '00, Hull #355, <i>Whisper</i>	Reduced \$84,900	26' J/80, '06, <i>J Hawk</i>	\$48,500
41' J/124, '06	\$239,000	35' J/105, '99, <i>Life Is Good</i> *	\$68,900	26' J/80, '00*	\$29,900
40' J/122, '09*	\$399,000	35' J/35C, '91*	\$89,000		

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CALENDAR

LAKE MERRITT SC — Robinson Memorial Midwinters: 2/9, 3/10. Info, (510) 582-1048.

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

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

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

SANTA CRUZ YC — Midwinters: 2/16, 3/16. Info, (831) 425-0690. Laser Midwinters: 2/10, 3/10. Rob, robschuyler@cruzio.com.

SANTA ROSA SC — Winter Series: 2/10, 3/24. Info, www.santarosasailingclub.org.

SAUSALITO YC — Sunday Midwinters: 2/3, 3/3. Dave Borton, (415) 302-7084 or race@sausalitoyachtclub.org.

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

SOUTH BEACH YC — Island Fever Midwinters: 2/16, 3/16. Info, www.southbeachyc.org.

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

VALLEJO YC — Tiny Robbins Midwinters: 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.

February Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
2/02Sat	0339/5.9	1005/1.1	1629/4.0	2134/2.0
2/03Sun	0430/6.0	1117/0.8	1806/3.8	2240/2.5
	LOW	HIGH	LOW	HIGH
2/09Sat	0407/2.0	1021/6.7	1649/-0.8	2346/5.6
2/10Sun	0457/1.7	1111/6.6	1729/-0.6	
	HIGH	LOW	HIGH	LOW
2/16Sat	0328/5.6	1015/1.2	1655/3.9	2148/2.5
2/17Sun	0415/5.4	1124/1.1	1830/3.8	2255/2.8
2/18Mon	0510/5.4	1232/1.0	1953/3.9	
	LOW	HIGH	LOW	HIGH
2/23Sat	0335/2.3	0934/5.8	1609/0.1	2303/5.0
2/24Sun	0412/2.0	1016/5.9	1640/0.1	2330/5.2

February Weekend Currents

date/day	slack	max	slack	max
2/02Sat	1230	0222/2.8F 1515/2.4F	0528 1831	0835/3.8E 2058/2.4E
2/03Sun	0004 1340	0318/2.6F 1628/2.6F	0620 1949	0933/4.0E 2202/2.1E
2/09Sat	0035 1207	0302/3.2E 1516/5.4E	0619 1907	0913/3.7F 2207/4.4F
2/10Sun	0117 1259	0348/3.5E 1602/5.2E	0709 1949	1002/3.7F 2247/4.3F
2/16Sat		0221/2.2F 1530/2.1F	0526 1838	0822/3.3E 2047/1.7E
2/17Sun	0027 1346	0317/1.9F 1650/2.1F	0618 1948	0919/3.1E 2150/1.4E
2/18Mon	0132 1449	0420/1.7F 1801/2.3F	0715 2054	1021/3.1E 2259/1.3E
2/23Sat	1128	0221/2.5E 1432/4.4E	0545 1827	0835/2.8F 2124/3.5F
2/24Sun	0032 1210	0257/2.9E 1510/4.5E	0623 1900	0913/3.1F 2153/3.6F

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LETTERS

↑↓ DON'T WANT TO MISS THE FINALS

Although I'm a 100% daysailor/cruiser on San Francisco Bay and the Delta, I'm still interested in the America's Cup. Have they released the dates of the racing for this summer? It would help me with my planning, as I'm hoping that my annual three-week cruise to the Delta in August — love that heat! — won't mean that I'll miss all the America's Cup action.

Ray Dustry
Windblown, Cal 30
Livermore

Ray — The only constant with regard to the 34th America's Cup has been change, but the last time we checked the important dates were still the same:

February 1 — Competitors can launch their second AC72.

April 16-21 — World Series event — racing AC45s — in Naples, Italy. The other proposed AC events using AC45s have been scrapped for a variety of reasons, from the devastation caused by Hurricane Sandy to the lack of interest on the part of the Kiwis.

July 4-August 30 — The Louis Vuitton Cup Challenger Selection Series. Which teams race on what days won't be determined until it starts, and it's subject to constant change.

September 7-21 — The 34th America's Cup Match Races.

If you can choose the dates of your Delta vacation, we'd suggest the first three weeks of August. That way you'd get to see the early races of the Louis Vuitton Cup, which are likely to be the wildest, because the crews will be getting used to their boats and sailing against other boats at tremendous speeds. Keep in mind that Team New Zealand has already hit 40 knots of boat speed in just 17 knots of true wind — riding on just one L-shaped hydrofoil. But that schedule also means that you'd be back from the Delta in time to see the finals of the Louis Vuitton Cup as well as the America's Cup itself.

If the crews can keep the AC72 together and upright, it should be a wild summer of sailing on San Francisco Bay. We're excited!

And don't forget to sign up for the Delta Doo Dah DIY at www.DeltaDooDah.com. It's free and participants will receive a number of discounts and coupons from Delta businesses. See later in Letters for more details on this year's event.

↑↓ SANDY WAS CONCLUSIVE EVIDENCE OF . . . NOTHING

A compliment to *Latitude's* publisher and his view into the future. In the September *Changes in Latitude* there was a paragraph discussing tropical storms and hurricanes in Mexico and in the Atlantic/Caribbean. "We're getting overdue," *Latitude* concluded, saying ". . . this is the longest time in the records of hurricanes that the continental United States hasn't been hit by a major hurricane."

Who would have known how prophetic your words were, and that Hurricane Sandy would arrive and do so much damage to so many? Good writing, and keep up the good work.

Gary Anderson
Seattle

Gary — Thank you for the compliment, although you may want to retract it after reading the following. Many people have pointed to Hurricane Sandy and said it is conclusive evidence that climate change is causing more and stronger tropical storms than ever. The 'Sandy being conclusive evidence' part is nonsense, because the statement that "this is the longest time in the recorded history of hurricanes that the continental United States hasn't been hit by a major hurricane" remains as true today as when we wrote it in September. We're still overdue.

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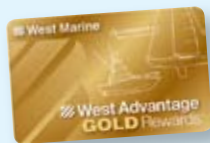


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LETTERS

Sandy topped out with 95-knot winds, making her a mere Category 2 hurricane on a scale of 5. A hurricane has to be a Category 3 or higher to be classified as a major hurricane.

There have been 35 Category 5 hurricanes in the Atlantic Basin since 1924, and lord knows how many 3s and 4s. Remember that as windspeed doubles, the force of the wind goes



WEBB LOGG

up exponentially. So the force of Sandy's 95 knots was about one-quarter of what Camille brought to Texas with her 175 knots back in 1969. Heck, the marina at Cabo San Lucas has twice taken direct hits from 100-knot hurricanes and not suffered tremendous damage. So while

Sandy was a terrible storm that caused widespread death and destruction, compared to others she wasn't a big deal.

That Sandy caused so much destruction was not so much a function of how strong she was, but rather that she struck the most densely populated region of the United States, one that is not prepared for such storms. That Sandy has garnered so much publicity — and taxpayer money, including for things that have nothing to do with hurricane relief — is partly a function of the fact that New York City is the media and narcissism center of the universe. Other places in the United States have suffered proportionally greater hurricane damage, but have had to rely on themselves, rather than the rest of the country, to recover.

If anyone wants to get an historical perspective of tropical storms for any and all regions of the world, we recommend Googling 'unysis + hurricanes'. If you study the last 50 years of hurricanes in the Atlantic and Caribbean, you'll find alternating periods of intense, very light, and average hurricane activity. We dare you to try to find anything remotely resembling a pattern. For instance, as we mentioned, there have been 35 Category 5 hurricanes in the Atlantic Basin since 1924. Eight of them were grouped in the years 2003 to 2007, with four of them in the wicked year of 2005. There hasn't been a Category 5 in the last six years. How does one explain such inconsistency?

As for 2012 in the Atlantic/Caribbean, as well as off Mexico, it was an average year, as have been the past few years. If anything, this would be evidence for those who argue that climate change isn't having any effect on the number and severity of storms. Not that we're ones to deny the existence of climate change.

↑↓ IT SHOULD BE CALLED THE 'AMERICA'S FARCE'

When will the America's Cup again become a 'real' America's Cup, with real vessels and not these ridiculous Hobie Cat clones? Who are the morons who created and allowed this current fiasco to take place?

I'd like to see the America's Cup sailed for in classic old monohulls designed by real master naval architects — such as Ted Brewer.

Joe Ratliff
USCG 100-Ton Masters license 1984
14-ft Morgancraft
Winnemucca, Nevada

Joe — Ted Brewer is a prolific designer with more than 200 designs to his credit. He raced 8 Meters in his youth, and was



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LETTERS

also involved with 12 Meters for previous America's Cups. For example, he assisted in the modification of *Weatherly* for the successful *Defense* in 1962, and did all the drawings for the

COURTESY WEATHERLY



'Weatherly' is certainly a beauty, but sailing has progressed since her heyday.

Bill Luders-designed American Eagle. But since Brewer is 80 years of age, don't you think it's time to let the younger guys design for the America's Cup?

As for catamarans in the Cup, there was an interesting news story in *Scuttlebutt* about Kenny Read, who is president of the North Sails Group, and who just finished skippering a Volvo 70 around the world for the second time. Despite just having raced 50,000 ocean miles, Read decided to jump on a Marstrom 32 catamaran at a post-race party. "I had a blast," Read enthused. "It brought me back to my old Formula 40 [catamaran] days." So when

MARCO OQUENDO



Who could blame Kenny Read for going on a thrill ride aboard a Marstrom 32?

Read got home to Newport, Rhode Island, he wasn't psyched about jumping back into monohull one-design races; instead he started a multihull racing class. "I sent out an email to 20 or so local racers to see if there was interest in starting a new multihull class. And, of course, there was, based on the recent success of the America's Cup World Series event in Newport."

ON SWEDISH MEATBALLS AND LEARNING LESSONS

I hope the publisher remembers me, because I'd like to make a correction to the May 2012 *Cruise Notes*, in particular *Latitude's* mention of me in an editorial response about the news that Matt Rutherford had completed an epic 27,000-mile, 309-day solo circumnavigation of the Americas aboard his 36-year-old *Vega 27 St. Brendan*.

Latitude was correct in noting that Eileen Sudet was my sailing partner in 1978 when we delivered my *Vega 27* back to California after the first Singlehanded TransPac — and got rolled 360 degrees in the process. But you were incorrect in reporting that I'd learned my lesson, and after the next TransPac had my Olson 30 *Hanalei Express* shipped back to California. In fact, I singlehanded my Olson back to Santa Cruz.

Indeed, the 'lesson' that I'd learned from the *Vega 27* delivery was that November is too late in the year to leave Hawaii for California! I'd already delivered five Singlehanded TransPac boats back to the mainland, and my *Lani Kai* was my last.

Since those early days of the Singlehanded TransPac, I've raised two kids, and now live in Boulder, Colorado. Cycling — as in bicycling — is my main activity now, and I ride in the Rockies and occasionally the Italian Alps. Nonetheless, I'm going to attempt to contact the skipper of *St. Brendan*, because I'm getting the sailing itch again, and am thinking of buying a *Vega 27* in Europe and sailing her back to the States. *Lani Kai* was a great little boat, and extremely seaworthy, too.

Like *Latitude*, I'm really curious about how Rutherford was able to stow everything he needed for 309 days at sea.

Don Keenan
Boulder, Colorado

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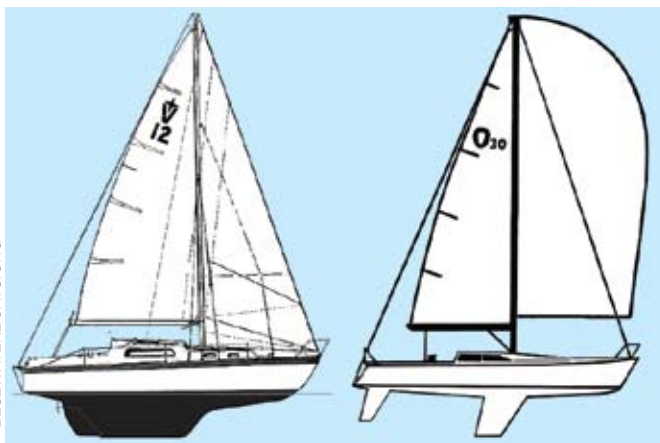
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LETTERS

Don — Thanks for the correction.

How could we not remember you? After all, weren't you the one who bet the owner of a Westsail 32 that you could beat his boat sailing your Olson backward? And then did it.

But why in the name of George Olson would you want to sail a Vega 27 instead of an Olson 30 back to the States from Europe? With any luck, the breeze would always be at your



BLUEWATERBOATS.ORG

The Olson 30 (right) would be a wilder ride home across the Atlantic from Europe than the Vega 27. Finding one already over there is the trick.

back, and we all know when it comes to off-the-wind sailing thrills, the Vega can't hold a Swedish meatball to an Olson 30. Sure, there aren't that many Olson 30s in Europe, but you could always sail one over there as Hank Grandin and his son Steve did with Tinsley Light. Sure, they got rolled 360 degrees and stayed inverted for awhile, but you've already done that, so no big deal, right?

↑↓ "SAIL MORE THAN MOTOR"

In the December 31 'Lectronic, the publisher of *Latitude* wrote that his New Year's resolution was to sail the Olson 30 around St. Barth 10 times. My resolution for the new year is to sail more than motor.



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Pam Sellix
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Clatskanie, Oregon

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Pam — Excellent!

↑↓ "JUST GO SAILING"

Since the skipper, yours truly, and Jean, my first mate, both had medical issues last year that prevented us from taking *Hoku lele* out in 2012, our 2013 resolution is simple — just go sailing! We're both on the mend and looking forward to keeping our resolution.



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Hoku lele, Catalina 42
San Francisco

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LETTERS

↑↓ "SAIL THE ENTIRE HA-HA COURSE"

I resolve to sail the entire Ha-Ha course for this fall's 20th Anniversary Baja Ha-Ha.

Patsy Verhoeven
Talior, Gulfstar 50
La Paz, Mexico

LATITUDE / RICHARD



Patsy, last seen getting her initiation whack into the Punta Mita Yacht & Surf Club.

Readers — This is a bit of a joke because Patsy has sailed every mile of all six of the Ha-Ha's that she's done — even when it meant, as it did this year, that she and her crew would miss the big arrival party at Squid Roe.

↑↓ "NOT BE A NO-SHOW FOR THE TA-TA"

My resolution is to not be a no-show for the 2013 Ta-Ta — assuming that the Ta-Ta is a Go-Go for this year.

Nat Antler
Natiki, Catalina 320
San Diego

Nat — We thought last year's first-ever Ta-Ta was great, particularly with respect to the participants, course, and pace.

LATITUDE / RICHARD



Ta-Ta sailing fun off Santa Cruz Island.

Alas, if they can keep enough AC72 catamarans together, this is going to be an America's Cup summer, which would present some scheduling conflicts with the Ta-Ta. So at this point we're not sure if the Ta-Ta is going to be a Go-Go or a No-No in 2013. We'll let you know as soon as we know.

↑↓ "BEEN PROCRASTINATING FOR 10 YEARS"

My resolution is to make it to Barkley Sound on the west coast of Vancouver Island next summer. I've been planning this trip for about 10 years, ever since I brought my Cascade 27 north from Portland to Port Townsend. Alas, I have been waylaid by all the other options on the Salish Sea.

C. Lathrop
Port Townsend, Washington

Readers — For those living outside of the Pacific Northwest, Salish Sea refers to "the network of coastal waterways between the southwestern tip of the Canadian province of British Columbia and the northwestern tip of the U.S. state of Washington". The term was first used 25 years ago by Bert Webber, a marine biologist from Bellingham. The United States Board of Geographic Names approved it in 2009, and British Columbia authorities followed suit in 2010. Critics say the Salish Sea is not a sea at all, but rather a series of interconnected straits, sounds and inlets.

↑↓ "GET 70 ENTRIES FOR THE PACIFIC CUP"

My resolution is to get 70 entries for the 2014 Pacific Cup.

Steve Chamberlin
Pacific Cup YC Commodore



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LETTERS

Steve — That would be fabulous. Readers interested in finding out more should check out Sightings.

↑↓"TAKE A NOVICE SAILING EVERY WEEKEND"

I sailed casually in my 20s, and then at age 39, after living in Pt. Richmond for 16 years, finally — *finally!* — hauled my sorry ass over to Tradewinds Sailing School where I promptly got bit by the sailing bug.

I've been sailing for 18 months now, have taken my American Sailing Association (ASA) courses, put in 130 days on the Bay, and sailed a few charters, and I *still* don't own a boat.

I then thought about all the people I know, from family, to customers, to the members of my entire employee roster, and said, "They deserve to sail, too!" So this year I'm going to make sure I take a novice out every weekend. I'm going to bonus my employees with an ASA Basic Keelboat Class, and encourage people to use our half-day on Fridays to go sailing. That's my resolution for 2013.

By the way, would *Latitude* recommend the Olson 30 for singlehanded or doublehanded daysailing on the Bay?

Erik Engstrom
 Pt. Richmond

Erik — What a guy!

Having owned three Olson 30s on San Francisco Bay, we obviously think they are great for singlehanded and doublehanded Bay sailing. One of our favorite races is the Singlehanded Sailing Society's Vallejo 1-2, a solo to Vallejo on Saturday and a doublehanded return on Sunday. The Olson offers huge fun and speed for the buck, particularly if you're sailing out of a place such as Pt. Richmond, where the wind is often light in the morning and in the late afternoon.

However, you have to be smart when shorthanding any ultralight boat on the Bay during the summer. For example, if you want to sail from Richmond to the Gate in June on an Olson 30, you should work the lee of Angel Island, Raccoon Strait, the lighter winds of Richardson Bay, and then the lee of Sausalito to Yellow Bluff in order to get to the Gate. From there, it's an Olson 30 glory ride down the Central Bay, followed by a broad reach back to Richmond. Do that a dozen times in a summer and you'll be totally in tune with your Olson — and a pretty darn good sailor. But god help you if you try to shorthand your Olson 30 between Alcatraz and Angel Island on your way up the The Slot to the Gate. You'll get thrashed.

Having written about the Olson 30 so often, we want to



LATITUDE / ANDY

Fleet racing on the Bay for the Express 27 is still going strong.

emphasize that it isn't the only great small ultralight to come out of Santa Cruz. The Moore 24 is a brilliant boat, but a little on the small side for some sailors. The Santa Cruz 27 is a fabulous boat. Many sailors think the best of the bunch is the Express 27, which would explain why there is a one-design class for them in the Corinthian Midwinters and why they've held their value better than the others. Although not many were made, the Wilderness 30 wasn't a slouch either.

↑↓"STOP AT EVERY BAY, HEADLAND, AND ISLAND"

My resolution is to sail to Catalina's Big Geiger Cove, drop

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LETTERS

the hooks, and not move for 30 consecutive days, all the while enjoying snorkeling, napping in the sun, fishing, ridge running, hiking, reading, beer- and rum-imbibing, and socializing with the wonderful variety of people who make up the Blue Water Cruising Club. The BWCC has leased the cove since the 1950s. I'm thinking July 2 to August 2.

By the way, the BWCC has a limited membership — 55 boats — but for the first time in a long time, there are spots open for SoCal-based sailors who love Catalina and who can bow-stern anchor. More info at www.bluewatercruisingclub.org.

There's another part to my resolution. Come October, November, or maybe December, my wife and I will sail *Splash* to Cabo, then up into the Sea of Cortez. I'm sorely tempted, as I am every year, to join the Ha-Ha, but I like to dink down the coast, stopping at nearly every bay, headland anchorage and island for as long as each spot feels right. Last time, it took us seven weeks to get from San Diego to Cabo, and even then we felt kinda rushed.

I also resolve to see the orcas that have been visiting Southern California waters.

John Griffith
Splash, Catalina 42
Dana Point

↑↓ "GET OUT ON THE WATER MORE"

My resolution is just to get out on the water more this year. Down here in Texas, we get to sail year 'round.

Capt. Fred Lowe
Kemah, Texas

↑↓ "GET FOLKS SAILING ON PERFORMANCE TRIS"

My resolution is to get a bunch of people sailing on performance trimarans in the Ventura/Santa Barbara/Channel Islands area. To that end, my San Francisco-based biz partner Jared Brockway and I have started Pierpont Performance Sailing in Ventura, where we have Wetas, Corsair trimarans, and my Contour 34 available for lessons and charter, skippered or bareboat, race or cruise. It's a trimaran smorgasbord based on lovely Pierpont Bay!



LATITUDE / RICHARD

'Orange', having rounded Pt. Dume, ripping in flat water.

Paul Martson
Orange, Contour 34
Ventura

Readers — The letter almost sounds like an advertisement, but since Marston has done so much racing and cruising, from Northern California to Hawaii to Mexico, and since he's a veteran of the Ta-Ta and many Santa Barbara to King Harbor Races, we'll let it slide — like his Contour 34 down a wave off Pt. Mugu.

↑↓ ELENA WAS JANUARY'S COVER GIRL

Please tell me the name of the schooner on the cover of the January issue of *Latitude*.

Susan Beland
Marinelle, Saffier 6.50
Kralendijk, Bonaire

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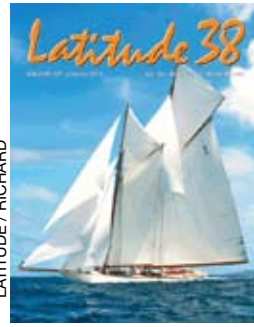
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LETTERS

Susan — She's the 180-ft Elena, which was designed by Nathanael G. Herreshoff. The first one was built in 1910. The new version, the one in the photo, was completed in Galacia, Spain, in 2010 under the direction of her captain, Steve McClaren.



LATITUDE/RICHARD

She raced in the St. Barth Bucket, where we took the photo, with a crew of 65.

Lovers of classic schooners will be disappointed to learn that Elena isn't on the entry list for this year's March 28-31 Bucket. However, a couple of other even larger classic schooners will be returning from last year. First, there is the 181-ft schooner Adela, which was designed by William Storey in 1903 and seen through various updates by Gerry Dykstra & Partners.

Second, there is the even larger 203-ft Athos, which was designed by Hoek Design and built by Jachbouw in Holland two years ago. Although not a classic schooner, the 289-ft Maltese Falcon, originally built for Belvedere's Tom Perkins, will also be returning to the grand battle of 40 boats averaging 150 feet in length.

By the way, the publisher and Doña de Mallorca will be host-



RUSSELL HICKS

ing a crewed charter for the Bucket aboard the publisher's Leopard 45 cat 'ti Profligate. It will be a combination of gawking at the greatest racing fleet in the world, partying with the participants, hanging out in the quiet anchorages of St. Barth — and maybe a little sailing on the Olson 30 La Gamelle. The cost is \$2,500 per double cabin. If interested, contact Doña de Mallorca at donna@latitude38.com.

'Athos', seen here at last year's Bucket, will be making a repeat appearance.

↑↓ DOGS AND TONGUES

Can somebody please explain to me why so many cruisers with dogs think that I would enjoy having my leg licked by their pet? If I had \$10 for every time a dog owner apologized — or didn't even bother — for their dog's inappropriate behavior, I could afford a cat-amaran.

Name Withheld by Request for Fear of Reprisals
La Paz

↑↓ CONTRIBUTING TO RECORD CAMPAIGNS

I keep getting emails from a fellow in Alaska named Rimas Meleshyus, who says he is planning to be the first American to sail a San Juan 24 around the world via Cape Horn.

"Cape Horn is the much harder way to circumnavigate than by the Panama Canal," he writes, "due to strong winds, large waves, swift currents and submerged icebergs. These dangers have made it notorious as a sailors' graveyard. To accomplish this trip, I am going to need sponsors or donations. If you are interested in sponsoring or just making a donation, email."

What do you think?

James Reeves
Roseville

James — San Juan 24s were not designed or built for the



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LETTERS

purpose of sailing around Cape Horn or the world, so we think it's not the greatest idea in the world. When Webb Chiles says he's considering the possibility of going around the Horn in a Moore 24 — see the December Latitude — we cut him a little slack. After all, Chiles has five circumnavigations to his credit, including one in an 18-ft open boat. Plus, Chiles has already been rolled several times in the course of going around the Horn.

Our overall reaction to the proposed Meleshyus voyage is intense indifference, as we're suffering from 'first time' sailing record fatigue. For instance, right now we're getting reports that Gerry Hughes of Glasgow, Scotland, has been rolled near the Horn with his Beneteau 42 Quest III during his attempt to be "the first deaf man to sail nonstop around the world." Hughes is an accomplished sailor, and we respect his overcoming his disability, but how many 'firsts' can there be before they mean nothing? Chinese singlehander Guo Chuan is also down at the Horn in the midst of an attempt at a singlehanded nonstop circumnavigation in the Class 40 Qingdao. He's not the first Chinese to go around the Horn, but his website lists about a dozen 'firsts' to his credit.

Then there is Yassine Darkaoui of Morocco, who has been getting a lot of publicity for being the first to attempt to sail a Laser 150 ocean miles. Darkaoui is also an accomplished sailor, and is making the attempt to draw publicity to the "evils of drug-taking" — something he fell victim to earlier in his life. The only problem with what might be called 'lesser record attempts' such as his, is that nobody knows if somebody has already done better. For example, as much as we hate to rain on Yassine's parade, young Tania Elias sailed a Laser 285 ocean miles from Cabo San Lucas to Puerto Vallarta in 2010, a distance nearly twice as far as Yassine is planning.

As for whether you should contribute to Meleshyus's proposed voyage, that's a decision you're going to have to make for yourself. Maybe there is a very compelling backstory. But you might inquire about the proposed budget. After all, we've known people who needed \$250,000 to sail around the world, while others have happily done it on less than a tenth of that.

Finally, if you're looking for some sort of context for the proposed voyage, here is a list of just some of the West Coast sailors who have completed circumnavigations in small boats, although not all of them via Cape Horn: Ed Boden, Kittiwake, Vertue 25; Alan Butler, Amon-Re, Heavenly Twins 26 catamaran; John Guzzwell, Trekka, 21-ft Giles yawl; Clifford and Marian Cain, Trekka, 21-ft Giles yawl; Brian Caldwell, Miti Vavau, Contessa 26; Nick and Jenny Coghlan, Tarka the Otter, Vega 27; Ardell Lien, Catalyst, Nor'Sea 27; Mike, Karen and Falcon Riley, Tola, Columbia 24; Tony Skidmore, Lorna Doone, Vega 27; Bob Lorenzi, Armido, Nor'Sea 27; Stephen and Marja Vance, Twiga, Cal 2-27.

Many of these people have fascinating stories. Take Ardell Lien, who was so infirm before he decided to circumnavigate that he couldn't make it up a flight of stairs. After getting heart and kidney transplants, he started his 15-month singlehanded circumnavigation at age 69. Of course, how could we forget Berkeley's Serge Testa, who did a two-year singlehanded circumnavigation with the 12-ft Acrohc Australis? It's getting very difficult to accomplish something really extraordinary in the world of sailing these days.

↑↓ THE DELTA DOO DAH DIY

I'm terribly sorry to bother you, but I live in fear of missing the sign-up for the Delta Doo Dah 2013. I know the entry list fills up quickly — as in less than an hour.

I talked my wife into signing up for this year's event, and have been chewing my nails ever since, trying to figure out



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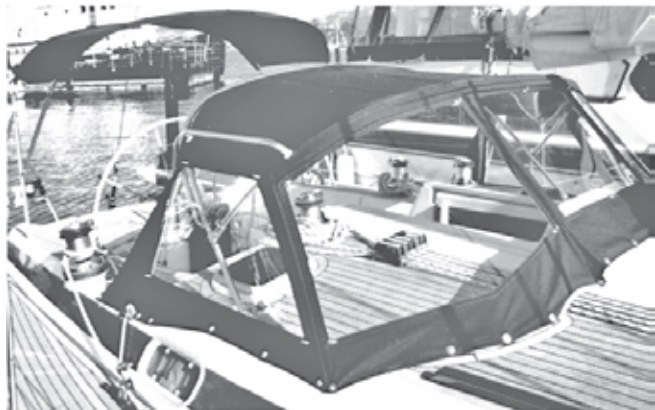
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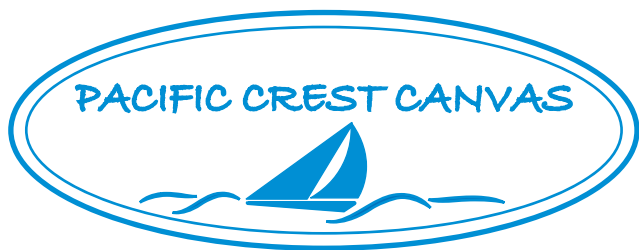
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LETTERS

when sign-up opens. I want to jump on it like a duck on a June bug.

So could you let me know what date/time to be prepared for? I will then gladly monitor the Doo Dah website hourly, learn how to follow Twitter, or sign up for a Friend-Face account — whatever I have to do to sign up. Once it's open, I will eagerly join the stampede to sign up our 30-ft *Honu!*

Dyer Crouch
San Francisco Bay

Readers — In the summer of 2009, the crews of 30 or so Bay Area boats joined in the inaugural Delta Doo Dah, a laid-back Bay-to-Delta 'rally' we dreamed up over a bottle of Champagne at the company Christmas party. The idea was to get folks sailing in their own backyard, and it worked better than we'd hoped.



JAY HICKMAN

The next three Doo Dahs grew in size and scope, taking participants to a variety of destinations in every corner of the Delta. More than 100 boats and upward of 300 sailors have enjoyed escaping San Francisco Bay's bitterly cold summer winds for some delightfully warm downwind sailing up-Delta.

The one downside about the event that always bothered 'Doodettes' LaDonna Bubak and Christine Weaver was that they were forced to limit the fleet to 50 boats. While the Delta itself might be large, its marinas and anchorages aren't. Every year, the waiting list grew and grew with folks wanting to join in the fun, only to be turned away.

So this year, as they do every year, the Doodettes are playing fast and loose with the structure of the event. Instead of restricting the entry list to just 50 boats and telling them when they have to leave, anyone can join and they can go whenever they want. There will be no formal itinerary, no limit on fleet size and, best of all, no entry fee!

This year's event has been dubbed the Delta Doo Dah DIY, and more details will be available as the year progresses, but the Doodettes are planning a Kick-Off/Meet & Greet Party for May and a Reunion Party in the fall. Officially, the window of opportunity for enjoying the sizzling pleasures of the Delta will be May 24-September 9, but if you're off by a few days — or even a few weeks — no one will mind. So long as everyone has a fantastic time, it's all good.

Registration for the event, which will get you listed on the website — www.DeltaDooDah.com — and eligible for discounts from Delta businesses, will start April 8 around noon and will end on August 30. Official swag will also be available for purchase. The Doo Dah forum will be the go-to spot for anyone seeking info on all things Delta, from anchoring tips to hot fishing holes to the best restaurants. It's also a great place to coordinate with friends — and future friends — to cruise upriver in company.

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↑↓ THE TRUE ORIGIN OF CORLETT'S NICKNAME

The late Chris Corlett actually got tagged with the nickname 'Poodle' because he liked full-size poodles! Yeah, the dogs. I know this to be true because I raced with Chris off and on for 30 years. I still can't believe he's gone.

Greg Paxton
Relentless, Sydney 32
Richmond YC

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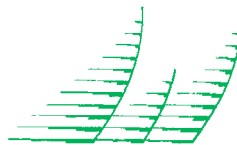
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Readers — Greg notes that John Selbach's explanation for the Poodle nickname — Chris liked to 'sniff' around all new race boats that came to the Bay — may also be true.

↑↓ HITCHING A RIDE IN LA PAZ

I'm planning on a trip to La Paz in a few months, and hope to get a crew spot on a boat headed to the Sea of Cortez — or south or west. How and where can I get on a sailboat in La Paz?

Bob Higgins
Eureka

Bob — We're confused, as you say you're going to La Paz in a few months hoping to get on a boat headed to the Sea of Cortez — or to the south and west. La Paz is in the Sea of Cortez, and if you go south and west, you're headed across the Pacific. If you want to sail across the Pacific, you're better off flying to Puerto Vallarta.

But but no matter. If you want to get on a boat in La Paz, we have three tips: 1) Show up in La Paz and network; 2) Show up in La Paz and network; and 3) show up in La Paz and network. Networking is particularly easy in La Paz, as there's a big and friendly cruiser community, several cruiser centers, lots of cruiser group activities, and a very active morning net.

Timing matters, however. Lots of boats were headed south from La Paz from early November through late January in order to escape the cold of La Paz for the warmth of the mainland. But starting in March, people start leaving the mainland for La Paz and the pleasures of the Sea of Cortez. Go with the flow, and you should be able to score a berth — assuming you don't have the personality of an axe murderer.

↑↓ KIALOA II WAS A YAWL, NOT A KETCH

In the editor's response to a letter on Jim Kilroy and his various Kialoas, Kialoa II was incorrectly identified as a ketch. She was actually a yawl, although she sometimes raced as a sloop. Kialoa III started out as a ketch and was later converted to a sloop.

Frank 'Noodles' Ansak
San Francisco

Frank — You sailed on Kialoa II enough to know. Our mistake.

↑↓ THE WAVE THAT NEVER SEEMS TO BREAK

Regarding the connection of long wave periods and sneaker waves in Tony Badger's December letter. I seem to remember that the National Weather Service warning advisories specifically caution against sneaker waves when long-period waves are coming in. You seem to disagree. What gives?

My opinion is that on the shore or in shoaling waters such as the Potato Patch, long-period waves — groundswells — are a major factor in rogue waves. I think this is especially true when shoaling groundswell is refracted into interference patterns by, for instance, the Farallon Bank or the South Bar.

In the simpler but more chaotic situation of deep water and wind waves, I agree with you and oceanographer Mike Leneman — but I bet you'll get a lot of response on this one because you are only partially right.

Pat Nance
Tiburón

Pat — Might your memory be playing tricks on you? Google as we may, we were unable to find anything under 'National Weather Service + sneaker waves'. Not only that, 'sneaker



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
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LETTERS

waves' as an entity distinct from just bigger waves than normal only exist in the imaginations of the people who don't know what they are talking about. If you Google 'sneaker waves', you'll read the following from Wikipedia:

"A sneaker wave is a disproportionately large coastal wave that can sometimes appear in a wave train without warning. The terminology itself is popular rather than scientific, as there is no scientific evidence of the phenomenon as a distinct sort of wave with respect to height or predictability — like there is on other extreme wave events such as rogue waves. Because they are much larger than preceding waves and sneaker waves can catch unwary swimmers, washing them out to sea. 'Sneaker waves' are mainly referred to in warnings and reports of incidents for the coasts of Northern California, Oregon and Washington in the United States."

In other words, sneaker waves are just the bigger waves in any system. Surfers refer to them as 'set waves' or 'waves of the day'. Interestingly, if you've surfed or if you talk to any surfers, you'll know that it's not at all uncommon for there to be lulls of a half-hour to an hour between even decent-sized waves. That being the case, people who aren't familiar with the ocean go for a walk on the beach thinking whatever waves are dribbling on the sand aren't going to get any bigger. Then a surfer shouts "Outside!" and everybody paddles farther out to catch a set wave or wave of the day. A minute or so later, the unknowing beach walker gets blasted by the wave, sucked out to sea, and drowns. Witnesses, who know no better than the beach walker, say the victim was hit by a sneaker wave because it had snuck up on him. Being much wiser about set waves and biggest waves of the day, the first thing doctors do after slapping Hawaiian newborns on the ass is tell them to "Never turn your back to the ocean." Mainlanders don't get this same advice and, as a result, something like five people have already been killed by so-called sneaker waves this winter.

By the way, did you notice that there was no mention of any connection between wave period and so-called sneaker waves? No matter what the period, some waves are just bigger — even much bigger — than others.

What's the difference between what is popularly called a 'sneaker wave' and a 'rogue wave'? According to Google search results, "Rogue waves are relatively large and spontaneous ocean surface waves that occur far out at sea. In oceanography, they are more precisely defined as waves whose height is more than twice the significant wave height (SWH), which is itself defined as the mean of the largest third of waves in a wave record. Therefore rogue waves are not necessarily the biggest waves found at sea, but rather surprisingly large waves for a given sea state. Rogue waves seem not to have a single distinct cause, but occur where physical factors such as high winds and strong currents cause waves to merge to create a single exceptionally large wave."

Your opinion/theory about rogue waves breaking on the shore and/or in shoaling waters is pretty much shot down by the fact that science says they only occur far out to sea.

As for your bet, we're sorry to say that you lose. Other than yours, we haven't received a single letter even partially in support of Mr. Badger's tenacious position.

↑↓ **FIRST 'SNEAKER WAVES', NOW 'KING TIDES'**

In my 40+ years of sailing, I've never heard the term 'king tide', although I'm familiar with neap and spring tides. According to Wikipedia, king tide is a popular but non-scientific term describing an extreme spring tide when the moon is in perigee.

I can attest to the extreme nature of the tide that occurred

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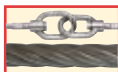




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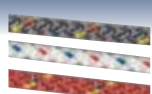
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LETTERS

on December 12. The water covered the parking lot in front of KKMI, blocking the gate to one of the boat basins at Clipper Marina in Sausalito. As a result, the sailing class I was teaching had to be ferried to the boat! An hour-and-a-half



TIM LITVIN

The latest 'king tide' reached pretty far inshore in Santa Cruz.

later the water had receded, and we were able to walk through the previously flooded parking lot.

Later that afternoon, during the minus tide, the houseboat area west of the boat basin was totally dry and several feet out of the water.

Dan Haynes
Sailing Instructor
Club Nautique

Dan — Popular terms are overtaking scientific terms all the time. Let's create one ourselves. You know the minus tide following the so-called 'king tide'? Let's call it the 'queen tide'. Pass it around.

↑↓"CAPT. WILDERMAN WAS A CLASSMATE OF MINE"

I have some comments on the letter by Fred Engerer regarding the loss of Capt. Al Wilderman — a classmate of mine at the Naval Academy — from the submarine *Plunger* outside the Gate many years ago. Wilderman wasn't standing on the deck of *Plunger* when he was washed overboard, but rather on the top of the sail. He was wearing a lifejacket, but had only a railing to hang on to.

Plunger had just finished an overhaul at Mare Island, and was heading offshore for a test dive and sea trials. I don't understand why the boat was heading out so late in the day, as usually you leave for sea trials in the morning. The officer of the deck and two lookouts were standing about five feet below Al and in front of him, so they could see over the top of the sail, but were protected by it. Depending on how the sub was trimmed, the top of the sail was probably 25 to 30 feet above the waterline.

I was the Duty Officer at Hunters Point Shipyard that fateful



JERRY MCDANIEL

Capt. Wilderman was atop the sail when he was washed overboard.

night, and heard the radio traffic between the Coast Guard and *Plunger*. As best I could determine, the sub was about a mile or two west of the Gate when the accident occurred. The bow of the submarine is shaped like a bullet, and even at rest

most of the bow is underwater. The boat was heading into the seas, and was probably making 10 to 12 knots or better.

When a submarine hits a wave, the bow doesn't rise up and cut through it, but rather goes through the wave and is forced down by the added weight and hydrostatic force. Of course, the faster the boat is going and the steeper the wave, the more pronounced the effect. Consequently, even a 15- or 20-ft wave could easily wash over the top of the sail. I assume that's what happened.

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LETTERS

The OOD and the lookouts would, of course, have been inundated by the wave, and the water pouring down the open hatch into the control room would have added to the confusion. By the time the others realized that Capt. Wilderman was missing, it was too late. They never found his body.

Jerry McDaniel, Lcdr, USN (ret)
Misty Blue, 32-ft Nordic Tug
Benicia

Jerry — We suppose it just goes to show that sometimes even the best equipment and training aren't enough to protect mariners — or rescue them — from going overboard.

↑↓ **SECURE YOUR GEAR AND PRAY FOR THE BEST**

Times are getting tougher and thefts are increasing. Three of us boat-project addicts have been restoring a 40-ft trawler at San Carlos in the Sea of Cortez. We are in our third season and will finish this year.

The project is on the hard, and we have used a *bodega* and cargo trailer within a walled compound for work and storage. This summer the trailer was broken into and emptied of everything valuable, including tools and boat parts worth several thousand dollars.

With the recent presidential election in Mexico and the change of parties in power, public service coffers were emptied and basic services such as garbage pickup and police patrols stopped. City electric bills went unpaid, and street lights were turned off and removed. Several police officers were later arrested with lots of booty that had been taken from homes. None of our things have been recovered.

Enrique Pena Nieto is now president of Mexico and the PRI party is back in power. Services have resumed, and the lights are back on. Life is good, but tourism is slow, and every day we get approached by Mexicans looking for work. These are good, hard-working people who have fallen on tough times. Secure your things well and pray for the best.

Tom Frey
San Carlos, Mexico

Tom — From time immemorial, leaving stuff behind in Third World countries — walled compound or no walled compound — has been risky. And the presence of security guards often means nothing. On our way to the Caribbean, we once spent a night in a small hotel in St. Martin, and asked if there was a security guard. The owner said no, explaining that security guards were often the problem, as they were the ones who knew which guests were in their rooms and which were out for the evening. In some cases, the security guards were crooked from the get-to, while in other cases gangs threatened to beat the crap out of security guards who didn't cooperate with them.

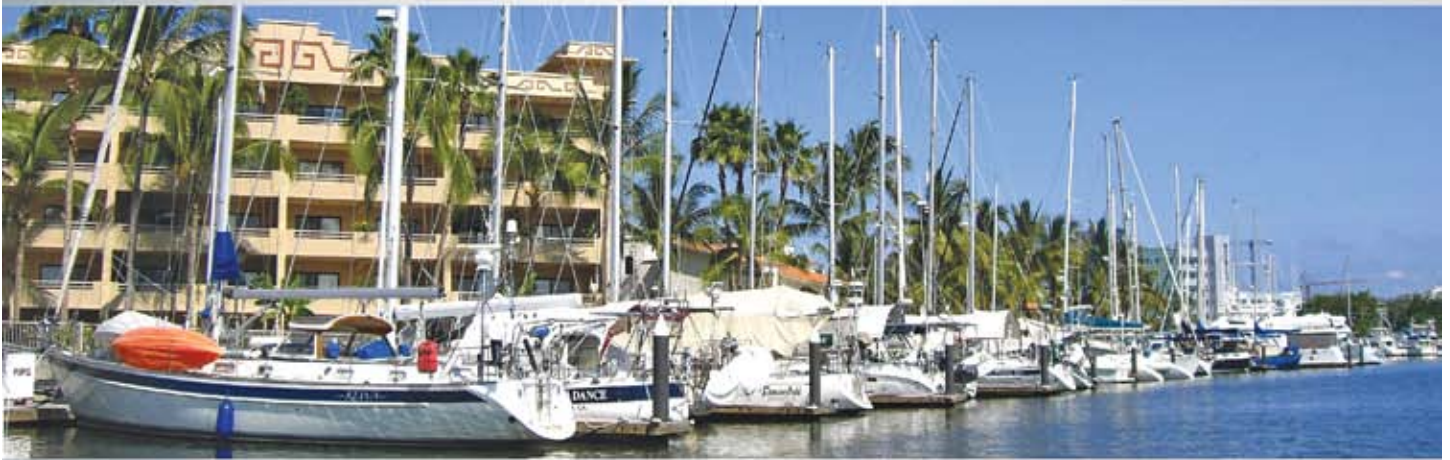
When there is a change in political parties in Mexico, those who get ousted often grab what they can before they are removed. The same thing happens in the United States, but in a more sophisticated First-World way, such as through crony contracts, deliberate lack of financial oversight, and political appointments of unqualified relatives and brown-nosers. But as you note, services have resumed in Mexico and the quality of life is good. Why else would more than a million Americans elect to live in Mexico?

We have to take exception with your claim that tourism is off in Mexico. When the Ha-Ha arrived in Cabo San Lucas in early November, it was all but impossible to find a hotel room, with no clear explanation of where all the tourists had come from. We don't know what it was like over the holidays in San Carlos, but it was booming in the Vallarta/Riviera Nayarit



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LETTERS

area. Planes were packed, hotels were sold out, and reservations were needed at many restaurants where they had never been needed before. When we asked Rudi, who is part of the cooperative that takes tourists whale-watching and to the Tres Marietas from Punta Mita, how business was, we were shocked at his response. Every time we asked him about business the five previous years, he had a pat answer: "Terrible." This time he said business was, "Excellent, much better than it's been in years." We were so shocked that we fell over and had to be revived.

Mexico certainly does have problems, and there are too many willing people unable to find work. Sort of sounds like in that big country to the north. But there is also quiet optimism in Mexico, for unlike in the United States, the middle class is growing rather than shrinking, and the GDP is up a very respectable 3.6% year after year. Best of all, for whatever reason narco violence seems to be down.

ALTERNATIVE HISTORY

I have an alternative history lesson for Lee Helm.

In the January issue, Lee compares the bow profile of Dionysus' sailing dinghy of the ancient world to the wave-piercing bows of the AC45 and now AC72 catamarans. I think the differences may be a little more than a few millennia of time between the two, and the lesson may come from the wrong side of the world.

First, Dionysus still had significant reserve buoyancy at



WEBB LOGG

the end of his ancient bulbous bow ram. Second, his sails were significantly less efficient and lower to the waterline, thus reducing the pitchpoling moment. Last but not least, Dionysus' dinghy was a monohull with significantly more waterplane area for her length.

Lee also notes that the reverse bow has been used on the small racing A-class catamarans for over a decade. But a quick search on YouTube reveals that these types of craft have been pitchpoling for as long!

Perhaps Lee Helm should look to the Polynesians, the original multihullers, for clues on preventing pitchpoling. The bow and stern end pieces in the accompanying photo are found on both paddling and sailing multihulls. They aren't there



COURTESY STEVE BAILEY

for ornamentation, but for good reason — they help prevent pitchpoling. I've paddled down waves at Waikiki in Hawaiian canoes, and the bow end piece gets you wet — but I've never seen one pitchpole.

Another modern example is the semi-SWATH built in Washington in 2008.

(Small Waterplane Area Twin Hull) powerboat that my colleagues and I drew up while working at Lockheed Martin in Sunnyvale. You can see in the photo that as a semi-SWATH, she has the bow

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LETTERS

of a SWATH and the stern of a catamaran. She was built by Armstrong Marine in Port Angeles, Washington in 2008, and her sea trials were in the notorious Cape Flattery area in the Strait of Juan de Fuca. With her powerful diesels, we were able to launch her off the crests of 14-ft head seas at 33 knots — we could hear the engines race as the waterjets sucked air. Falling down into the trough was like falling down an elevator shaft, but the reserve buoyancy in her flared bows never once dug in, nor gave us a hint that she wanted to pitchpole.

It took 30 years to get folks to believe that well-designed catamarans don't always want to capsize, and I'd hate to see it take another 30 years to get folks to believe that high-performance power and sailing catamarans don't always want to pitchpole!

Steve Bailey
Los Gatos

↑↓ **DON'T LET ONE BAD APPLE SPOIL THE BUNCH**

Barry Foster's recent unpleasant experience — having his cash and passport stolen while staying at a place provided by Ernesto — in Turtle Bay is unfortunate. Having stopped there seven times myself — five times in the course of Ha-Ha's and twice during Baja Bashes back up the coast — I've seen a whole different side of what I consider to be a wonderful small Mexican town.

Turtle Bay was our second stop in May of '03 when we Bashed back to California from Puerto Vallarta. We were exhausted when we reached Turtle Bay, as it was just Roger Mammon and I doing the delivery. We needed fuel, but stupid me didn't have enough cash, and back then they didn't take credit cards for fuel. So we had to go to the Western Union office in town to try to get some cash wired down.

Talk about a frustrating endeavor! We had to fill out a long Western Union form in Spanish, in triplicate, to get \$400 U.S. The Mexican clerk who helped us didn't speak a word of English, and why should he have? But he didn't give up, despite three failed attempts to get the wire to go through. With his insistence that we change the answer on one box on the form, we finally got the funds. Yes, it took hours, but I was so impressed with this kind Mexican's willingness to stick with us through the confusion that I haven't forgotten it. A great Turtle Bay experience!

When we arrived in Turtle Bay on November 30 of last year — doing my second Baja Bash — it was 4 a.m. We anchored just off the fuel dock, had a few beers, and went to sleep. When I awoke after four hours of much-needed sleep and stumbled topside, there was a *panga* with its operator politely standing off our boat, waiting for some activity on deck. Seeing me, the *pangero* offered to take our garbage, and bring water and diesel if we needed it. We needed 165 gallons of diesel, but I wasn't sure they could ferry that much fuel.

I was happy to have the water and garbage problem solved, but I still wasn't sure what to do about the diesel. But as it's difficult to bring a sailboat in stern-first to Turtle Bay's fuel dock — you have to back down and set an anchor — and with the *pangeros* assuring me that it was no problem, I decided to take a chance that Enrico's fuel barge could handle that much fuel.

Enrico's people brought the fuel and efficiently started pumping it into my boat. I started out using a Baja filter as a precaution, but after 20 gallons I could tell that the fuel was clean, so I allowed them to pump full speed. We had agreed on a price, but the *pangeros* couldn't take a credit card in the anchorage. As best I could make out, they indicated they would be back later with some kind of credit card machine.

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LETTERS

After a few hours of making repairs and the crew walking around Turtle Bay, I was ready to go to sea again. But I still hadn't been able to pay for the fuel, as nobody had shown up asking for nearly \$600. They sure were trusting, as we easily could have set sail — although we wouldn't, of course.

I hailed the next *pangero* who came by, and he delivered me to the fuel dock. Enrico's son was there, and though he doesn't speak much English, he indicated that I should come with him to pay for the fuel. We jumped into his truck and headed uptown. I have to admit I became a little nervous as we continued far beyond the Vera Cruz restaurant (WTF?! where are we going!?). But it turned out that Enrico lives past the edge of town.

We eventually pulled into a dusty — kind of a redundant adjective for Turtle Bay — but neat little home at the edge of town. Enrico welcomed me warmly into his *casa*, took my credit card, and processed it with a reader on his kitchen counter. With that, the deal was done. Since Mexicans are especially appreciative of business, Enrico shook my hand again, after which his son drove me all the way back to the fuel dock.

I want *Latitude* readers to know that I have warm feelings and respect for all the wonderful people I've encountered in Turtle Bay — and all of Mexico — over the last 10 years. I hope and believe that Barry Foster's experience in Turtle Bay was an aberration.

As for the next leg on *Tamara Lee Ann* to Ensenada, what a Bash! Sometimes in winds up to 40 knots on the nose, with commensurate seas. But that's another story.

Doug Thorne

Tamara Lee Ann, Celestial 48
Alameda

↑↓ UNFRIENDLY GREETING AT LA PLAYA COVE

Beth and I anchored at La Playa Cove, San Diego Bay, for the New Year's Eve holiday celebration. It turned out to be a not very pleasant experience because of decisions made by the Harbor Police.

As ours was going to be the host boat for a planned raft-up for New Year's Eve, I had pulled a permit to anchor in the cove — as is required by San Diego Bay rules. As friends, who had chartered a catamaran for that special night, and another boat, came alongside to raft up, we noticed the Harbor Police going around checking permits.

Before long, the Harbor Police came over to verify my permit — and then asked for the permits of the rafted vessels. I explained that the other boats didn't get permits because they were rafted to us instead of being anchored, and because rafted boats had never needed permits before.

The Harbor policeman replied that it would be unfair if I had to get a permit and the other two boats didn't. That explanation didn't make much sense to me, as the permits are free — though I'm getting the feeling that such permits won't be free much longer.

Currently 39 anchoring permits are available for La Playa Cove on a given weekend. Why not 40? I have no idea.

We went online and were unable to find anything about rafted vessels needing a permit. Since the cove was well under capacity that evening — fewer than 25 boats in an area allowed to have 39 — we figured that maybe we could get permits for the other two boats online. There was no way to do it.

The Harbor Police informed us that we could stay for a couple of hours, but would then need to break up our raft-up before the start of the New Year. Since we had chartered the cat for the party, and people had come from out of town

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← Larry and Nelda on Diamond Girl, their Beneteau 393, in Paradise Village, MX March 2012



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LETTERS

to celebrate the New Year with many family and friends, we decided that we'd just let the Harbor Police give us a ticket and deal with it later.

But oh, no, that's not how the Harbor Police decided they would handle it. They told us that getting a ticket wasn't going to be an option. In fact, we were given five minutes to either depart or have our boats impounded!

Not knowing how it was going to play out, the captains of



SANDY PURDON

This 2009 raft-up in La Playa Cove wasn't broken up by the Harbor Police.

the respective boats had the presence of mind not to exceed alcohol limits. I wonder what would have happened had the captains consumed too much and then been forced to move the boats. So our planned party broke up, and the few who could dinghy ashore did so. It was a bad time to end the 100-year tradition of rafting boats in

La Playa Cove. I'd like to thank the Harbor Police for changing the rules without letting anybody know.

Anyhow, I thought *Latitude* might like to know what kind of stuff goes on in San Diego Bay. With the rates at the Police Docks having gone up 300% in the last year or so, and what I suspect will be a forthcoming charge to anchor in La Playa Cove, it feels as though we mariners are getting pushed around.

At least the weather is good here. And with the Coast Guard, Navy, US Customs, Harbor Police, and Navy Security, we sure feel safe.

Chris Catterton
Sophia, Islander 44
Ventura

Chris — We can understand the rationale for there being a limit on the total number of boats allowed in La Playa Cove, as opposed to just the number of boats at anchor. After all, suppose every boat had four boats rafted to her. But as this clearly wasn't the case on New Year's Eve, it seems like a case of overzealous law enforcement. Particularly if permits hadn't previously been required for rafted boats.

We've never quite understood the concept of highly paid, gun-carrying law enforcement being in charge of berthing — as is the case at most government-owned harbors on the coast. After all, isn't it basically the nautical equivalent of a parking lot attendant's job, something that can be handled by a low-level employee of Parks & Recreation? If there's trouble, the police can be summoned, just as a parking lot attendant would do. Of course, we're talking about a state where even members of the State Milk Board are also armed — to what, shoot cows? — and paid extra to carry arms, so what do we expect?

The other issue is that San Diego has a much different law enforcement culture from that of places such as San Francisco. Part of it is based on the fact that San Diego was long a military town, where you followed orders — or else. It probably also has something to do with the fact that there are no fewer than nine law enforcement agencies who have some sort of authority over San Diego Bay.

According to government statistics, if someone is arrested in San Diego, they are 10 times more likely to go jail than someone arrested in San Francisco. Mind you this is despite the fact that it's very difficult to get arrested in San Francisco

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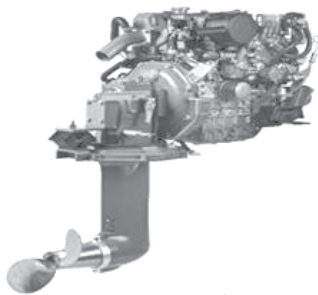
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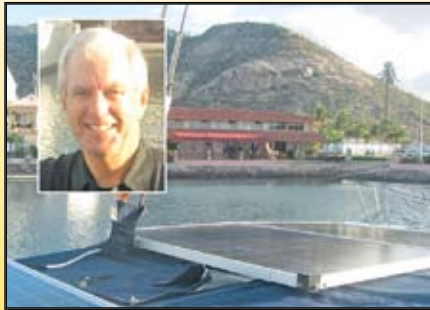
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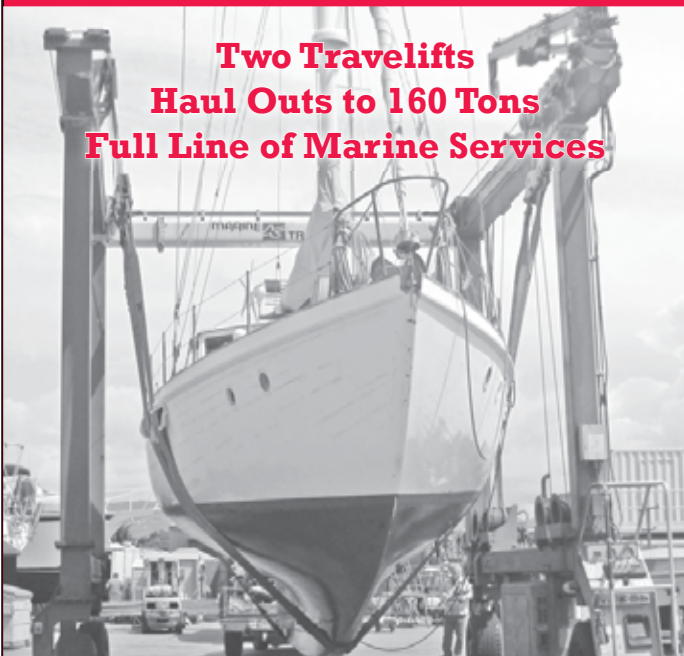
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LETTERS

in the first place. For example, if you were to take a dump on the sidewalk on front of San Francisco City Hall, somebody — probably a member of the Board of Supervisors — would likely be right there with a roll of toilet paper and vouchers for malt liquor and hotel rooms. Take a dump in front of the Harbor Police substation at the end of Shelter Island and you'll be getting a jail cell but no malt liquor and no San Francisco-style lovin'.

We think it would have been in the best interest of the San Diego Police to handl the incident in a more citizen-friendly manner. As in, "No sweat about the raft-up boat permits for your friends tonight, but please be advised that they now are required. Happy New Year to you all."

↑↓ IT'S ALL ABOUT THE BENJAMINS

After decades of hard work, I'll be retiring this fall and sailing south as part of the 20th anniversary Baja Ha-Ha. I don't plan to return to California anytime soon, as it's no longer the magnificent place it was 30 and 40 years ago.

Like all retirees, I'll have less income and will therefore be looking to save money where I can. One place is personal property tax on my boat. It makes sense to me that I should pay personal property tax on my boat when I keep it within a certain county, as supposedly I'm using that county's resources. But it makes no sense to me that I should have to pay for such services if I take my boat out of the country for a year — or, hopefully, years. But it's my understanding that some California county tax assessors believe that I should. How can I avoid doing that?

An even bigger area where I can save money is when it comes to California state income taxes. I have to pay 9.3%. I guess I should consider myself lucky, as high-income people have to pay 12.3%. As lucky as I might be, I'm one of those people who believe that California doesn't have a tax revenue problem, but rather a spending problem. After all, any state that pays a prison shrink \$820,000 a year either is grossly mismanaged or doesn't need more money. (I think it's both.)

When I lived and earned my money in California, I grudgingly paid that tax — not that I had a choice. But once I start cruising, I'll no longer live in California, so I'll certainly not feel any obligation — moral or otherwise — to pay for what I consider to be outrageous government programs, ridiculous public employee salaries and pensions, trains to nowhere, and the widespread corruption and incompetence. But I presume that I had better establish residency in some other state if I want to make sure that California doesn't come after me.

What do you know about all this?

Please withhold my name, as there are reasons I don't want people to know that I'm leaving in October.

Name Withheld By Request
Los Angeles County

NWBR — County tax assessors in California have interpreted the personal property tax laws differently. Some have said that all boats — even foreign boats in transit — in their county on January 1 have to pay personal property tax. Others have claimed that no matter how long you take your boat out of the state — even five years or more — you still owe personal property tax. Yet other county assessors have — as have other states — ruled that if you take your boat out of the state for more than six months in any given year, you don't owe any personal property tax. Our advice is to immediately determine the policy of the assessor in the county where you keep your boat. Then you may or may not have to do anything.

It's true that many cruisers who once lived and paid taxes

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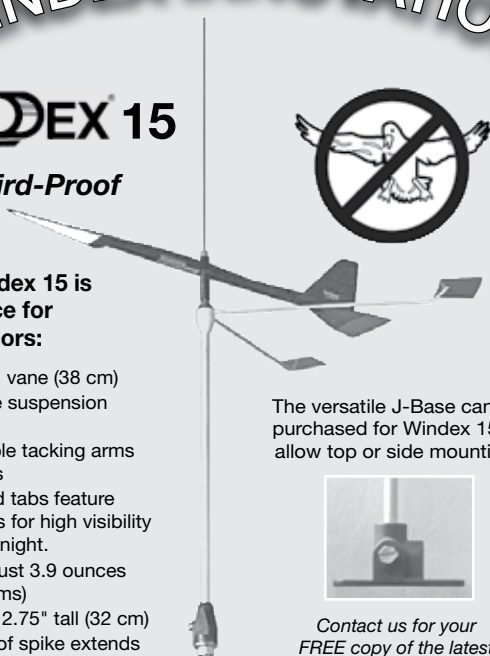
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LETTERS

in California establish residency in other states when they take off, in a large part to avoid California's very high income taxes. One way to do this is to buy or rent a residence in a state that doesn't have any income tax — such as Texas, Florida, Nevada, Alaska or South Dakota. But California tax collectors may suspect that just having a residence in another state may be a ploy to escape taxes, and may put their taxpayer-funded tax collectors on your tail. So here are some other things you want to do in the new state to make it seem/be legit: get a driver's license, register to vote, open bank accounts, register any vehicles you might have, and get your credit card bills and other important documents sent to an address in that state.

Buying or renting a residence, of course, may cost more than any state income tax you would save. This is where mail forwarding services come in. Such services are located in all states that don't have income tax, and most will help you get a street address — as opposed to a shady-sounding post office box address. They also will help you get a new driver's license and voter registration, and help you register your boat and vehicle(s). Such mail forwarding services often cost less than \$150 a year, and do a great job of letting you know what mail you have. Some will even take care of renewing your boat's Coast Guard documentation.

If you still get some or all of your income from business activities or salaries or pensions in California, you may still be required to pay tax on some — if not all — of your income. You're going to have to consult with a tax expert for advice on that.

By the way, if you think states hate the idea of people taking their former tax obligations to states where there is no such obligation, think of how much the federal government hates U.S. citizens moving to countries with a lower cost of living — and possibly higher quality of life — and cashing their social security checks in them. If most of the million Americans living in Mexico are collecting social security and government pension checks, and cashing them and spending the money in Mexico, it's a significant outflow. It's a big enough 'problem' that Canada solved it by requiring that their citizens spend at least six months a year in Canada in order to be eligible for health coverage.

If you're a cruiser who has had success or failure with changing your residency, we'd like to hear about your experience.

LOBBYING FOR THE TOP SPOT

After going back and forth, it looks as though we'll be bringing *Moontide* back to Southern California after the season in Mexico. As such, we want to lobby for my cat to get the number one spot for the 20th anniversary Ha-Ha. Here's our pitch:

- 1) We love the Ha-Ha. I've done it five times with *Moontide* and another time on another boat.
- 2) I always have fun and good-looking crew.
- 3) *Moontide*, like *Profligate*, is a fat boat.
- 4) Judy, my girlfriend, is fun and hot.
- 5) We throw a great unofficial party at Bahia Santa Maria.
- 6) My astrologist said the moon and stars are perfectly aligned for this.
- 7) We give the *Profligate* crew some relief for one night. (See #5 above.)
- 8) It might be *Moontide's* last Ha-Ha, since we'll probably not return to California after this summer.
- 9) The Poobah won't get emails from my potential crew asking why *Moontide's* name isn't on the entry list.
- 11) We were the last entry last year, so it only seems fair



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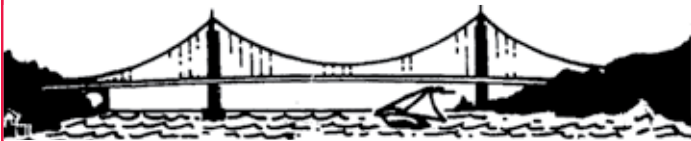
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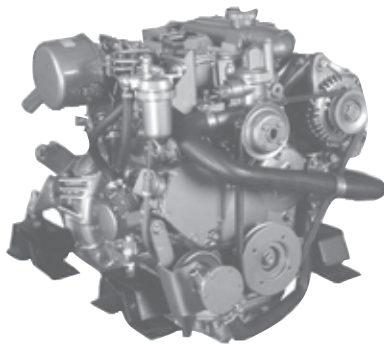
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LETTERS

that we average out by being first this year.

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Bill Lilly & Judy Lang
Moontide, Lagoon 470
Newport Beach

Bill and Judy — You're number one — as long as you promise not to send us any more reasons that you think you deserve that position.

↑↓THE NOT-ALWAYS HAPPY HOOKER

Having done a moderate amount of cruising, including my share of anchoring out, I'm still mystified by the seemingly serendipitous nature of the relationship of various anchors to holding ground.

In 1998, after sailing my Nonsuch 26 to Baja with the Ha-Ha fleet, I cruised up to La Paz and the nearby islands. One memorable night in one of the anchorages of Espiritu Santo, my 22-lb Bruce anchor dragged repeatedly. It was blowing 30 knots and the bottom was sand. I finally gave up and set my Fortress, which did hold. The Bruce had held every other time — at least 15 times — on that trip, including in winds in excess of 35 knots.

Now the owner of a Norseman 447, I visited the islands off La Paz this fall. I set my anchor in half-mile by one-mile Partida, using the Rocna 25 (55 lbs) that came with the boat, with 100 feet of chain in 20 feet of water. I dove to check it, and found it well set in sand. Remembering the 1998 adventure, I thought that maybe I should set the Danforth instead. But recalling the write-ups on the Rocna — "the true all-purpose anchor" — I put my faith in what I had out.

That night a *Coromuel* wind blew into the anchorage with gusts to 35 — maybe 40 — knots. Everything seemed fine. But then I awoke at 3:30 a.m., as I felt that something just wasn't right. Indeed, I saw a rock wall about 50 feet off the stern. My boat must have dragged a half-mile or so, so smoothly through the sand that it didn't even rattle. My having just lost use of my windlass due to electrical problems, it was a bit hairy getting the Rocna on deck and motoring out of there.

Over on the mainland the following week, I anchored at Stone Island near Mazatlan. Some enterprising locals helped themselves to my RIB and 15-hp Mercury. It was hoisted horizontally up to deck level with a spinnaker halyard, which we do for security each night. The thieves just boarded the boat at midnight, tow line already in place, cut the halyard, and took off. I was up on deck in no more than 10 seconds — in time to see them speeding off with my dink in tow.

Not feeling completely comfortable sleeping at Stone Island after the theft, we motored over to Isla Venado, a place I'd anchored at before. I tried getting the Rocna to hold no less than four times in 12-18 feet of water, again with 80 feet of chain. Putting some strain on the tackle with the Yanmar in reverse, it just kept dragging along. But it was bumpy, so I assumed the bottom was rocky.

I tried the Danforth, which wouldn't hold either. Since there was no wind, I just left both anchors down with 80 feet of chain on the Rocna and 100 feet of line on the Danforth. I didn't really sleep, but my boat didn't drag either.

No morals of the story here — just sharing some frustrating experiences and looking for some advice.

Brian Bouch
Albatross, Norseman 447
Petaluma / Lying Mazatlan

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LETTERS

Brian — If you want the advice of someone who has dragged in anchorages from Bodrum, Turkey, to Dickenson Bay, Antigua, to Panama's San Blas Islands, to even Caleta Partida, Mexico, it would be that the next time you anchor somewhere when it's blowing 20+ and the water is clear, you dive in with a mask to observe what happens to the anchor and rode when the boat jerks back on them. It will give you a better appreciation of the dynamic forces at play than when you go to a boat show and steadily pull miniature anchors and chains through various types of 'bottoms' in baking pans. If you're like us, watching those dynamic loads will make you a firm believer in very big anchors and very long scope — at least when the wind is up. Yacht designer Steve Dashew has given a lot of sailing advice over the years, and we think the best was when he wrote something to the effect of "You know you have the right anchor when a sailor walking down the dock sees it on your bow roller and bursts out laughing because it's so big."

But to your specific situations:

In the case of Espiritu Santo with your Nonsuch 26, you didn't say how much scope you had out, so we're missing critical information. That said, the Fortress is a better design than the Bruce in hard sand. But no matter what you put out, scope is critical. Most anchors are designed to have at least 7:1 scope. Frankly, we're surprised that your Nonsuch's 22-lb Bruce could hold your boat on other occasions in up to 35 knots of wind — unless you had really long scope and the bottom was mostly Gorilla Glue. For comparison, we use two 45-lb anchors on a lot of heavy chain for our Olson 30 La Gamelle in St. Barth — and she displaces one-third as much as your Nonsuch. And we still fret when the wind tops 20 knots.

As for the 55-lb Rocna for your Norseman 447, it might be adequate if you're anchoring in light-air regions and for weekend use. But when you cruise the Sea of Cortez, it's a different story. Sure, it's very often light air, but you also know that it's subject to Northerners, Corumuels, and elephantines, all of which come up quickly and can blow hard. If we were you, we'd go up two sizes from what's normally recommended.

As for 100 feet of chain in 20 feet of water, that's just plain inadequate when cruising — except when just stopping for lunch. If it were us, we'd suggest carrying 200 feet of honking thick chain for rode. The two areas where cruisers short change themselves the most are when it comes to anchors and rodes, and dinghies and outboards. Don't be penny wise and pound foolish when it comes to these critical cruising components that are used almost every day.

We don't know what other sailors think, but if we anchor on a lee or potentially lee shore and the wind is blowing more than 25 knots, somebody has to be on anchor watch. Thirty-five or 40 knots of wind? We don't care how many anchor alarms have been set, somebody has to be up and monitoring the situation.

That you dragged across the anchorage at Caleta Partida actually brings back fond memories. We once dragged anchor — a CQR — all the way across the Caleta Partida anchorage with our Freya 39 Contrary to Ordinary. This happened during a Sea of Cortez Sailing Week in the early 1980s, and it was a miracle our boat somehow made her way through most of the 100 anchored boats without making contact. The only thing that kept our boat from going to ashore is, as you know, that the bottom gets shallow very slowly, so the more we dragged, the greater scope we had. Lucky us.

We're sorry to hear about your dinghy at Stone Island. As for Isla Venado, we've never anchored there, so we don't know what to tell you — except to keep repeating the anchor and rode mantra: All other things being equal, bigger and longer

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LETTERS

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↑↓ THE SHARK-EATING DOGS OF PALMYRA

Latitude's recent discussion about Fanning Island, the Nature Conservancy and Palmyra Atoll got my attention.

Palmyra had rats in 1985. I know, because several got aboard my boat *Isla*. And when I shimmied up a palm and was finally within arm's reach of some coconuts, a rat took a well-aimed piss, which dribbled down a couple of downspout-like palm fronds and onto my head!

I doubt that the Nature Conservancy has rid Palmyra of rats. As a result, their big fee to check a boat for rats is a joke.

When I arrived in Palmyra, there were just two dogs — named Army and Navy — living there. They were by themselves



RANDY OLSON

Army — or is it Navy? — with one of the baby sharks it herded ashore.

because they'd been left behind by somebody. I can't recall the story.

The dogs lived on sea bird eggs. They also herded small sharks into the shallows. The dogs would get very excited when herding baby sharks, and when the shark's tail fins broke the surface, the dogs would move with what seemed to be lightning speed to

bite onto them with their teeth. They would then whip the little sharks ashore, then go berserk pouncing, jumping, yelping and biting.

Army and Navy were a tough pair — they had chunks of their lips and noses missing, and were covered in scars. (I think there had been a third dog, Palmyra, before I landed.)

I spent a month at Palmyra. It was an absolute paradise — heaven! It was very hard for me to leave. The dogs sensed that I was going to leave and that they were going to be left alone on the island again. They swam far out into the lagoon trying to follow *Isla*, barking and yowling mournfully.

I continued on to Tonga, but a small part of me has never let go of Palmyra.

The Nature Conservancy subsequently bought the island, and I find some of their restrictions to be troubling. But it's better than the island's having become an offshore gambling haven.

Jim Hodges

Loomba-Loomba, Fairweather Mariner 39
Bainbridge Island / Mexico

Jim — Palmyra has had quite a history, from being named after the wreck of the USS Palmyra, to U.S. Navy operations



KYDD POLLOCK

Palmyra Atoll has seen war ops, murders, crazy caretakers and many, many birds.

there in World War II, to the Leo-Fullard family having to go to the Supreme Court to get it back from the U.S. government, to the infamous murders of San Diego cruisers Mac and Muff Graham, to the wacky

Frenchman who used to manage the island for the Leo-Fullard family, to its current status.

With regard to Palmyra's current status, we weren't quite

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LETTERS

accurate in our mention last month. The atoll, which is just 4.6 square miles and located halfway between Hawaii and Samoa, is actually the only unincorporated territory of the United States, and is therefore subject to all the provisions of the Constitution. But since it's an unorganized territory, and there is no Act of Congress specifying how it should be run, the President of the United States has the authority to administer it as he sees fit.

The Nature Conservancy owns Cooper Island, the biggest of the atoll's islands and home to the World War II airfield, but nothing else. The rest of Palmyra is under the jurisdiction of the not-so-beloved US Fish & Wildlife Service, and is administered from Washington, D.C., by the Department of the Interior.

There are no permanent residents of the atoll, but there are research scientists in residence from time to time. Captains must get permission from the Nature Conservancy before they can anchor in the lagoon or come ashore.

↑↓ AN ORCA BY ANY OTHER NAME

Latitude's response to Ken Mumford and Cathy Kirby's December letter regarding the use of depthsounders in the presence of whales fails to acknowledge that fact that there are now two distinct families of orcas, a.k.a. killer whales.

These are the resident populations — an arbitrary name — and the transient populations. Although the physical



There are three different types of orca: resident, transient and offshore.

differences between the two are very subtle, the behavior is very different. The commonly observed orcas are the residents. They are highly vocal, curious creatures that readily approach boats. They eat fish almost exclusively. The transients are loners, who pass by quietly, avoid boats, and feed on marine mammals such as seals and otters.

Frank Taylor
San Diego

Frank — We're not whale experts, so we had no idea there were two different kinds of orcas. But according to the International Union for Conservation of Nature (IUCN), there are actually three types of orcas: The residents, who eat mostly fish and live in big extended families; the transients, who live mostly on marine mammals and live in small families; and the offshores, who feed on schooling fish and travel in groups of 20 to 200. God bless them all — as long as they don't ram our boat.

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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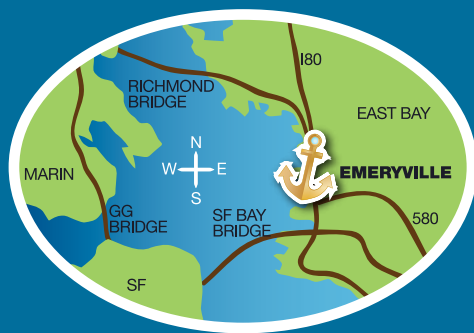
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SIGHTINGS

more vendée records

After 78d, 2h, 16m at sea, 29-year-old Vendée Globe rookie François Gabart sailed *MACIF* across the finish line in Les Sables d'Olonne and into the history books as the winner of the seventh edition of the race. Shattering his mentor Michel Desjoyeaux's existing race record by just over six days, François became the first sailor ever to

eclipse the mythical 80-day circumnavigation mark in a monohull. Just over 3h, 17m later, second-placed Armel le Cléac'h on *Banque Populaire* sailed across the finish, creating the closest finish in race history.

Engaged in a close battle since the race's November 10 start, the pair of VPLP-Verdier-designed sisterships rounded Cape Horn on New Year's Day, separated by just over an hour.



JEAN-PIERRE DICK/VIRBAC PAPREC 3

Jean-Pierre Dick was gracious in asking that Alex Thomson take care of third place for him.

Sailing north up the Atlantic, Gabart took a more easterly route than le Cléac'h, which allowed him to reach the easterly tradewinds first, extending his lead out to 270 miles. Le Cléac'h — aka 'The Jackal' — wasted no time in attacking the 'Golden Boy', closing on the young leader when crossing the doldrums, while negotiating the Azores High, and on their approach to Les Sables d'Olonne. It was all for naught, however, as Gabart's lead in the Atlantic — which remained steadily at about 100 miles until the finish — was never truly in jeopardy.

Behind the two leaders, Alex Thomson (*Hugo Boss*) and Jean-Pierre Dick (*Virbac Paprec 3*) remained engaged in an equally thrilling battle up the Atlantic that saw each skipper play both offense and defense. First it was Thomson dealing with hydrogenerator and rudder tie bar problems, which slowed the British skipper and sent him into full-on energy conservation mode if he wanted to finish the race. Then it was Dick who suffered persistent halyard and rigging issues, forcing the veteran French skipper up his rig nearly 10 times.

Taking a westerly gamble up the coast of South America, *Hugo Boss* turned a 400-mile deficit into a 120-mile advantage in a matter of days before *Virbac Paprec 3* reached the southeast trades and put the hammer down to once again take a 300-mile lead and ownership of third place. A fast passage of the doldrums from Thomson opened the door to challenge Dick — and then *Virbac Paprec 3* lost her keel!

Dick acted quickly by filling all of his water ballast tanks before reducing sail to stabilize the boat. Initially sailing for the Azores, the veteran French skipper has since decided to push on for Portugal and, he hopes, the finish. In a noble sportsman's gesture, Thomson briefly altered course to shadow *Virbac Paprec 3* in case of emergency during some heavy weather, but resumed racing toward a hard-fought podium finish. If Dick can nurse his boat to the finish, it will be the third Vendée Globe in a row in which a boat has finished with no keel, after Mike Golding in '04-'05 and Marc Guillemot in '08-'09.

In the middle of the fleet, two multi-Vendée veterans, Jean Le Cam (*SynerCiel*) and Mike Golding (*Gamesa*) have again found themselves battling around the globe. Recalling memories of the '04-'05 edition of the race where Le Cam narrowly beat out Golding to claim second place, the two skippers have swapped the lead

continued on outside column of next sightings page

the pacific cup

It may be 17 months before the start of the 2014 Pacific Cup Race from San Francisco to Hawaii, but Pacific Cup YC Commodore Steve Chamberlin, a four-time veteran of the race, and members of the PCYC haven't been sitting around waiting to crank up the event's mojo.

They recently announced that the start will be on July 6, 2014, and that they've arranged a two-knot ebb to help boats out the Gate and on their way to Oahu. Knowing that there is nothing like driving a boat under spinnaker in the trades by the light of the full moon, they've also arranged for one of those on July 12. Do these folks have the good connections or what?



Alex Thomson stood by the stricken JP Dick during heavy weather. Once Dick was comfortable sailing his boat keel-less, Thomson moved on.



cranks up its mojo

Got a boat less than 50 feet? The Pacific Cup wants to show the love by significantly knocking down the entry fee just for you. Organizers are going all out to get 70 entries for the event.

The PCYC will be at the Strictly Sail Boat Show in Oakland in April, with hula girls, mai tais, and a 'Let's Go to Hawaii' seminar. And the Pacific Offshore Academy will be hosting seminars at the Richmond YC on June 23 and October 19, with receptions to follow.

Shoot for the sailing stars by getting your Pacific Cup mojo going. Surf on over to www.PacificCup.org for details and entry information.

— richard

vendée — cont'd

repeatedly. First it was Le Cam making a brief southerly dig in the Pacific to pull away from his pursuers. Once around Cape Horn, Le Cam took the western route and Golding went east before the two met up in the southeast trades and resumed their drag race north. Just behind them, an international *ménage à trois* of Swiss skipper Dominique Wavre (*Mirabaud*), Frenchman Arnaud 'Cali' Boissieres (*Akena Vérandas*) and Spaniard Javier 'Bubi' Sansó (*Acciona 100% Eco-Powered*) are fighting for position, with Wavre and Cali following Le Cam to the west and Bubi following Golding to the east.

One of the biggest stories of this Vendée Globe has been the saga of Bernard Stamm. The Swiss skipper of the new Juan K-designed *Cheminées Poujoulat* had been plagued with hydrogenerator problems since the beginning of the race. Nearly out of diesel fuel when entering the Pacific, Stamm anchored in the lee of the Auckland Islands, south of New Zealand, to conduct repairs when a 40-knot northerly blow caused him to drag anchor. Tying up to a nearby

continued on outside column of next sightings page



"There is no great winner without a great runner-up." Jean Le Cam's words rang true for 'Banque Populaire' skipper Armel le Cléac'h, who sailed into Les Sables d'Olonne just three hours behind Gabart. It was the closest finish in race history.

The 'Golden Boy', François Gabart, won the Vendée Globe Race on January 27. At 29, he's the youngest person to win the race, and he did it in just 78 days!

SIGHTINGS

vendée — cont'd

anchored Russian research vessel, Stamm waited out the storm and then finished his repairs and resuming the race. Disqualified by an international jury for receiving outside assistance, Stamm filed an appeal and then restarted the race, bound for Cape Horn.

With the entire sailing world behind him and 'Free Bernard' pages popping up all over Facebook, the Swiss skipper began charging through the fleet, passing three boats, before an unidentified floating object destroyed his last hydrogenerator. Forced to take on diesel fuel after Cape Horn, Stamm retired from the race, and in a cruel twist was also officially DQ'd by the jury. The popular Swiss sailor is still bound for Les Sables d'Olonne, and is expected to receive a hero's welcome when he unofficially finishes.

Follow the rest of the race at www.vendeeglobe.org/en.

— ronnie simpson

a sailing thoroughbred

"In the case of a fine yacht, it is said that one doesn't own her, but is merely lucky enough to be her caretaker," says John McNeill. He ought to know. The 52-ft (LOD) gaff schooner *Yankee* has been under his family's stewardship since 1927. With that preamble, John was the first to alert us that one of the West Coast's most precious sailing yachts, the 55-ft schooner *Santana*, has come up for sale.

As McNeill reminds us, she was rescued, after sinking in her berth in the late '90s, by Paul and Chrissy Kaplan, who put her through an exhaustive stem-to-stern refit,



Chrissy and Paul Kaplan have been 'Santana's' caretakers for more than 15 years. They say it's now time to pass the reins to a new caretaker.



SPREAD: LATTITUDE / ANDY; INSET: COURTESY SANTANA

seeking new caretakers

and who have sailed her actively for the past 15 years.

"There are few American schooners more iconic than *Santana*," says McNeill — who considers her to be one of *Yankee's* favorite playmates out on the Bay. "Olin Stephens' Design #59 has run in the circles of tycoons and movie stars on the West Coast since her launching at Wilmington Boat Works in 1935. She raced the Transpac and sailed around the world. She has been helmed in regattas by AC legends Tom Blackaller, Gary Jobson and Ted Turner.

continued in middle column of next sightings page



note to self: race around the world

Got any plans yet for 2015? How about racing nonstop around the world from San Francisco to San Francisco?

Believe it or not, an impressive roster of accomplished sailors has gotten behind this idea recently, and has proposed a starting date sometime in the fall of 2015. Completing this east-about lap around the planet will undoubtedly be no easy feat, but the basic course directions are easier to understand than those of many local buoy races: "San Francisco to San Francisco; leaving Cape Horn, Cape of Good Hope, and Cape Leeuwin (southern Australia) to port and Antarctica to starboard; and crossing all lines of longitude."

The S.F.-to-S.F. race concept is the brainchild of well-known Bay Area designer Jim Antrim. "I've had this idea kicking around my head for a few years now," he explains. "All around-the-world races generally start in France. But we're in a similar position in another ocean, so why not stage one from here?" Sounds good to us. And the more we think about it, the more we think this could actually happen, especially because there is apparently no current S.F.-to-S.F. nonstop record-holder. So the winner of the first race would make history and achieve at least 15 minutes of fame. Antrim and his fellow proponents hope for at least two entries, of course, but if only one boat picks up the gauntlet this first time around, so be it. A record would be set nonetheless.

Your respect for this race concept will undoubtedly grow when you see who's on the advisory board: Ace navigator, tech innovator and 2010 Rolex Yachtsman of the year Stan Honey; weather guru Lee Chesneau; offshore record-breaker Peter Hogg; Around Alone vet Tim Kent; A-Cup and Jules Verne victor Cam Lewis; racer/boatbuilder Cree Partridge; BOC vet, Around Alone race coordinator, and Around the Americas skipper Mark Schrader; and Around Alone and Vendée Globe vet Bruce Schwab, who currently holds the American solo circumnavigation record of 109d, 20h. A number of them, including Antrim and Partridge, hope to compete in the race.

What sort of boats can enter? Basically, either monohulls or multihulls of at least 40 feet, built and maintained for rigorous offshore racing. Of course, in a perfect world, a field of prospective competitors would ask Antrim to design a purpose-built boat for the race — he's reportedly already working on one — and Partridge would build a fleet of them. But the organizers are careful not to set their sights too high, at least this first time around. Hence, the group's stated philosophy is "Run what you brung," meaning race what you've got (within reason, of course). And there may be some allowance for emergency or reprovisioning stops without disqualification.

It all sounds great until you look at a chart of the world or a globe. That last stretch from Australia to San Francisco is a doozy! Although the rhumbline distance is *only* about 6,500 miles, competitors would obviously have to sail much farther to access favorable prevailing winds and currents. Seems to us that this leg is definitely the wild card of this route. But what do we know? We asked Honey for his thoughts: "The traditional sailing ship route . . . stays in the Southern Hemisphere westerlies after Australia until 140-160 W longitude, and then goes north through the SE and NE Tradewinds, and then leaves the North Pacific High to starboard just like returning from Hawaii. A boat that was really good at racing upwind might cut the corners to shorten the distance and do more upwind fetching across the Trades. You can't risk getting caught in the highs, though."

We'll keep you posted as plans progress. In the meantime, see www.sj2sfoceanrace.com.

— andy

the new path to a-cup stardom

For the first time in the long history of America's Cup competition, a pathway has been created to groom young potential crew,

continued on outside column of next sightings page

rbyac — cont'd

aged 19 to 24, for future AC contests. As reported last month, it's called the Red Bull Youth America's Cup, and it's slated to take place on the Bay September 1-4, sandwiched between the Louis Vuitton Challenger Series and the America's Cup Finals.

Although details of the Youth Cup's format still could change, the plan today is for 12 international teams to compete aboard *bona fide* AC45 cats in a series of fleet races (no match races). Judging by the exuberant spectator reaction that fleet racing received during last year's America's Cup World Series, the RBYAC could be a highlight of summer events — and we're not just saying that because of the possibility of NASCAR-esque crashing and burning. Let's face it, as many Cup aficionados have pointed out, fleet racing — especially in such edgy speed machines — is just a lot more thrilling to watch than one-on-one match-racing duels.

Two of the six-person teams competing will be all-American: a national team called Team America Racing, comprised of sailors from California and elsewhere, and a host-city team, called the American Youth Sailing Force, which is comprised mostly of California natives. Oracle Team USA will support the training of both US teams.

Chosen from a large pool of applicants after a physically grueling selection process in November, the San Francisco 'home team' is an impressive group, most of whom have extensive experience in high-performance skiffs: Newport Beach native Mike Menninger, 23, is a three-time All American, two-time National ICYRA (Inter-Collegiate Yacht Racing Association) champion, and two-time winner of the Jr. Match Racing World Championships. David Liebenberg, 21, of San Francisco has raced 29ers, 49ers, and 18-Foot Skiffs, and has won multiple National Championships. Mikey Radziejowski, 21, of San Francisco (now attending UCSC) ranks 114s and 18-Foot Skiffs as his favorite boats to race. Tommy Pastalka of Tiburon, 22, who grew up around San Francisco YC, has raced Lasers, 420s, 29ers and Melges 24s, and currently competes on the UC Santa Cruz sailing team. Matt Pistay, 22, of Seattle, has competed in Moths and 49ers, and campaigned for a spot on the 2011 US Olympic team. Although born in the Midwest, the team's youngest member, Evan Sjostedt, 19, became an avid sailor when he moved to the West Coast, primarily racing skiffs and TP52s. Now based in San Francisco, team manager Ian Andrewes was raised in Hawaii, where he grew up in a sailing family. He has extensive experience in Moths and 49ers.

Due to its host-city status, this San Francisco team already has a slot secured for September's showdown, as has Team America Racing. But many other teams from around the world will be zipping around the Bay this month (February 9-24), in the second round of eliminations for the 10 remaining slots.

Beyond the eye-popping entertainment value of September's RBYAC, the concept is a smart, progressive step toward pro-level sailing that is long overdue. As Oracle Team USA skipper Jimmy Spithill put it, "I think this is one of the most exciting developments in the America's Cup in a very long time." Having broken into the adrenaline-infused realm of Cup racing at age 19, he's the perfect poster-boy for the cause.

Support the home team at AmericanYouthSailingForce.com (yes, they need help fundraising), and look for a complete RBYAC event schedule soon at www.americascup.com.

— andy

santana

"She was so beloved by her most famous owner, Humphrey Bogart, that a model of *Santana* stood in Bogey's stead at his funeral. And, despite a storied pedigree, her greatest attribute has to be the 'echo of a thousand good times' that brings a smile to the face of the hundreds of yacht lovers who have stepped aboard and spent time."

We can't help thinking that Paul and Chrissy will suffer at least a little seller's remorse if they do sell their beloved thoroughbred, as owning and racing her has undoubtedly been the highlight of their sailing careers. "We've had a ball with this boat," says Paul. "But it's important to recognize when it's time to pass such a boat on



The American Youth Sailing Force (l to r): Matt Pistay, Tommy Pastalka, Ian Andrewes, Mikey Radziejowski and Evan Sjostedt. David Liebenberg and Mike Menninger not pictured.



— cont'd

to the next caretaker. And for us, that time is now." Is he worried about her falling into the wrong hands? "Not really. People who go after boats like this are usually fully aware of the commitment it will require."

Needless to say, with more well-heeled international yachtsmen coming to the Bay this summer for the America's Cup than at any other time we can think of, the timing for a potential sale couldn't be better. Especially since there'd normally be a pretty small pool of potential buyers here for a yacht whose asking price is \$987,000!

For our own selfish reasons, we sincerely hope she remains homeported on the Bay.

— andy

a good tip for mexico

Starting in mid-January, government officials in La Paz began knocking on boat hulls in one marina asking to see copies of Temporary Import Permits. TIPs were created about 20 years ago to provide a means for boat owners to leave Mexico without their boats. Prior to that, a boatowner technically couldn't leave Mexico without also taking his/her boat out of the country. A TIP also allows boat owners — at least in theory — to bring replacements for broken gear into the country without having to pay duty. The original TIPs, such as the one *Profligate* has, were good for 20 years. Currently they are issued for 10 years.

One La Paz boatowner reported that a tax official came to his boat, took a photo of his boat's registration number, checked it online, and found that it indeed had a valid TIP. So all was fine. It's unclear if anyone has been busted yet for not having a TIP. Technically a boat can be seized if she needs a TIP and doesn't have one, but we think this is highly unlikely, as it would be a monumental public relations

continued on outside column of next sightings page



Teams from around the world will be vying for one of 10 spots left on the Red Bull Youth America's Cup roster for this September.

SIGHTINGS

tip — cont'd

blunder on the part of a country that relies so heavily on tourism.

There are several complications to the issue. The first is that La Paz has a history of being more persnickety than other places about the interpretation of rules and laws. For instance, you never want to clear out of Mexico from La Paz because officials there require that you get, among other things, health clearances. At this point it's unclear if only officials in La Paz are checking for TIPs, or if it's being done countrywide.

A second complication is that TIPs aren't available in all ports — even all ports of entry. You can't get them from government offices in Cabo San Lucas, for instance, because they don't have a *Barjercito* — a military bank — where you have to pay the fee.

A third complication is that it's never been clear which boats need a TIP. For instance, do you need a TIP just to go to Ensenada? It's always been our understanding that if you were just passing through Mexico, and weren't going to leave Mexico without your boat, you didn't need to get a TIP. It also been our understanding that 'just passing through' could mean the length of your personal tourist visa, which is normally 180 days. A potential problem is that some, if not most,

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transpac entries

For the last several runnings of the biennial TransPac Race — a high-end crewed race from Los Angeles to Diamond Head, Honolulu — the TPLYC has worked hard to raise the profile of the event, and their efforts have been paying off. With six months to go before the first start on July 8, the entry list is already at 38 boats.

Santa Cruz Yachts will be well-represented with at least two 52s, three 50s and four 70s on the roster, including two local SC 50s — Jack Taylor's Dana Point-based *Horizon* and Bill Helvestine's Larkspur-based *Deception* — that took home first and second, respectively, in their division in the 2011 edition. The majority of entries are based in Southern California, but an impressive number are foreign, including three entries from Japan.

If you're considering adding your



ALL PHOTOS LATITUDE / RICHARD

stacking up

name to the list, remember that fees will increase after March 2. Also remember the rules require that a minimum of 30% of a yacht's crew must have attended a USSailing-sanctioned Safety at Sea Seminar within the last five years before the start. Both crewmembers for double-handed entries are required to meet this qualification.

Three such seminars are available for signups right now: February 24 at Cal Maritime in Vallejo (see *Calendar* for details); May 19, again at Cal Maritime; and the final opportunity to meet this very important requirement is July 7 at Long Beach's Shoreline YC.

You can find all the info for entering, as well as details on the SAS seminars at www.transpacrace.com.

— ladonna



Instead of fretting and standing in line, you might try beach volleyball, buddyboating with friends, or taking friends out for sailing and swimming.

tip — cont'd

marinas have been requiring a copy of a boat's TIP before giving the owner a slip. In the case of boats arriving at Paradise Marina in Nuevo Vallarta without a TIP, Harbormaster Dick Markie sits the owner down and makes him/her get a TIP online right then and there. They cost about \$50.

A fourth complication is that Mexico is trying to modernize its immigration and customs laws. There have been some major bumps along the road. So it's unclear if this is a bump or policy.

How about a fifth complication? Mexico has a new president and a new political party — the PRI — that took over in early December. As a result, officials at all levels have been replaced, in many cases with people who aren't clear on the laws or at least how they had been enforced previously. So yes, there's been massive confusion.

Fortunately, there's an extremely simple solution to a very confusing problem — get a TIP. It's easy to do online at www.banjercito.com.mx/registroVehiculos, and in the big scheme of things, it's not very expensive.

As for immigration, based on our visit to the spanking new immigration office at Nuevo Vallarta, located across the street from the Hard Rock Hotel and in the same building as the soon-to-be-opened Las Vegas Casino and the already-opened ultra-modern hospital, it seems as if every Canadian and American was standing in line to upgrade their visas. We hope they are not in a hurry. We applied to renew our FM2 visa around November 15, and still haven't got whatever they're giving out now. There is confusion in Immigration, too.

Our advice is to go sailing, have a *cerveza*, and enjoy the sun — all the kinks will work themselves out in time.

— richard



LATITUDE / RICHARD

Dozens of American cruisers stand in line at Immigration to upgrade their visas.

seventy-five years and counting

Here at *Latitude 38* we're big fans of Zen sailing. You know, those times when you get out on a boat in mellow conditions and glide across a tranquil body of water, and just tune out the world around you. If you're into this sort of thing, there may be no better spot in the Bay Area to experience it than downtown Oakland's Lake Merritt, home to the Lake Merritt Sailing Club. It was founded in 1937, and we regret that we let the new year arrive without acknowledging that 2012 marked the small nonprofit club's 75th anniversary.

With a calendar that includes a four-race midwinter series, an annual crab feed (last month) and the trademark Mayor's Cup Independence Day regatta on June 22, the Lake Merritt Sailing Club is like the little club that could.

The club's membership is a small but devoted one, with many of its 86 members having belonged for several decades. In years past, Bay Area legends such as John Kostecki, John Gilmour and Norman Wright honed their skills in Lake Merritt's typically light and shifty winds. In its heyday during the 1950s and '60s, the club used to see up to 200 boats on the line with Blue Jays, O'Days, Coronado 15s, FJs and more getting in on the action. Today, as in years past, Lake Merritt Sailing Club has a strong presence in the annual Bullship race from Sausalito to San Francisco in El Toros.

As boats have gotten bigger and small-boat fleets have contracted,

continued on outside column of next sightings page

lake merritt — cont'd

the club now sees about 20 small boats on the line for each of their regattas, which operate out of the Lake Merritt Sailboat House. The fleet is mostly El Toros, but all small boats are welcome. Sunfish, Hobie 14s, Lasers and FJs are a common addition to the venerable El Toros.

With midwinter races scheduled on alternating days from those of other Bay Area El Toro fleets, Lake Merritt's midwinter series offers the perfect opportunity for small boat sailors to double dip this winter, racing at one club on Saturday and Lake Merritt on Sunday. And the best part? You don't even need your own boat! Rentals are available from the Oakland Parks & Recreation Dept., located at the Sailboat House.

The last two midwinters are on Saturday, February 9, and Sunday March 10. Each one-day regatta will have three races. For more information on races or new membership, email shadowmere64@comcast.net.

— ronnie simpson

the remains of a sad day

Reader Jeff Chamberlain sent us the accompanying Coast Guard photo of a ketch that went ashore at Pt. Conception a few years ago. "I don't believe anyone was injured in the incident, and for weeks and months afterward the boat was semi-salvaged of as many valuable items as could be removed."

The other photos were taken by Brad Rochlitzer. In captions, Chamberlain bemoans what has happened — or not happened — since then. "As you would imagine, the hull has disintegrated, but much of the heavy and/or metal stuff — the shrouds, the wiring, the plumbing, the spars — now lines the craggy shore and clogs the tidepools of what was once a fairly pristine beach. At higher tides, surfers access the water by walking over/through this tangled mess. It's a bit of a safety issue that everyone has had to deal with. But it's what happens when a boat goes on

the beach and nobody really cleans things up."

Chamberlain says he's heard of boatowners who lost boats on the Channel Islands being required — or forced — to pay for the cleanup by the National Parks folks. "I'm sure that such debris would never be allowed to remain at, for example, Angel Island. But as Pt. Conception is a remote area of the coast, with its own set of challenges, I fear that the debris is going to become a part of the landscape."

We're under the impression that wrecks are required by law to be removed from the shore, and such coverage is included in most boat insurance policies. In the case of the Catalina 36 *Why Knot* that recently went ashore in Laguna Beach as a result of a BUI, the owner deeded the boat to the city rather than pay for the cleanup. Up in Richardson Bay, where a handful of boats normally washes up on the Tiburon shore each winter, it's a different problem because the owners of the boats usually don't have two nickels to rub together and don't carry insurance, and the boats themselves aren't worth anything. The taxpayers of Tiburon get stuck with the bill. Santa Barbara has had similar problems over the years.

Perhaps the most creative response to a boat wreck we've seen is at a beach just to the southeast of Marina del Rey. It appears that a 25-ft or so sailboat washed up on the beach years ago, was pulled well in from the surf and cleaned up, and is now used as a 'jungle gym' on the sand.

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a wild ride

On December 22, I decided to take advantage of a break within a set of three winter storms and sail my Jack London Square-based Newport 20 *Wildrose* out the Gate for some undoubtedly high-wind but otherwise good sailing. I bumped into my friend Scott McCoy at the marina and invited him along.

We started off flying a 140 genoa and a reefed main, but a couple of gusts — and near-knockdowns — convinced us to change out to a 120 jib before we even made Alcatraz. When the rain started, we suited up in full foulies, inflatable PFDs and jacklines. As we closed on the Gate, the seas picked up to three or four feet,

RICH KANE



'Why Knot' was deeded over to Laguna Beach when the owner couldn't pay for her removal.



This ketch washed ashore at Pt. Conception a few years ago (note her dinghy on shore at the top of the photo), but far too many of her unsightly parts remain scattered among the rocks.

on wildrose

but they were nice and mellow.

The wind outside the Gate was a steady 15-20 knots out of the southwest, and the swells got steeper and sharper but they were still manageable. Scott was trimming while I had the helm on a port tack toward Pt. Bonita. The only other vessels we saw heading out with us were a 60-ft racing yacht and a constant stream of freighters.

We could see a couple of squalls at the Farallones and knew that the now-25-knot winds would carry them directly across our path. It wasn't long before the wind increased to close to a steady 40

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remains — cont'd

Personally, we've always been a fan of shipwrecks. In the right place; we think they add to the scenery and speak to the folly of man as well as the power of nature. But the wrecks of recreational boats simply lack the necessary grandeur and gravitas, so they just look tacky.

That said, we're intrigued by the mess left by the wreck near Cecepcion. In fact, if we can find a little time before July's Santa Barbara to King Harbor Race, we're thinking about putting the *Profligate* All-Women's Salvage Team back together to see if we can't remove most, if not all, of the debris. Assuming there's a low tide and not much of a swell running, it could be a lot of fun. After all, what's not to like — other than the possibility of a little estrogen poisoning — about doing a beach clean-up along one of the least spoiled stretches of California coast, followed by sundowners, dinner and sleeping to the tune of fog horns, and concluding with a great spinnaker run back to Santa Barbara the next day?

— richard



SPREAD: USCG; INSETS: JEFF CHAMBERLAIN

SIGHTINGS

a different view of the farallones

Ever wonder how the scientists and researchers on the Farallon Islands get their supplies — and themselves — to those inhospitable rocks 25 miles outside the Gate? Trained volunteers with the Farallon Patrol, coordinated by PRBO Conservation Science (formerly the Point Reyes Bird Observatory), use their own boats to shuttle crew and gear to the rocks throughout the year.

Sausalito diver Tim Sell has been involved with the Farallon Patrol for several years, but with his Brent Swain 36 *Lucky Star* currently in Hawaii, he had to settle for acting as crew on the Christmas Eve delivery aboard Harmon Shragge's Beneteau Oceanis 350 *French Kiss*.

"I met up with Harmon and the volunteer shoppers the night before to load the boat," Tim says. "We left the slip at 5 a.m. and had a fogless run out the Gate." (In fact, this writer and her husband drove down

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Touring the Farallones — (clockwise from above) Sell says one of the highlights of the tour was having the shoreboat — crew and all — hoisted by a crane onto and off the island; an elephant seal eyes the photographer warily; the top of the rock is a great vantage point for whale watching; a homey part of the research station; food and supplies bought by volunteer shoppers are stuffed into every spare inch of space down below on the volunteer delivery boats.



ALL PHOTOS TIM SELL / WWW.SAUSALITODIVING.COM

wildrose

knots. Next came the hail. I could hardly see. And by now we were getting uncomfortably close to the crashing waves and cliffs of the Marin Headlands.

I tried to head up as much as possible without going into irons while Scott had his hands full keeping the sails from ripping. I shouted to him, "Can't that main go out some more?" He replied that he thought the mainsheet was caught up, but neither of us was going to take our eyes off the tasks in front of us, so we made do.

By now the waves were not only close together, but they were dwarfing us. It



— cont'd

was a roller coaster! I yelled to Scott, who has more heavy weather experience than I do, "What should we do?" His response: "I don't know." I followed with, "Should we turn around?" He said, "No, I wouldn't want to run in this weather."

As we tried to keep the sails from ripping, the boat was without power, yet she was standing on her rail, sheets flapping. Then we noticed a break in the clouds. Scott looked over and said, "Maybe we should sit tight. I think this is going to break." Another five minutes we sat, bob-

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farallones — cont'd

to Santa Cruz that day and were amazed at how clearly we could see the Farallones.)

Once *French Kiss* was moored at the research station, the shore crew came alongside to offload the piles of bins and boxes from the salon. "Every effort is made to avoid excess packaging since everything needs to come back off-island," Tim notes.

As it was a calm day, the delivery crew were invited ashore and given an in-depth tour of an island that sees few visitors. "The last time I was out here, it was summer and I'm here to say that this winter visit was much more pleasant," says Tim. "The island is much greener and more lush, and the birds that nest there in the summer leave the place, well, um, let's say intensely fragrant."

The Farallon Patrol was started in the early '70s, and in the years since, volunteers have carried untold tons of supplies across a notoriously tricky stretch of water to support the efforts of the PRBO. "I feel privileged to be involved with the Farallon Patrol," says Tim. "I had a great Christmas Eve and couldn't have spent it with a better group of people."

To find out how you can volunteer — whether by boat or by shopping — check out www.farallonpatrol.org, or email Patrol Coordinator Eve Williams at ewilliams@prbo.org.

— ladonna



Tim Sell on a tour of Southeast Farallon.

unsinkable or unthinkable?

When last seen on the dark night of November 29, only four feet of the nose of the starboard hull of the Leopard 43 *Palenque* could be seen. It was pointing toward the sky.

Aren't cats supposed to be unsinkable?

Palenque was in the process of being delivered from Honduras in Central America to the Turks and Caicos in the Bahamas. She had a crew of three: Dale Cheek, a very experienced captain, and crew Rick Westlake and Len Thibodeau. At about 11 p.m., while approximately 100 miles southwest of Jamaica in moderately rough weather, Westlake, who was alone on watch, noticed that the light for the automatic bilge pump came on — and stayed on. He awoke Cheek, who pumped the manual pump, but soon realized more water was coming in than was going out.

A ballsy captain in a possibly desperate situation, Cheek put on a mask, grabbed a waterproof flashlight, and dove overboard to investigate. He discovered a two- to three-foot-long gash in the starboard hull.

The crew immediately sent out *maydays* via their EPIRB and Spot Messenger. Then they removed the headsail and tried to use it as a bandage to cover the gash. It didn't work.

Before long, a US Navy P3 Orion that had been diverted to the site spotted *Palenque* and made radio contact on VHF. About that time the *Palenque* crew also received a call on their satphone from the Coast Guard rescue center. So it was obvious their calls for help had been heard. The crew of a helicopter — it's unclear where it came from — offered to drop a liferaft. Since *Palenque* already had a liferaft, Capt. Cheek declined.

Using the AMVER system, it was discovered that the freighter *Cap Domingo* was just 12 miles away. She was sent to *Palenque's* last known position.

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SIGHTINGS

cats — cont'd

Two hours after the bilge pump light had first been noticed, both of *Palenque's* hulls and all four cabins were filling up with water. It was so bad that floorboards and other items were floating around in the cabin. That meant it was time to deploy the liferaft. The crew had a total of 40 years of sailing experience, but had never pulled the line to inflate — hopefully — a liferaft. *Palenque's* liferaft self-inflated, right side up, as advertised. It contained seawater-activated battery power lights, a sea anchor, and flares. The captain and crew got in, joined by Anneli, the ship's dog.

The crew radioed *Cap Domingo* that they needed to be picked up and began firing flares. The ship's crew spotted the second flare and was able to close. The seas were rough, so it was a challenge to get the three crew and dog up the 60-foot freeboard of the ship. But all made it safely.

It was a textbook rescue, with just four hours between the water starting to come in and the crew being lifted onto the ship. If this incident had happened when we started sailing in the '70s, the crew of *Palenque* might not have been heard from for days or weeks — if ever. Back then, there was no reliable EPIRB, no Spot Messenger, no satphone, and no GPS. Cruising is much safer than it used to be.

What caused the gash in the side of the cat's hull? Obviously the boat hit a submerged object. But the crew didn't hear a thing, perhaps due to the fact they were pounding into waves.

An even more puzzling question for catamarans is why the cat sank. Aren't they supposed to be unsinkable? Some are, but as *Palenque* proved, some obviously aren't. There are a lot of factors, such as whether the hulls are foam-cored or solid glass, how much heavy stuff there is aboard, and how many separate bilge compartments there are.

As most readers know, we have two cats. The hulls of the 63-ft *Profligate* are built of a vinylester resin over a Divinycell core, while the decks and house are vinylester resin over balsa. We don't know for sure, but we're pretty confident that she wouldn't sink even if she were holed.

'*ti Profligate*, our other cat, is a Leopard 45, which has a balsa-cored hull. We always assumed that she couldn't sink, which is one

reason that we felt comfortable having just a 12-ft inflatable and not a liferaft when crossing the often-rough Anegada Passage. But obviously our assumption was wrong.

We think — and we'll have to check when we get to '*ti* in a few days — that there is a significant difference between '*ti Profligate* and *Profligate*. If memory serves us,

'*ti* has a watertight bilge bulkhead in each hull forward of the mast, but has a common bilge from there to the transom — a distance of probably 30+ feet. A gash in that main hull could fill a 35-ft long bilge, and eventually the hull. That being the case, it doesn't come as a complete surprise to us that *Palenque* — assuming she had a similar bilge arrangement — sank. And even less of a surprise that she went down with her bows up.

We don't believe a gash like the one in *Palenque* would have sunk *Profligate* because of the latter's numerous watertight bilges and bulkheads. Indeed, we once discovered that *Profligate's* main port bilge — about 30 feet long — was filled to the floorboards because of

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wildrose

bing up and down, riding up the seas while making basically no headway. Our faces went numb with the hail, and then, just as quickly as it had started, the weather broke. Suddenly our sail was perfect for the conditions.

As we came about, Scott took the helm. At the top of a now-mellowed 8-ft swell, he spun us around as I let out both sails. We surfed the seas in and dealt with the constant yawing of *Wildrose's* small but stout hull. She was squirrely heading down those big seas but the weather was slowly letting up.



Scott McCoy (l) and Dean Christian were treated to a well-earned rainbow on their return from a quick sail outside the Gate.

COURTESY LEOPARD CATS



The common perception is that catamarans, such as this sistership to '*Palenque*', cannot sink.

— cont'd

As we neared the Gate, a huge rainbow crossed over the Bridge while a large school of harbor porpoises swam alongside us. It was as if the hands of God opened up for us. It was magical. As we got closer to Alcatraz the wind and seas died down enough to fly the chute. We began telling stories of the hard little squall we'd just escaped, and how we didn't think we would have been able to take five more minutes of it at its peak. It goes down as the best day of sailing I have ever had right here at latitude 38.

— dean christian

cats — cont'd

a failure in the macerator system thru-hull. We'd been going along and hadn't even noticed. The bilge may have been filled for months.

When we get to 'ti, we're going to look into how difficult it would be to make some more of the bulkheads in her watertight — at least to above the waterline. We suspect it would have prevented *Palenque* from sinking.

The odd thing is that we thought, and continue to believe, that the Leopard cats — at least the 45s and early models — were designed and built to be brick shithouses. For example, the keels are made to detach if you drive the boat over a reef, as charterers in the Caribbean have done a number of times with Leopards without catastrophic consequences. We continue to think that our Leopard 45 is going to last darn near forever — at least once we get some additional separate bilges.

— richard



PHOTOS DEAN CHRISTIAN