

Latitude 38

VOLUME 428 February 2013

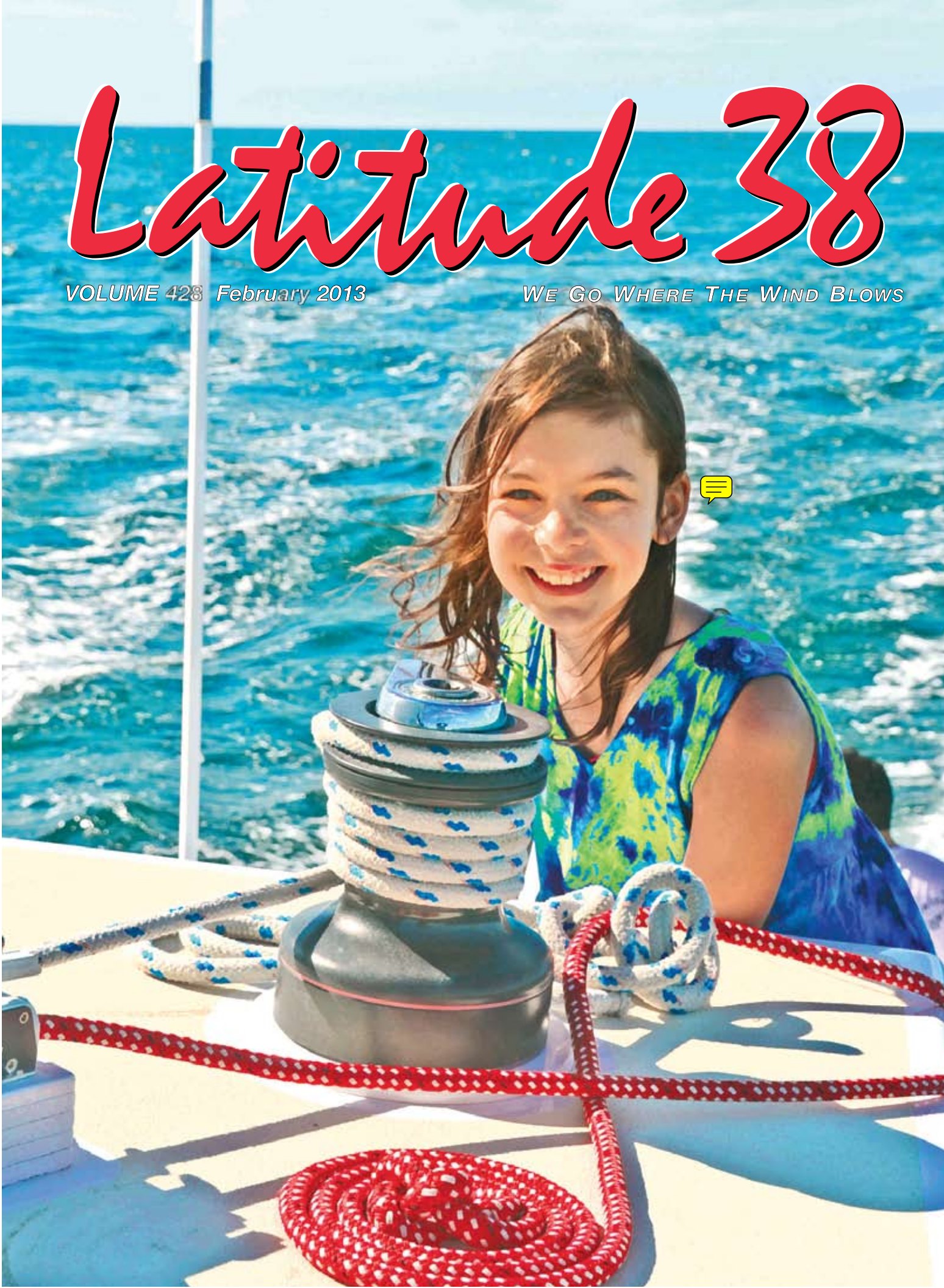
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Latitude 38

FEBRUARY 2013

VOLUME 428



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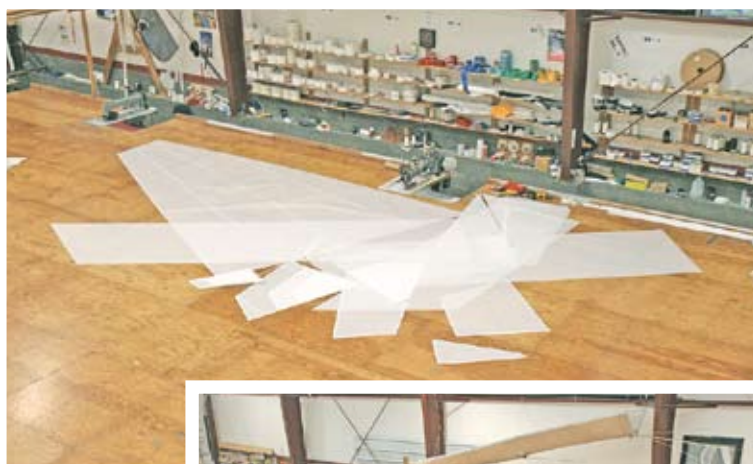


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PHOTO ROY TENNANT
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Cover: Ten-year-old Gavriela of New York City, who was on vacation with her family at Punta Mita, Mexico, enjoys a turn at the helm during an 'everybody come sailing with *Latitude*' 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.

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Jeanneau 45, 2007 \$290,000



Beneteau 36.7, 2010 \$144,000



Island Packet 380, 1999 Galatea \$227,000

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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
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36' Hunter sloop	2004	94,500
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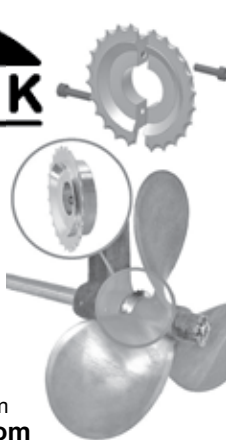
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Latitude 38

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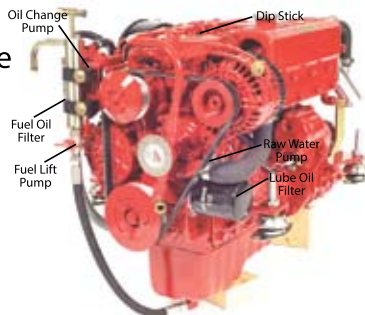
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Entry Form
next page!



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- 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
Alameda, CA 94501
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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- #3: January 26
- #4: February 9
- #5: March 16
(St. Patrick's Day Race)

Single-handed Series (Saturdays)

- #1: February 23

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- Friday Drop-In Dinners*
- Superbowl Party*
- St. Patrick's Day Party*

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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.sbyf.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 42 MkII, 2004	SOLD
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Catalina 36, 2004	NEW LISTING! 130,000
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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Ranger 21EC Tug, 2009	47,500
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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	0835/3.8E 2058/2.4E
2/03Sun	0004	0318/2.6F 1628/2.6F	0620	0933/4.0E 2202/2.1E
2/09Sat	0035	0302/3.2E 1516/5.4E	0619	0913/3.7F 2207/4.4F
2/10Sun	0117	0348/3.5E 1602/5.2E	0709	1002/3.7F 2247/4.3F
2/16Sat	1240	0221/2.2F 1530/2.1F	0526	0822/3.3E 2047/1.7E
2/17Sun	0027	0317/1.9F 1650/2.1F	0618	0919/3.1E 2150/1.4E
2/18Mon	0132	0420/1.7F 1801/2.3F	0715	1021/3.1E 2259/1.3E
2/23Sat	1128	0221/2.5E 1432/4.4E	0545	0835/2.8F 2124/3.5F
2/24Sun	0032	0257/2.9E 1510/4.5E	0623	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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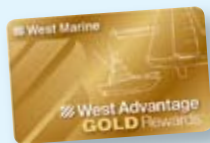


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LETTERS

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



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?

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

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



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.

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

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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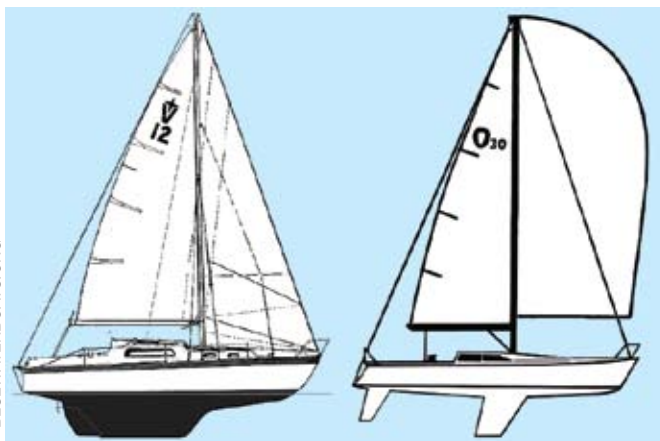
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LETTERS

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



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.



Pam Sellix
Pied-a-Mer III,
Seawind 1160
Clatskanie, Oregon

Go Pam!

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.



Jim Ellis
Hoku lele, Catalina 42
San Francisco

Jim and Jean Ellis.

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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
Talion, 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.

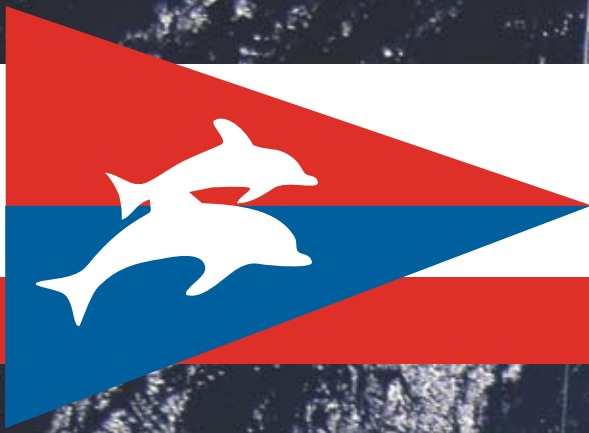
C. Lathrop
Port Townsend, Washington

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

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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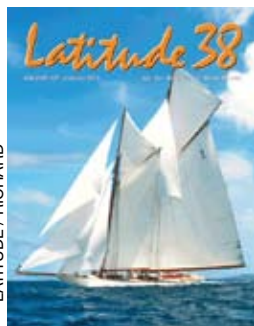
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LETTERS

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

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

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.

↑↓ 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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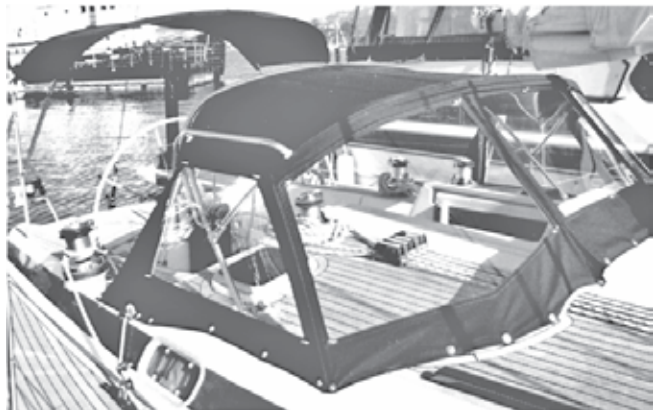
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LETTERS

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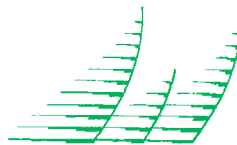
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Readers — Greg notes that John Selbach's explanation for the Poodle nickname — Chris liked to 'sniff' around all new race boats that came to the Bay — may also be true.

↑↓ 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 Higgons
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

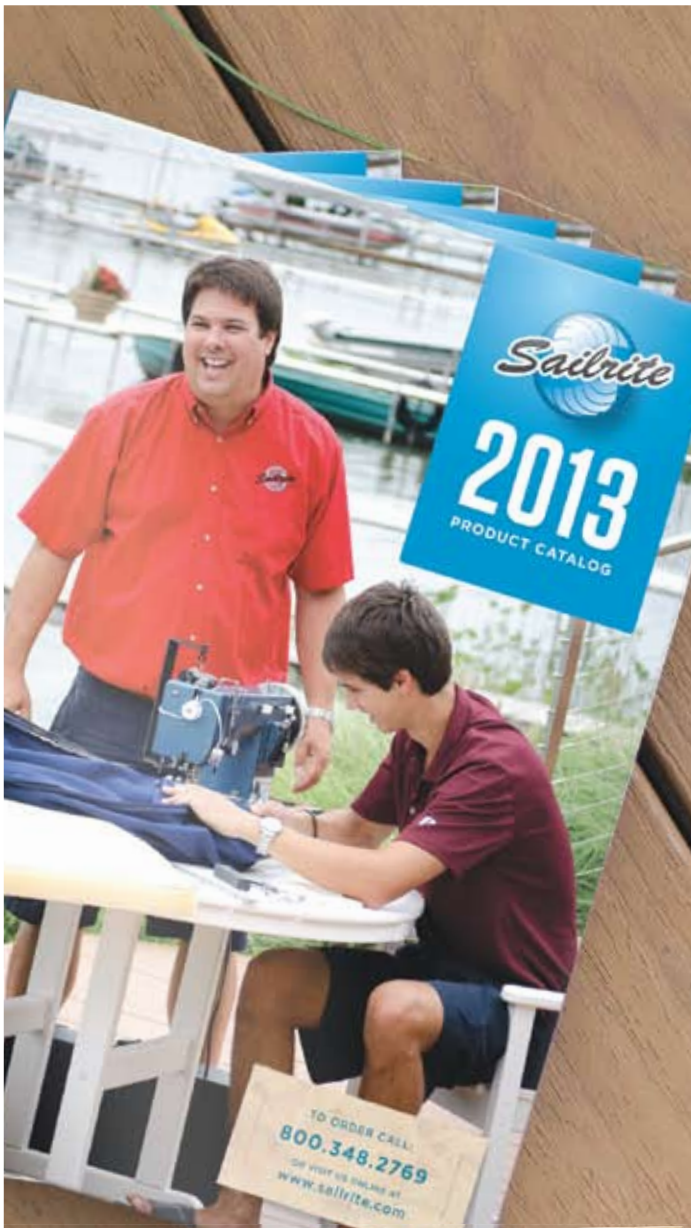
Regarding the connection of long wave periods and sneaker waves in Tony Badger's December letter. I seem to remember that the National Weather Service warning advisories specifically caution against sneaker waves when long-period waves are coming in. You seem to disagree. What gives?

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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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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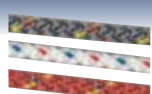
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LETTERS

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.

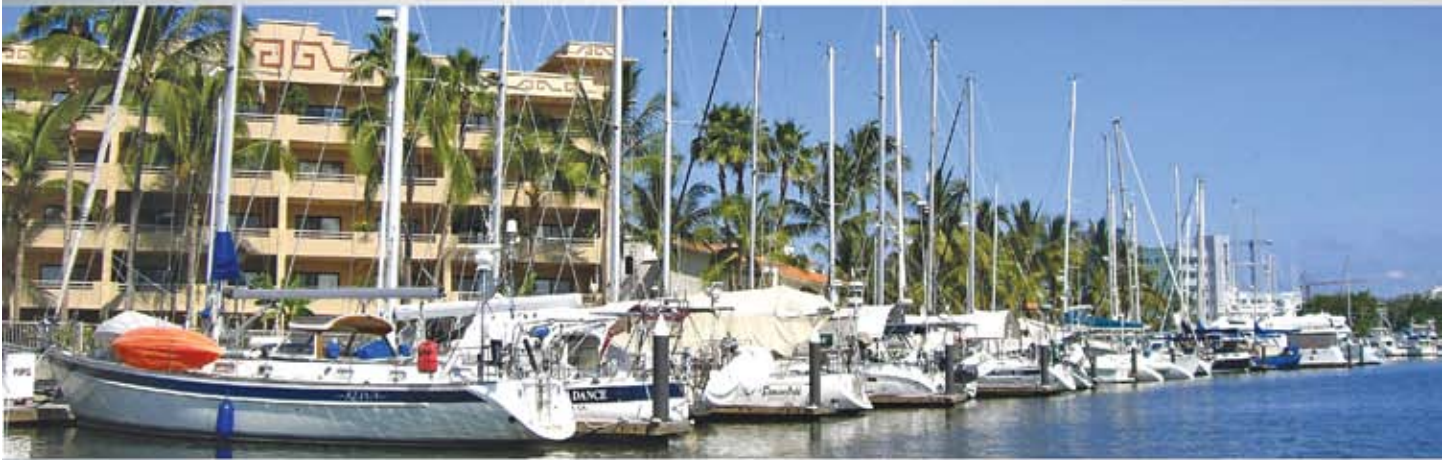
When there is a change in political parties in Mexico, those who get ousted often grab what they can before they are removed. The same thing happens in the United States, but in a more sophisticated First-World way, such as through crony contracts, deliberate lack of financial oversight, and political 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 Marietes 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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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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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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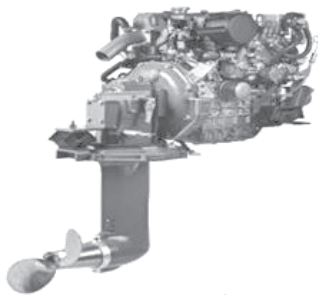
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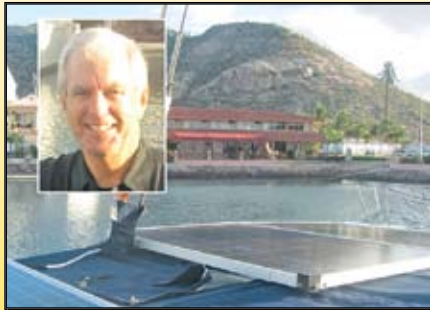
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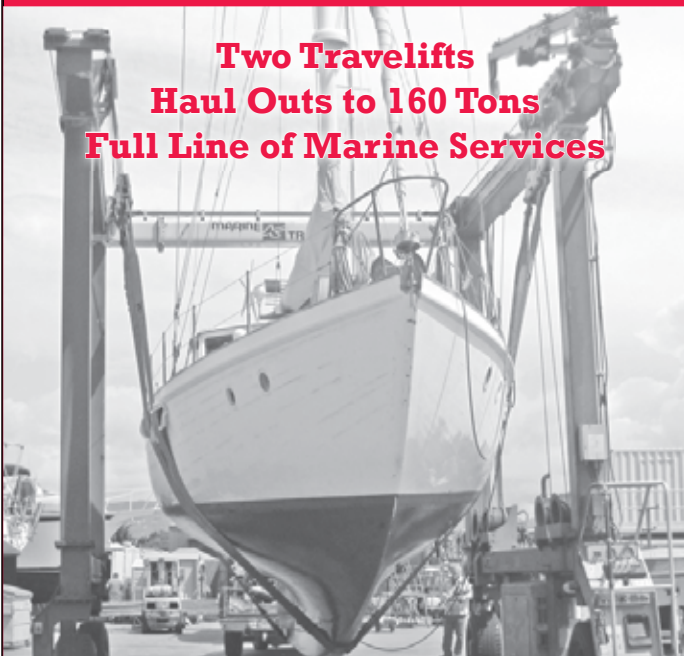
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LETTERS

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 handle 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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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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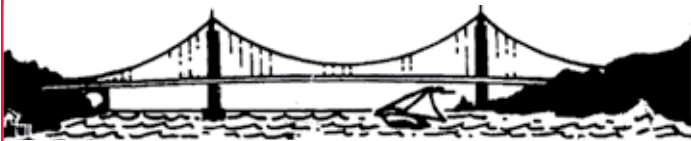
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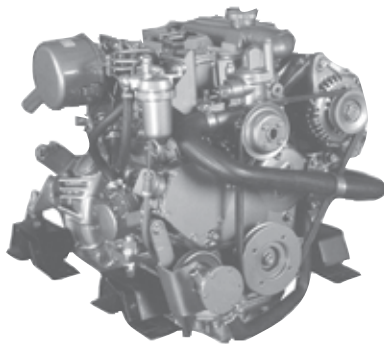
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LETTERS

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 Northers, Corumuels, and elephantes, 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.

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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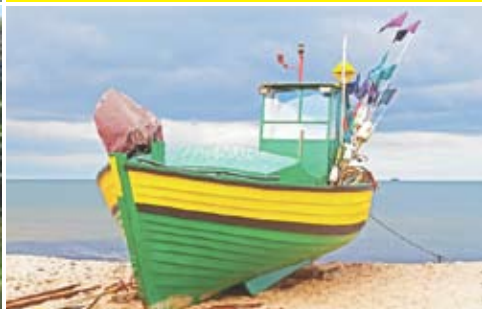
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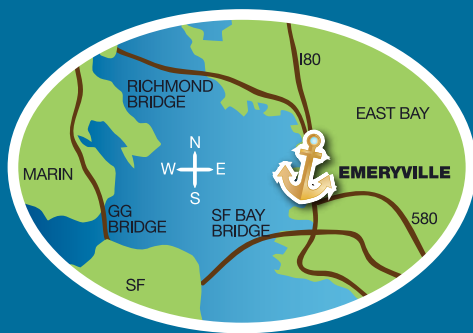
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SIGHTINGS

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: LATITUDE / 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,

continued on outside column of next sightings page

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

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



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

LATITUDE / RICHARD

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.

continued on outside column of next sightings page

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

continued in middle column of next sightings page

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

continued on outside column of next sightings page



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-

continued in middle column of next sightings page



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.

continued on outside column of next sightings page

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

continued on outside column of next sightings page

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

NEW YORK TO SAN FRANCISCO —

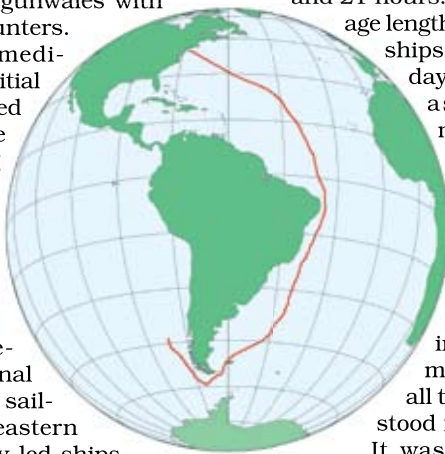
As we go to press, Italian Giovanni Soldini and an eight-man international crew are charging north from Cape Horn aboard their VOR 70 Maserati, vying to break the New York-to-San Francisco sailing record, and thus win the Clipper Challenge Cup. We'll bring you a complete report next month, but in the meantime we thought it appropriate to refresh your memories on the history of this notorious contest.

Few port cities are more thoroughly steeped in maritime history than San Francisco. After all, during the Gold Rush era of the mid-1800s, it quickly grew from a tiny waterside settlement to a thriving city, largely due to the arrival of hundreds of international sailing ships loaded to the gunwales with wide-eyed fortune hunters.

In the years immediately following that initial surge, ships continued to flood through the Golden Gate carrying all sorts of cargo to feed the cash-rich boomtown's voracious appetite for goods from the East Coast. Of course, this was sixty years before the Panama Canal would open, so the sailing route between eastern markets and the Bay led ships through the treacherous latitudes of the South Atlantic and around Cape Horn (56°S!), before clawing at least 7,000 miles up the Pacific to San Francisco.

Naturally, the fastest ships earned the biggest profits, so competition to build faster hulls became intense. The era's frenzy of design innovation produced the now-famous three-masted clipper ship *Flying Cloud*, which featured a finer, higher bow than her contemporaries,

Due to her speed around the Horn, 'Flying Cloud' became the most famous sailing ship of her era. Notably, during both of her record-breaking trips she had a female navigator (the captain's wife) — unprecedented at the time.



and carried her displacement farther aft.

In 1851, less than six weeks after her launch at East Boston, the 225-ft (LOA) clipper set sail for San Francisco, arriving in the record-shattering time of 89 days and 21 hours. The average voyage length of Gold Rush-era ships was around 200 days! *Flying Cloud's* astounding feat made headlines around the world, but three years later she broke her own record by 13 hours, and that effort cemented her name into the annals of maritime history for all time, as the record stood for 135 years.

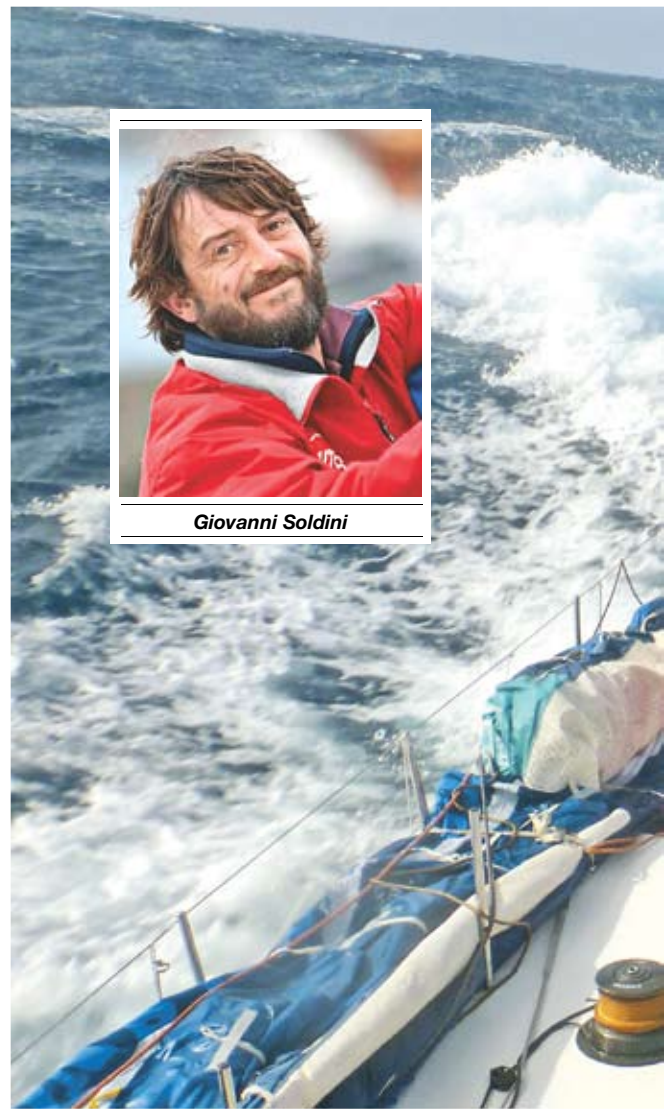
It was 1989 when the ultralight BOC 60 *Thursday's Child* finally beat *Flying Cloud's* mark, establishing a new time-to-beat of 80 days and 18 hours. Five years earlier, *Thursday's Child's* skipper Warren Luhrs had smashed the Observer Singlehanded Transatlantic Race (OSTAR) record aboard this highly innovative water-ballasted sloop. For the San Francisco attempt, Luhrs brought along only two crew, compared to the hundred or more needed to run *Flying Cloud*. But then, the famous clipper flew up to 35 sails.

A few months after *Thursday's Child* made headlines, Georgs Kolesnikov and Steve Pettengill chopped nearly four more days off the record (76d, 23h, 20m) aboard their 53-ft trimaran *Great American*. Since then, most statistics buffs have kept multihull and monohull records separately.

In the fall of 1993, French sailing phenom Isabelle



Giovanni Soldini



Autissier and a crew of three men set out from New York aboard the then-radical Open 60 *Ecureuil Poitou Charentes II*. It had been custom-built for her to singlehand in the following year's BOC Challenge (around the world nonstop). Autissier had become world-famous two years earlier when she completed the '90-'91 BOC — after dismasting and jury-rigging a replacement — thus becoming the first woman to circumnavigate solo nonstop.

After seven weeks of delays due to canting-keel problems and horrendous weather, *Ecureuil* finally departed New York in mid-February. Sixty-two days later she passed beneath the Golden Gate Bridge, having pulverized even the multihull record by 14 days (62d, 5h, 55m, averaging 9.33 knots).

Looking at the numbers alone, you might think that trip was easy. Not so. On the fifth day out *Ecureuil* clocked her highest speed of the whole trip, 26.5 knots, with Isabelle at the helm. But shortly afterward she was washed



THE HARD WAY



Smokin'! The VOR 70 'Maserati' blasts south early in Soldini's current record attempt. She'll arrive this month in the Bay.

overboard by a large wave and dragged behind the boat by her tether until her crew could reel her in. A variety of gear failures and two dental emergencies also plagued the ultimately victorious crew.

In 1998 three boats set out from New York to challenge the record: Isabelle's *PRB*, Yves Parlier's *Aquitaine Innovations*, and Christophe Auguin's *Geodis*.

She was washed overboard by a large wave and dragged behind the boat by her tether.

(The effort was dubbed the Gold Race or *La Route de l'Or*, but pursuit of the monohull record is officially called the Clipper Challenge Cup, with the trophy held by the Manhattan Sailing Club.)

Parlier pulled ahead in the first days

of the race and continued to stretch his lead as the three boats dove into the South Atlantic. So much so, in fact, that before he reached the Horn he was sailing in different weather systems than his foes. That proved to be both good and bad. On the approach to Cape Horn, *Aquitaine* had to beat into 40-knot headwinds for 500 miles — the worst point of sail for those boats. Thirty miles from rounding the notorious Cape, they ran into 60 knots of true wind, and it took them 36 hours of brutal beating to claw the final six miles. Ironically, when Autissier's *PRB* arrived on the scene two days later, they rounded the Horn in a four-knot zephyr flying their biggest chute

— and celebrated with *foie gras* and a fine Bordeaux. Meanwhile, not long after rounding, Parlier caught a 20-knot southerly and rode it straight up the rhumbline for two days.

The other boats had no such luck. *PRB* and *Geodis* had to add hundreds of miles of westing to their routes to get around a high that had filled in west of the Cape.

Interestingly, although *Aquitaine* was the lightest — and clearly the fastest — of the three boats, she did not have the water-balasting, canting keel or forward canards that the others had. Nevertheless, she completed the course in 57 days, 3 hours and 2 minutes, slicing five days off Autissier's record.

Then in the fall of 2007, Lionel Lemonchois — a veteran of both of Autissier's efforts — challenged that record aboard the 110-ft catamaran *Gitana 13* (formerly *Innovation Explorer*, *Orange & Kingfisher 2*) with a crew of nine. Despite being stalled near Cape Horn for more than five days, the monster cat crossed the finish line off Alcatraz in late February, 2008, after only 43 days and 38 minutes, thus carving more than 14 days off Parlier's time. *Gitana's* average speed was a phenomenal 15.8 knots.

It may be impossible to better *Gitana's* time in a monohull, but Giovanni Soldini, 46, and his crew currently have an excellent chance of breaking

The crew was ecstatic when they rounded the Horn on day 21, 8 hours ahead of the monster cat 'Gitana's record pace.



NEW YORK TO SAN FRANCISCO —

Maserati Specs

Type:..... Volvo Open 70
 Length overall.... 70
 Beam 18 7"
 Draft..... 14 9"
 Mainsail area 574 ft²
 Headsail area..... 1938 ft²
 Spinnaker area .. 5382 ft²
 Weight overall.... 12.3 tons
 Fin max swing ... 40° off ctr



Easily capable of sailing faster than the apparent wind, 'Maserati' is a speed machine on a mission.

Parlier's monohull record — especially if their luck holds out. There is only one 'mark' in this race: Cape Horn. But there are three major obstacles: the Atlantic doldrums, the Horn and the Pacific doldrums. Sailing their VOR 70 *Maserati*, Soldini and crew skated across the Atlantic equatorial zone with hardly any slowdown, and played the weather systems on the approach to Cape Horn superbly. So, other than unforeseen breakdowns and the vagaries of Pacific wind patterns, the major wild card they still face at this writing is the Pacific Intertropical Convergence Zone (ITCZ), or doldrums. So far, though, their self-prescribed weather routing has been spot-on.

The intrepid international crew strikes a pose in the Big Apple. Soldini is in black. Not pictured is the sole American, Ryan Braymaier.



Measured against other outstanding feats on Soldini's sailing résumé — such as taking a second in class in the 1995 BOC, first in class in the '95 Atlantic Alone, and overall honors in the '99 Around Alone — this attempt undoubtedly has a deep personal significance, as he is following in the wake of his longtime friend and fellow BOC history-maker, Isabelle Autissier. The pair shares a special bond that few other sailors can claim, because during the '98-'99 Around Alone (only months after Autissier set the N.Y.-to-S.F. record) Soldini successfully rescued her amid the frothy chaos of the 'Furious Fifties' after her boat, *PRB*, capsized.

When the race committee radioed him that Autissier had put out a mayday, he abandoned his leading position, did an about-face, and beat southwest through ferocious waves of up to 30 feet high for

more than 22 hours to reach his friend's position. "I'm soaked and frozen," he wrote in an email during the ordeal.

Autissier's location was 1,900 miles west of Cape Horn, about as hopeless an ad-

dress as a shipwrecked sailor could have; too far from land for rescue aircraft to travel, and a very long way from regular shipping lanes. Soldini, sailing his 60-ft *Fila*, was her only hope.

When he finally found the turtled boat, he had to throw a hammer against the hull to rouse his French opponent from a deep sleep. Autissier emerged through the transom hatch and the two sailors completed a textbook transfer via her liferaft, followed by a well-earned glass of wine!

It was one of the most heroic rescues in the history of around-the-world racing, which earned Soldini international acclaim as a sailing Superman. If there were a hall of fame for having *cajones* of steel, Soldini would be in it.

Ironically, of course, his new passenger was forbidden by the rules from assisting his sailing effort in any way during the next two weeks as the pair sailed on to the next scheduled pit stop at Punta del Este, Uruguay. There, Soldini received a hero's welcome. "He did it because he is a gentleman of the sea, because he is a wonderful sailor, and because he has a great seamanship spirit," said Autissier, "the most wonderful seamanship spirit I have ever seen."

With typical humility, Soldini, then 32, said, "I think anybody who was in my position would go and do what I did. I don't feel like a hero. I just did what I was supposed to do." Fittingly, *Fila* finished in first place, even before being granted redress.

With any luck, as you read this *Maserati* is blasting north along the old Clipper Route, and will soon be angling toward the Golden Gate. They must arrive before midday on February 26 to break *Aquitaine Innovation's* record (and before February 12 to break *Gitana 13's*).

The Clipper Challenge Cup's start is a line between Manhattan's North Cove Marina and the Statue of Liberty, and the official finish is a line between San Francisco's Pier 39 and Alcatraz Island.

In the meantime, here are some highlights of the trip thus far:

- After waiting for ideal wind conditions *Maserati* crossed the starting line at 11:22 a.m. on New Year's Eve day under clear blue skies, and soon took off like a rocket in strong winds and freezing temperatures. "We have celebrated New Year's Eve in the best possible way: gliding at a speed of 30 knots," said Soldini

THE HARD WAY

in a phone call.

- "Thirty hours after the start, the wind didn't decrease a single bit and *Maserati* surfed the waves at an unbelievable speed — touching 33 knots."

- At the end of six days they had entered the trade winds and covered more than 1900 miles, and were reaching toward the equator at 16 knots. "We are wet from head to toe but happy!"

Soldini and crew skated across the Atlantic equatorial zone with hardly any slowdown.

- Just after the nine-day mark they crossed the equator, averaging 14.4 knots. "We crossed the equator rather quickly and we didn't get stuck in light winds," said Soldini. But they did get into some fluky air, and nearly got knocked down during a sudden squall.

- During days 13 and 14, their luck with the wind gods gave out, but only temporarily. *Maserati* got trapped in a "dead-calm zone with no winds, mixed with sudden squalls and wind shifts." But on day 15 a stable southeasterly piped back up to 20 knots. "We've been fighting like mad against the weak winds and the sudden wind shifts, wasting our energy without gaining many miles."

- The approach to Cape Horn was predictably tricky, navigating through changing currents and winds — often on the nose. "We have seen an iceberg on the radar," said Soldini on day 22. "We keep struggling to move forward mile by mile."

- *Maserati* rounded the Cape eight hours ahead of *Gitana's* time — and 30 days ahead of *Flying Cloud*.

We'll continue to bring you updates in *'Lectronic Latitude* (www.latitude38.com).



MICHELE SIGHEL

Having crossed his first ocean at age 16, Giovanni Soldini is no stranger to offshore adventures. In fact, he thrives on them.

com) as they approach, and we hope to see a huge contingent of sailors out on the water to welcome them in when they arrive. If they break the record, Champagne corks will be flying.

— **latitude/andy**

(Follow *Maserati's* progress at <http://maserati.soldini.it/?lang=en>.)

A red and white sailboat is on a tropical beach with turquoise water and a blue sky with white clouds. The boat is on the sand, and the water is very clear. The sky is a deep blue with scattered white clouds.

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EYE ON THE BAY —



SPREAD LATITUDE / JOHN A.; ALL OTHERS LATITUDE / LADONNA

SAILING IN THE NEW YEAR



After a long night of ringing in the new year, not everybody is in a fit enough state to take to the water. But this January 1 saw dozens of people out ringing in 2013 the best way we know how: sailing.

This writer and her husband hooked up on a pair of moorings at Angel Island's Ayala Cove and invited friends to join us. They, in turn, were invited to a nosh-up on Bill and Liddy Schmidt's lovely Passport 40 *Windwitch*, part of a Passport 40 owners' cruise-out. Every year they enjoy a little revelry on New Year's Eve, then the next morning anyone who survived the night without too many aftereffects hikes to

Spread: 'Summer Sailstice' was out on New Year's Day as well, enjoying a splashy ride across the Bay. Insets (top to bottom): Other boats, such as 'Evanescence', weren't bothered by the slight ocean swell coming in under the Bridge; 'San Souci' was one of many boats taking advantage of a play day; 'Wasabi' was hot that day, zipping past all the slower cruising boats.

EYE ON THE BAY

the top of Mt. Livermore.

Sometime during the night a light northerly picked up, and though we were none the worse for wear in the morning — we'd barely made it to midnight, and some terrific trumpet playing by one of the nearby cruisers, before hitting the sack — we elected on taking advantage of the breeze and touring the Bay. After casting off our friends, we unfurled the sails and reached out of Raccoon Strait and into the Bay. A noticeable swell was rolling in from the ocean, so we didn't bother poking our nose out the Gate — this was supposed to be fun, right? — and instead headed over to the Cityfront to give the tourists a photo op.

We think the ones on the tour boats got the best shot for their Facebook photo albums: A beautiful boat sailing along Fisherman's Wharf. That's post-card material right there, folks! Tourists



'Mattie' found gold behind Treasure Island.

don't care that your hull needs buffing, or your main needs restitching, or your varnish needs freshening, or your holding tank smells funny. They just want a pretty photo to show their friends back home, and now we'll forever live in many

strangers' memories as the perfect snapshot of a favorite vacation.

We were pleasantly surprised to find that we weren't the only ones with the bright idea to celebrate the New Year by going sailing. With the rest of the country bundling up to brave the elements, Bay sailors on New Year's Day needed only a jacket and maybe a watchcap. The wind never topped 15 knots and the seas only capped lightly, not counting the

mild swell at the Gate.

And that's the thing about San Francisco Bay. Summer brings bitter winds and challenging conditions while winter offers up some of the most delightful sailing days anyone could hope for.

So when's the last time you shook the spiders out of your sails?

— **latitude/ladonna**

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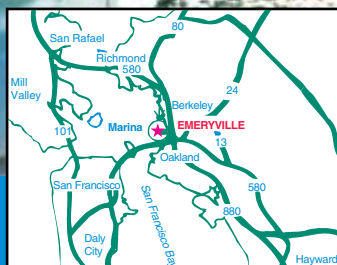
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THE YEAR

During the short, dreary days of winter, the minds of sailors naturally turn to salt spraying over the bow, on-board get-togethers with friends, and long weekends on the hook. Unfortunately, schedules can become overbooked so early that sailors are often left daydreaming for much of the year.

Work, family commitments and outside interests (unthinkable!) can quickly monopolize a sailor's schedule, so as you begin planning your year, consider working at least one sailing-related outing into each month. Of course, getting your boat out of the slip would be ideal, but there are many sailing events in the Bay Area — and elsewhere — that don't even require you to own a boat.

The *Latitude* editorial staff have worked up a calendar of events that will keep you sailing all year long. And these suggestions are just the tip of the iceberg. Grab a copy of the *Northern California Sailing Calendar* at your yacht club or marina — or download it from www.latitude38.com — for a comprehensive listing of nearly every race on the Bay, along with other notable events. Then keep your eye on each month's *Calendar* — also viewable online — to see what's happening. Just about every club in the Bay Area schedules events that are open to non-members, and chandleries host a variety of seminars throughout the year.

Keep your eyes and ears open for opportunities, and before you know it, your sailing schedule will be full.

— **latitude 38 crew**

FEBRUARY

- Trailersailer sailors won't want to pass up joining the **Havasu Pocket Cruiser Convention**, February 9-18, an easygoing and fun-filled rally on Lake Havasu (AZ) that attracts 250 small boats. www.sailhavasu.com



- If you missed the first installment of the wildly popular **Corinthian YC Midwinters**, you won't want to miss the second one February 16-17, which includes the Rob Moore Memorial Regatta. www.cyc.org

- Plan a romantic weekend with your sweetie at **Clipper Cove**. Take a tour of The Winery, then leisurely stroll through the Treasure Island Flea Market (February 23-24) and stick around for musical stylings of Kenya Baker. www.winery-sf.com, www.treasureislandflea.com

- Take a boatload of friends out to watch teams from around the world



vie for one of 10 remaining slots for the **Red Bull Youth America's Cup**. Sailed in AC 45s by the best young sailors in the world, the trials (February 9-24) will be a great preview to the big show in September.

MARCH

- Plan a cruise-out with friends to the freshly dredged **Martinez Marina** for the first weekend in March, then head over to the California Magic Club to catch Larry 'The Great One' Wilson's magic dinner show on Friday or Saturday night. www.martinez-marina.com, www.calmagic.com



- The Richmond YC's free-of-charge **Sail-a-Small-Boat Day** on March 2 is your best chance to try a wide variety of performance dinghies that are a vital component of a well-rounded sailing education. www.richmondyc.org



- Drop into *Latitude's* **Spring Crew List Party** at Golden Gate YC on March 6 to fill out your crew roster for the season. And be sure to sign up early for the Sal's Inflatables in-the-water liferaft training before the party. www.latitude38.com

- Usually by this time of the year, we're ready to warm up a little, and there's no better place to do it than the **Banderas Bay Regatta** (March 19-23), five days of friendly racing for cruising boats. www.banderasbayregatta.com

- BAMA's **Doublehanded Farallones** (March 30) is the first Farallones race of the year and always provides lots of on-the-water drama. Check out *The Racing Sheet* for news on all the new ocean racing rules and requirements. www.sfbama.org

APRIL



- The **Bullship Race** (April 6) tests the skills of even the best sailors by putting them in El Toros and sending them across the Bay from Sausalito to the Cityfront. www.eltoroyra.org



- **Strictly Sail Pacific**, April 11-14, is one of the best West Coast boat shows around. With seminars led by veteran sailors, parties both on the docks and in the exhibition hall (including the Baja Ha-Ha/PPJ/Doo Dah/Ta-Ta Reunion Party at the *Latitude* booth!), and great deals on boats, gear and just about anything that goes with them, it's a must-do event. www.strictlysailpacific.com

- April 28 marks **Opening Day on the Bay** — the official "start" to the Bay's sailing season. www.picya.org

- **Boater swap meets** are peppered throughout the Bay Area in the spring, so check *Latitude's* monthly *Calendar* for the where and when.



MAY

- Explore the islands and villages of the Sea of Cortez while en route to Puerto Escondido, arriving in time for the annual **Loreto Fest** (May 3-5), where boatloads of sun-loving cruisers enjoy homegrown music, games and potlucks.



THE YEAR

in addition to participating in fundraisers for local charities. www.hiddenportyachtclub.com



- Historically one of the most popular races on the Bay, the **Great Vallejo Race** (May 4-5) is a blast of a kite run from the Central Bay to Vallejo YC, where racers enjoy an epic party. www.yra.org

- A local rite of passage for solo sailors is the Singlehanded Sailing Society's **Singlehanded Farallones**, May 18. www.sfbaysss.org.



- Network among wooden-boat-loving friends for a ride in the annual **Master Mariners' Regatta**, May 25, or go out on your own boat to photograph this well-loved spectacle of classic sailing craft. www.mastermariners.org

- Before the summer marine layer dominates the coast, organize a **cruise-out to Monterey** for Memorial Day Weekend, visit the Monterey Bay Aquarium, hit the Clam Chowder & Calamari Festival (May 25-27) at Fisherman's Wharf, then sail back home with an overnight at Half Moon Bay en route.



- The **Delta Doo Dah DIY** (May 24-September 9) allows anyone who wants to join to do so whenever their schedule allows. Pre- and post-parties



will get everyone in the mood for some hot Delta fun. www.deltadoodah.com

JUNE

- Take advantage of long summer nights with an overnight in the mooring field at Angel Island's idyllic **Ayala Cove**. Be there on June 7-9 for Civil War Days at Camp Reynolds. After the last tourist ferry departs at 4 p.m., boaters have the grounds to themselves until twilight. www.angelisland.org



- Start your summer off right — and in good company — by sailing from Richmond to Stockton in the annual **Delta Ditch Run**, June 8. With any luck you can fly a chute much of the time, and afterward you'll be in prime position to explore the Delta's backwaters. www.stocktonsc.org

- Encinal YC's **Coastal Cup** (starts June 12) is famous for its typically taxing conditions during the roughly 300-mile race from the Bay to Southern California, giving you a chance to experience surfing conditions you probably haven't seen before. www.encinal.org

- Take the family out for a daysail that includes a stop at one of the Bay's **boat-in restaurants**. You can find a complete list to print out and keep aboard at www.latitude38.com/features/dining.html.

- Observe the Northern Hemisphere's summer solstice by joining in one of the many **Summer Sailstice** celebrations around the world on June 22. www.summersailstice.com

- If you've got friends who are 'jumping the puddle' to French Polynesia this spring, fly out to Tahiti and join them

in celebrating their crossing at the culturally rich **Tahiti-Moorea Sailing Rendezvous**, June 28-30. www.pacificpuddlejumps.com



- Want to singlehand to Hawaii in next summer's Singlehanded TransPac? Get your qualifier in starting June 29 with the Singlehanded Sailing Society's **LongPac Race**, 200 miles out and back. www.singlehandedtranspac.com

- Lobby your favorite schooner skipper for a crew spot during the **Great San Francisco Schooner Race**, June 29, an eye-popping spectacle that features many of the West Coast's most meticulously maintained classics. www.sfyj.org

JULY

- Beer Can racing** — weeknight sailing followed by social time — is getting into full swing by now; if you haven't tried one yet, you don't know what you're missing. Find the schedule in *Calendar*.



- Head up to the Delta to watch the spectacular **4th of July fireworks show** put on by Barron Hilton's family at Mandeville Tip.

- Find a spot along the Cityfront to watch the **Louis Vuitton Cup**, July 4-August 30. The series determines who will duke it out for the America's Cup in September, and will kick off a summer of AC 72 action. www.americascup.com

- Say 'aloha' to the racers in the **TransPac Race** on their three start days, July 8, 11 and 13. www.transpacrace.com

- The super-fun **Plastic Classic Regatta & Concours d'Elegance**, July 13, is strictly for "vintage" fiberglass boats designed at least 25 years ago. You won't

want to miss the greetings of the lovely ladies at the 'T Mark'. www.bvbc.org



• Year in and year out, the **Santa Barbara-King Harbor Race**, July 26-27, is one of SoCal's biggest distance races with one of its most picturesque courses. www.sbyc.org, www.khyc.org

AUGUST

• Introduce new sailors to the sport by taking them out on a nice day. Just do your best not to scare them by flying full sail across The Slot on a sporty day!



• Try your hand at single- or double-handed racing in the Singlehanded Sailing Society's **Half Moon Bay Race** on August 17. www.sfbaysss.org

• Organize a 'sailgating' raft-up at McCovey Cove on August 25 to catch the afternoon Giants vs. Pirates game. Who knows, maybe you'll catch a 'splash hit'! sanfrancisco.giants.mlb.com.



• Have the experience of a lifetime by joining in one or more legs of the **Clipper Round the World Race**. The fleet will once again be stopping in California in



the newly launched Clipper 70 boats. www.clipperroundtheworld.com

SEPTEMBER

• Enhance your knowledge by picking the brains of Mexico cruising experts, and/or find a ride south of the border at *Latitude's* annual **Mexico-Only Crew List Party**, date TBD. www.latitude38.com

• Everything else in the month of September will take a back seat to the main event, the **America's Cup Finals** (September 7-21), but the fun kicks off with the **Red Bull Youth America's Cup** September 1-4. www.americascup.com



• Take a road trip up the coast to Port Townsend for the **Wooden Boat Festival** (September 6-8). If wooden boats make your heart flutter, even a little, this event is a must. www.woodenboat.org/festival

• After all the America's Cup action this summer, chances are you'll have an appetite for some racing of your own, and the St. Francis YC's **Rolex Big Boat Series** (September 26-29) is just the ticket. The premier regatta on the West Coast is one of the best to sail, and finishes right in front of the club make for some great spectating as well. www.rolexbigboatseries.com

• Give back a little on September 21 by joining your local **Coastal Cleanup** team to clear beaches of trash. www.wwww.coastal.ca.gov/publiced/ccd/ccd.html

• Your best lady might just come out of the Island YC's annual **Women's Sailing Seminar** (September 28-29) a better sailor than you! www.iyc.org/wss.html

OCTOBER

• See the full might of American strategic superiority on display and help support the U.S. Navy at **Fleet Week**, October 11-14. www.fleetweek.us

• Test your shorthanded sailing prowess by racing in the SSS's **Vallejo 1-2**

(October 12-13), which is unique within the Bay racing calendar. Saturday's race, from the Berkeley Circle to Vallejo YC, is raced singlehanded, while the Sunday race, Vallejo to Richmond YC, is raced doublehanded. And a bonus is that you get to party in two different YCs. www.sfbaysss.org

• Hands down the most successful **Leukemia Cup** (October 20) in the country, the San Francisco version of the event raised nearly \$1 million for research last year. www.leukemicup.org/sf

• As one of the summer racing season's bookends, the Richmond YC's **Great Pumpkin Regatta** (October 26-27) is a must-do event. With 143 boats at last year's, there should be no shortage of ride opportunities. But even if you can't get a ride, you don't want to miss Saturday night's party. www.richmondyc.org

• In the days leading up to the Baja Ha-Ha, the **Downwind Marine cruising seminar series** offers tons of tips and wisdom to folks heading south. www.downwindmarine.com

• Declare an end to procrastinating and head south — on your own boat or a friend's — with the annual **Baja Ha-Ha** cruisers rally from San Diego to Cabo San Lucas, October 28-November 10. www.baja-haha.com



NOVEMBER

• November marks the beginning of the Bay's various **Midwinters** series. If you haven't tried racing the Bay in what are usually very relaxing, enjoyable conditions, you owe it to yourself to take a stab at it. Find a full schedule in *Calendar*.

• Take a veteran sailing on November 11, **Veterans Day**.

DECEMBER

• Expand your knowledge at one of St. Francis YC's enlightening **Wednesday Yachting Luncheons** for under \$30. www.stfyc.com

• Decorate your boat for a **lighted boat parade**, join and make merry! A full schedule will be listed in *Calendar* and in *Lectronic Latitude*.

SEASON CHAMPIONS, PART III —

The sailors profiled in this third and final installment of 2012 Season Champs all have a lot to be proud of. They each took top honors in their divisions despite fierce competition. So we encourage you to give them a thumbs-up or a tip of your hat when you see them out on the water.

We've done our best to also acknowledge all principal crew, without whom these winning skippers would not have made it to the podium (singlehanders excepted, of course).

If you've been perusing this series of accolades and wondering how to break into the racing scene, we can tell you that there are always race boat owners out there who are looking for competent crew. If you're new to the game, any of the region's midwinter series can provide a low-stress intro to buoy racing. Because winds are generally light, maneuvers happen more slowly than in summertime and on-board anxiety tends to be minimal.

As with the weeknight 'beer can' races that begin next month, you can often catch a ride by showing up at the sponsoring yacht club early with a smile on your face, a can-do attitude, and some snacks in your seabag. And don't forget that hundreds, if not thousands, of Bay Area sailors have gotten great rides through our free online Crew List (www.latitude38.com).

As any of these division winners will confirm, every champion was once a rank beginner. So don't be shy. Get out and race!

HDA-G, PHRF 111 & Under *JetStream*, JS9000 Dan Alvarez, SSS

Dan Alvarez has been campaigning his JS9000 *JetStream* for three years now, in both crewed and shorthanded races, with Andrew Hura and Rob Blackmore as crew.

This year he raced HDA division G, winning the season. He also competed in the SSS Doublehanded series and finished the season in second place behind a trimaran.

BAY RACING ALPHABET SOUP

HDA = Handicap Divisions Association (Bay racing using the PHRF handicapping system); ODCA = One Design Class Association (Bay racing for one design fleets); OYRA = Offshore Yacht Racing Association (ocean racing using displacement/waterline divisions sailing under PHRF); WBRA = Wooden Boat Racing Association (Bay racing for certain wooden one design fleets). Additional fleets are one design or otherwise independently administered.

"Our boat is very competitive in the summer windy conditions; not so much on the lighter venues," Alvarez said, "so we love the Central Bay and Cityfront summer racing."

The highlight of the season for *JetStream* was the Second Half Opener, where the team won the overall race and enjoyed some great surfing conditions outside the Gate. This year was Alvarez's



LATITUDE / CHRIS

Dan Alvarez

first Delta Ditch Run. "It was also a great run, although not a fun delivery back," he said.

Alvarez loves his JS, and is not about to trade it anytime soon. "The JS has

one of the highest fun/\$ ratios in the Bay. It's an easy boat to sail that is at its best on 20+ knot days. You can sail it full-on with only two or three on board."

Success aside, next season is up in the air for *JetStream*. Alvarez is losing one of his regular crew to a boat of his own. But Dan will do the SSS Doublehanded season, and likely the Party Circuit. "Anything else will be filler around the Ocean Racing schedule, which I'm committed to on another program." Busy guy.

- 2) **Red Cloud**, Farr 36, Don Ahrens, EYC;
- 3) **Mintaka 4**, Farr 38, Gerry Brown, BYC. (11 boats)

HDA-K, PHRF 114 & up *Azure*, Cal 40 Rodney Pimentel, EYC

Rodney Pimentel, winner of the HDA K fleet in his Cal 40 *Azure*, recalls a few defining moments from this past season:

"The Knox-Bonita race was exciting, as it was blowing 30+ with a big swell when we sailed



COURTESY RODNEY PIMENTEL

Rodney Pimentel

under the Gate," Pimentel said. "We could see that everyone ahead of us either had taken their kites down, or God did. We did not have a pretty jibe, but after lots of excitement, hour-glasses, and a few rolls, we prevailed. We climbed our way back into the race after having a bad start to cross the line first!"

Rodney has been racing *Azure* since 2004. His regulars include Ted Floyd, Don Ross, Jim Lovell, John Hemmup, RJ Pimentel, Patrick Treacy, and George Bean.

"I have been racing for over 20 years with some of my crew and they are a great bunch of guys," Pimentel said. "Win or lose, we just like sailing together."

Pimentel added that he just loves his Cal 40, "It has exceeded my every expectation, especially surfing down big waves in a blow. I really like the reputation the Cal 40 established in the '60s and how it changed the way ocean racing boats were designed."

Next season he plans to stick with the HDA series again, Coastal Cup to Marina del Rey, and maybe the Rolex Big Boat Series. "We did the Transpac in 2005 and Pac Cup in 2008 — we need to cross an ocean sometime soon!"

- 2) **Ahi**, Santana 35, Andy Newell, BYC; 3) **Shameless**, Schumacher 30, George Ellison, BYC. (12 boats)

OYRA PHRO 1 *Deception*, Santa Cruz 50 Bill Helvestine, St.FYC

Deception is the first boat that Bill Helvestine has owned, and the last Santa Cruz 50 built — the only one originally built with an open transom and carbon deck. Helvestine purchased her in 2008, put on a new rig in 2009, and has sailed OYRA every year since. He did the Pac Cup in 2010 and Transpac in 2011.



LATITUDE ARCHIVES / ROB



During a typically breezy day on the Bay, Dan Alvarez and Co. blast across the Bay aboard the JS9000 'JetStream'.

longtime Cal 20 sailor.

VonEhrenkrook's been racing *Can O'Whoopass* since 2006, following a total rebuild and refit. He's raced Cal 20s since 1983, as well as Hobie 16s, Express 27s, Santa Cruz 27s and Olson 30s as crew, and sails his International 420 for fun. But the Cal 20 is fun because the beer bill, compared to *California Condor's*, is miniscule, he says.

Defining moments this season for vonEhrenkrook — who sailed with regular crew Paul Sutcheck — included watching the competition, who tended to hit the corners on their way out to sea rather than watching the GPS and knotmeter to

Helvestine does a lot of buoy racing, mainly the Party Circuit races, and the GGYC and Corinthian Midwinters. "Buoy racing is the best way for us to concentrate on boat handling skills and hone the crew teamwork," he said. "It's hard to get the old SC50 around a short buoy course, and we don't rate well against the newer, lighter boats,



Bill Helvestine

but it really helps with the skills. We refer to days like the Saturday of Great Pumpkin with three short windward/leewards as 'Death by Spinnaker,' but we enjoy it — you don't get beat up as much as offshore!"

Helvestine's regular crew includes

Mark Van Selst (tactician), Peter Shumar, Jasper VanVliet, Steve Meyers, Michele Sumpton, Charles Stuart, Greg Johnston, Chris Gage, Sue Alexander, Shana Bagley and Mike Arraj.

Winning the Drakes Bay Race this year was memorable. Racing in a breeze that ranged 20-25 at the beginning to 30+ at the finish, *Deception* had a very poor start, way behind the other two SC50s, says Helvestine, but they passed them both on the long uphill slog to finish first.

"That was very gratifying, as our two competitors are very experienced, well-sailed boats."

2) **Hana Ho**, SC50 Mark Dowdy, SFYC; 3) **Emily Carr**, SC50 Ray Minehan, CYC. (6 boats)

OYRA PHRO 2

Can O'Whoopass, Cal 20

Richard vonEhrenkrook, SFYC

A combination of factors took Richard vonEhrenkrook and *Can O'Whoopass* to the top of the Cal 20 fleet: "dogged, brutal, unyielding perseverance; his crew; . . . oh, and rum in the cooler," said the

make sure they were always in the sweet water, and not pushing current any more than required.

"As the slow boat, one needs to truly maximize VMG, much more than the faster boats," he said. "Staying with the big boys early always paid off."

While the Cal 20 class hasn't existed as such on the Bay since 1995, they're still popular in SoCal, as well as in Oregon and B.C., Canada.

"We've been working hard to restart interest in the platform here and with kites," said vonEhrenkrook. "This is the third year in a row with one design starts in the Berkeley



Richard vonEhrenkrook

LATITUDE / CHRIS

LATITUDE / CHRIS

SEASON CHAMPIONS, PART III —

YC Mids. Big boat sailors have come out on other Cal 20s to race us, and they've been amazed at how much fun this one design platform is. We'll race PHRF until critical mass occurs."

VonEhrenkrook hopes to repeat the PHRO 2 Championship in 2013.

"We do over 40 races each year. I hope to never forget that — even if I do very well — there will always be sailors better than I, and that I can always get better."

2) **Split Water**, Beneteau First 10R, David Britt, RYC; 3) **Whirlwind**, Wyliecat 30, Dan Benjamin, BYC. (7 boats)

OYRA PHRO 3 — *Ahi*, **Santana 35** **Andy Newell, BYC**

Andy Newell, owner/skipper of the *Santana 35 Ahi* and season champion — who is currently OYRA president — took



Andy Newell

the opportunity to reflect on some of the defining moments of the 2012 racing season, specifically those events that affected us all, and especially the offshore racing fleets.

"For the OYRA offshore series the life-changing moment of the year has to be the Farallones Race and the *Low Speed Chase* incident," Newell said. "*Low Speed Chase* was a well-prepared boat crewed by an experienced group, and if this can happen to them, then... I think everyone out there that day will take a step back and look at things a little differently."

This year was Newell's second campaigning *Ahi*. However his crew has been together much longer previously campaigning the *Farr 36 Petard*.

His regulars include Bob Walden, Lori Tewksbury, Mark Schieble, Jeff Raby, Valerie Suzawa, Seth Clark, Ben Eastwood, Ken Kiernan, Pete Peterson, Gabriel Serafini, Amanda Kawamura, Cory Schillaci, Tripp Floyd, Jason Lakis and others.

"I'll attribute our success to the crew," Newell said. "We have a large group of talented sailors who always seem able to work together well no matter who is on the boat or what job they do for a given race. It really does take a crew list of nearly 20 to put 8-10 on the boat for 40+ weekend days a year. But we do work

together well."

Newell plans to sail *Ahi* in most of the same races in 2013, including OYRA and most other YRA races, and some midwinter and spring races.

2) **Ohana**, Beneteau 45F5, Steve Hocking, SYC; 3) **Green Buffalo**, Cal 40, Jim Quanci, RYC. (7 boats)

OYRA, Shorthanded Division (SHS) **Racer X, J/105** **Rich Pipkin, EYC**

Rich Pipkin and his wife Mary McGrath have now raced doublehanded for two seasons on *Racer X*, with 2012 being their first year in OYRA. They claim that success is all about who you know.

"Phillip Laby (our former boat partner and an expert-level racer) really showed us how to race the boat in all conditions. We're working hard to apply everything that he showed us to our doublehanded racing. We also had the good fortune to meet Bob Johnston, owner of the *J/92 Ragtime!*, who shared a tremendous amount of knowledge on how to race shorthanded," Pipkin said.

Throughout the year, the couple dis-



Rich Pipkin & Mary McGrath

covered the real benefit of an autopilot and the value of a Hershey's bar.

"On long beats to weather, I turn on the autopilot and hike side-by-side on the rail with my wife. Most times no verbal communication is necessary. These moments are a sailor's definition of priceless! When the going gets tough, one of us just pulls out the Hershey's. Magically, all is forgiven and we focus on how much fun we are having together."

Feeling that they are now members of that group of successful husband/wife teams happily racing their boats together on the Bay and ocean was their greatest success, said Pipkin.

Racer X will be back out in the Shorthanded Division of OYRA, and her owners hope to see an increased number of



boats on the line.

2) **Zsa-Zsa**, 1D35, Stan Glaros, CYC; 3) **No Ka Oi**, GibSea 42, Phil Mummah, SSS. (5 boats)

SSS — Singlehanded **Moonshadow, custom Wylie 31** **David Morris, HMBYC**

A couple of occasions stood out for



David Morris

Dave Morris as being particularly special when he was on the water this year, notably crossing the finish line on the Singlehanded Trans-Pac during a beautiful sunrise with dolphins at the bow — definitely a hard one to beat.

He also recalls singlehanded a spinnaker and a blooper during the *Vallejo 1* in perfect conditions. The pleasure of pulling that off was heightened by having

COURTESY AHI

LATITUDE / CHRIS

LATITUDE ARCHIVES / ROB

LATITUDE / CHRIS



sitting in second with a shot at first going into the last race. But an average showing resulted in them narrowly hanging onto fifth for the season behind wickedly competitive PHRF boats like *JetStream* and *Arcadia*."

To Doud's credit, *Roshambo* pulled off an unbelievable string of results with a 1, 1, 1 and 2 in their four scored races, and that's not class scores, that's overall. Their season tally was the lowest in recorded history.

Doud's secret? Crew/navigator Lew, who is the first three-time doublehanded season champion. He raised the idea of this pair doing the season together, and masterminded the path to success before the season even started.

"Lew is a quick study and only had the chance to sail multihulls a couple times before this season," Doud said. "I learned a ton this year sailing with Lew, and it is no surprise that some of the best sailors on the Bay, like Scott Easom, pick him as their navigator." Doud also hands credit to his great

fill-in crew, his dad Dan Doud and Phil Macfarlane.

Darren and Lew will be competing on *Roshambo* again next year.

2) **JetStream**, JS9000, Dan Alvarez, SSS; 3) **Arcadia**, custom Nash 28.5, Gordie Nash, RYC/CalYC. (301 boats)

Andy Newell puts his vintage warhorse, 'Ahi', through her paces. Most of his crew has been racing together for years.

his good friend and mentor Mike Farrell on the boat next to him.

Morris bought *Moonshadow* in 2010 and immediately put a new rig on her, then raced her in 2011, chasing fleet dominators *Ragtime!* and *Bandicoot*. He says that having a great boat, some luck and a lot of tenacity helped him get to the top of the fleet.

He added that having Al Germain of *Bandicoot* playing with his spinnaker most of the season and having more than two lines to play with on his Wyliecat also helped *Moonshadow's* cause this season.

What does he love about his boat? "The fact that it's 30+ years old and still a winning design — bulletproof!"

Looking out to next season, Morris is thinking about a multihull, and trying to get his wife to compete with him. Meanwhile, he's grateful to the SSS for all they've done for the sport.

2) **Outsider**, Azzura 310, Greg Nelsen, SSS; 3) **Bandicoot**, Wyliecat 30, Al Germain, RYC. (96 boats)

SSS — Doublehanded *Roshambo*, Corsair 31R

Darren Doud & Lew Lewis, SSS

The SSS Doublehanded season championship was won by Darren Doud and



Darren Doud & Lew Lewis

Christopher ('Lew') Lewis on *Roshambo*, a Corsair 31R trimaran, a fitting tribute to all the multihull action on the Bay in the past year.

The win came in the most competitive season championship in years, according to Doud, who said, "To illustrate, *Ma's Rover* (a sistership to *Roshambo*) was

BAMA — Multihulls *Rocket 88*, Spruit D-Cat **Ian Klitza, SCYC**

Regular crew: Brendan Busch and



Ian Klitza & Brendan Busch

Bill Turpin, with appearances by Pepe Parsons, Tim Cordry, Mike Radziewski

SEASON CHAMPIONS, PART III

and others.

Rocket 88, a 1987 Spruit D-Class cat owned by Brendan Busch and often helmed by Ian Klitza, raced six BAMA Cup events this year, plus made "an attempt" at Rolex Big Boat Series, according to Klitza.

"The high point of the season was winning the Three Bridge Fiasco (again) and the Delta Ditch Run," Klitza said. "The low point was sustaining big damage at Big Boat Series, which was amazingly non-fatal."

While Klitza is new to BAMA, Brendan raced *Rocket 88* for a few seasons after buying her. She sat idle at the Busch residence in La Honda for a few years be-

JEREMY LEONARD / WWW.SURFCITYRACING.ORG



The speedy 'Rocket 88' tore up the course and sent spray flying during this year's Delta Ditch Run.

CLARIFICATION

Last month our listing of Islander 36 winners was incomplete, as they have three categories of season winners. We reported Party Circuit winners correctly, but should also have noted: Overall standings: 1) *Windwalker*, Richard and Tom Shoenhair; 2) *Zingara*, Steve and Jocelyn Swanson; 3) *Califia*, Tim Bussiek. YRA One Design: 1) *Windwalker*; 2) *Zingara*; 3) *Vivace*, Bill O'Connor.

fore the boys got her wound up again and ready to race just two years ago. While she's never before won the season, she holds the Ditch Run and Three Bridge elapsed time records.

Rocket 88's regular crew are based in Santa Cruz, and travel to events with help from their solid shore crew: Serge

Pond (builder and previous owner), Chris Deaver (all around good guy), and Irish Mike.

Klitza will be back in the game in 2013, "Catamarans are the rage and the fleet is growing, so we look forward to more fun racing!"

2) *Ma's Rover*, Corsair 31R, Mark Eastham, BAMA; 3) *Peregrine Falcon*, F-27, Bill Gardner, EYC. (25 boats)

— michelle slade

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Canyon Lake, TX	Feb 2	Boston, MA	Mar 23
Duluth, MN	Feb 9	Long Island, NY	Mar 24
Milford, CT	Feb 9	Erie, PA	Apr 6
Wayzata, MN	Feb 9	Ottawa, ON	Apr 6
Hilton Head Is., SC	Feb 9	Half Moon Bay, CA	Apr 6
Wayzata, MN (Cruising)	Feb 10	Jersey Shore, NJ	Apr 7
Vancouver, BC	Feb 16	Raritan Bay, NJ	Apr 13
Chestermere, AB	Feb 23	Toronto, ON	Apr 13
Portland, OR	Feb 23	Montreal, QC	Apr 20
San Francisco, CA	Feb 23	Coos Bay, OR	Apr 27
Seabrook, TX	Feb 23	Marion, MA	Apr 27
Shreveport, LA	Feb 23	Saint John, NB	Apr 27
Seattle, WA	Feb 24	Rochester, NY	Apr 28
Dallas, TX	Feb 24		
Oxnard, CA	Feb 24	Rules Webinars:	
Marblehead, MA	Mar 2	Feb 27 & Mar 6	
Portsmouth, RI	Mar 2	Apr 2 & Apr 9	
San Diego, CA	Mar 2	Apr 25 & May 2	
Winnipeg, MB (Trim)	Mar 2	Expedition Software Webinars:	
Detroit, MI	Mar 3	Feb 6 & Feb 13	
Annapolis, MD	Mar 3	Apr 23 & Apr 30	
Macatawa, MI (Evening)	Mar 7	Rules & Expedition Software Webinars	
Kenosha, WI (Evening)	Mar 8	are taught in two 3-hr sessions,	
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"Get a clock on that boat!"

It seemed unlikely that we could ever catch them on corrected time, but my spinnaker trimmer had to know.

I glanced at my watch and tried to memorize the time, while Lee Helm obligingly started her watch in stopwatch mode.

"Time's running," she confirmed.

The fourth member of our crew, a grad student with almost no sailing experience whom Lee had brought along, started her timer also.

The lead boat was almost half a leg ahead of us at that mark. It was our second downwind leg, and they were bigger, newer, and much faster.

"Are they in the same race as us?" asked Lee's friend, clearly outing herself as a beginner to handicap fleet racing.

"We'll be, like, seven miles into the race at the bottom mark," Lee calculated. "But with that temporary windward pin set off-station again, we don't know the actual distance. Maybe that's why this series is being scored time-on-time: They don't need to know the course distance that way."

I only knew the rating difference between us and the lead boat in seconds per mile, not by some obscure time correction formula. So I was multiplying by seven in my head to see how much time they had to give us at the mark. Fortunately Lee had prepared a time-on-time scratch sheet, consisting of a table of minutes-per-hour and seconds-per-minute time allowance between us and the other boats in our division.

"They can be ahead by 4 minutes and 32 seconds at the mark for a tie," she announced.

"They got us by more than that," sighed the spinnaker trimmer.

"It just doesn't seem fair," complained the new crew, her competitive drive making up for her cluelessness. "That boat's faster!"

"Don't worry, next season we'll have a better rating," the trimmer predicted.

"How do you figure that?" I asked. "This boat has had the same PHRF rating since it was new."

"Yes, but the gossip around the measurement dock is that boats like yours usually weigh about 10 percent more than the brochure says they weigh."

It wasn't the kind of gossip I like to hear, but this kid had assisted our local measurer for most of last summer, and was in a position to have heard the rumors.

"And that custom job that's way ahead?" he continued, "They probably used their sailing displacement, with



tanks half full and all their equipment on board, as the 'displacement' number on their PHRF application. That boat really weighs a lot less than what it says on the certificate, and this boat really weighs more."

"That's the problem with asking sailors to write down a displacement," added Lee. "Sometimes the builder wants to advertise a low number so the boats can be marketed as fast and light. But what passes for displacement is totally just the empty weight, not the displacement at all, and by the time the boat is finished, with all the options added, and, like, less-than-perfect quality control laminating the hull, the boat is 10 percent overweight."

"And then," said the trimmer, "add the sails, the fuel and water, soggy berth cushions, extra spinnaker sheets, a few stray soup cans and my lost foulies from last year, and the boat is floating pretty darn low in the water. That's before you put on the beer and the *derrières* of all the crew."

"That would be okay if it were an equal error for all the boats we race against," I said. "The real problem is not enough entries, so they have to put us in the same division as that racing machine."

"The number they put down for waterline length is just as bad," noted the spinnaker trimmer after taking a turn of spinnaker sheet off the winch. "Modern boats have a very shallow stern overhang, and the waterline length depends entirely on how much extra weight is in the bow. Again, very little relation between what the brochure says and what the actual waterline is."

"And the waterline length gets cubed in the displacement-length calculation," added Lee. "So a small fudge in waterline makes a huge difference in that parameter, and that's the screen for ultralight status. That's why I have a serious issue with race committees that use 'displacement-length ratio' as a way to divide boats into divisions: Even tak-

— MEASURE FOR MEASURE



PHRF ratings don't mean what they did a couple decades ago.

ing the displacement from the brochure, we never really know if it's empty weight, sailing displacement, tanks full or empty, or wishful thinking by the manufacturer. Then it's divided by waterline length cubed, which is also a mostly made-up number."

"I thought displacement-length ratio was just the ratio of displacement to length," I said.

"It is," explained Lee, "but it has to be in consistent units. Displacement is a volume"

"I thought displacement was in pounds."

"Right, but Archimedes says that, like, to float, you have to displace your weight in water. Displacement is the volume of water that weighs the same as your boat. Then to compare to length, and to have it make sense comparing boats of different sizes, you have to compare to length cubed. So it's the volume of water representing the weight of the boat compared

to the volume of the cube having a side as long as the boat's waterline length. That makes it a non-dimensional ratio, comparing a volume to a volume."

That seemed to make sense, especially since it had been explained to me many times before.

"Then our displacement-length ratio is only about .007," said Lee's friend after hitting some buttons on her phone. "Lee said that this boat had a displacement-length ratio of 200-something."

"It's only quasi-non-dimensional," said Lee. "They use displacement in long tons and displacement divided by 100 to make the numbers come out more conveniently. But it still compares a volume to a volume. Trouble is, since the volume in the denominator is based on a flaky waterline length estimate that gets cubed, the error in the result is about three times the error in the waterline length, and displacement-length numbers are not always very representative of how a boat actually sails."

"None of this should make any difference for PHRF," I complained. "The rating is supposed to be based on actual observed performance and nothing else. It's not a measurement rule. It's performance-based. LEEWARD!" I shouted at a large wooden yawl that was coming up behind us, threatening to pass to windward and put us in a huge wind shadow. Even though they were still clear astern I wanted to make sure they knew I was going to defend my clear air. So I had Lee hang a fender over the windward side, to make our intentions clear.

"You are living in the past," said the trimmer after the big boat in our wake had jibed away. "PHRF originally stood for 'Performance Handicap Racing Fleet.' It evolved in SoCal so that fleets of one-designs could race in mixed fleets."

"That was back when there were a ton of boats in each class," added Lee. "And, like, with a lot of data points it was easy to come up with an accurate rating differential between a Cal 25 and an Islander 30."

"Two big changes have happened since then," explained the trimmer. "First, most new boats don't race in big one-design fleets like in the old days, so we don't have a lot of performance data for each class. The PHRF committee is forced to look at specs instead of race results for every new application. Second, we're using PHRF for downwind distance races, with a separate downwind rating, and there's a lot more randomness in ocean race results so it's much more dif-

ficult to assign ratings based on observed performance. Again, the committee is stuck turning PHRF into a kind of *de facto* measurement rule, albeit with a built-in license to use subjective judgment to modify the ratings as they see fit."

"Only trouble is," interjected Lee, "the two most important measurements they have to work with, displacement and length, are totally bad data."

"Time for us to jibe, too," I announced.

Lee, as our tactician, was supposed to be paying attention to the layline. She quickly looked around for the mark, checked the masthead wind indicator and confirmed the call.

The trimmer passed the sheet to Lee and hopped onto the foredeck. Lee took the sheet and guy to control both corners of the sail, I did the main and the helm, and our fourth crew, the new recruit, kept her head low and eventually figured out what we meant when we all started yelling at her to reset the twings.

Normally I race with six or seven, but we were in light-air, save-weight mode. The three of us plus one novice were sailing at least as efficiently as the usual half-dozen.

"So how is my rating going to be better next year?" I asked again, after we had settled in on the new course.

"They're going to a two-tier system," said Lee.

"And it's about bloody time," added the trimmer. "They will measure actual waterline length. I mean, they will measure sailing length: forward waterline to the bottom of the transom, because that's what the water sees, regardless of some stern overhang at zero speed in still water."

"Is that because the stern overhang gets wet when the boat heels?" I asked.

"Not cuz of heel, Max. A boat near its hull speed makes a big bow wave and a big stern wave, and the wavelength is about as long as the boat, or else it wouldn't be near hull speed. So there's a crest at the bow and stern and a trough in the middle, and when you put a boat on this curved water surface, it sinks lower in the water and the overhangs become not-overhangs. Even more so as the stern wave gets higher. So, like, for all modern boats, forward waterline to transom tip is the length that counts and the length that PHRF should use."

"Except for some older boats with tiny

MAX EBB

transoms way up in the air," added the trimmer, "or a few designs with bow knuckles above the waterline, which will be handled by some reasonable approximation."

"Okay, that cleans up the length problem," I said. "What about weight?"

"Gotta measure it," said Lee. "Same protocol as for an ORR or any other measurement rating."

"That's going to be a pain," I said. "I asked the boatyard once if they could get me an accurate weight, and they quoted a big number to do it right."

"It won't be as big a pain as you imagine," said the trimmer. "Most production boats have a verified lines plan on file, so the all the measurer has to do is measure freeboards."

"And water density," added Lee. "That establishes how the boat is floating, and with the lines plan and the water density, it's not hard to calculate the dis-

PHRF	TCF	TCF ratio	seconds/minute or minutes/hour	m:ss/hour
102	0.997	1.009	0.55	0 : 33
105	0.992	1.005	0.27	0 : 16
108	0.988	1.000	0.00	0 : 00
111	0.983	0.995	0.27	0 : 16
114	0.979	0.991	0.54	0 : 33
117	0.975	0.987	0.81	0 : 49
120	0.970	0.982	1.07	1 : 04
123	0.966	0.978	1.34	1 : 20

reference rating 108 0.988
 $TCF = 650 / (550 + phrf)$
 Corrected Time = Elapsed Time * TCF

A time-on-time scratch sheet prepared for a boat with a PHRF of 108. To compute time allowance on a 120-rater at 1h, 25m into the race, find the time allowance for one hour in m:ss/hour (1:04); find time allowance for one minute in seconds (1.07); multiply by number of minutes (25x1.07=27s); add to first number (27+1:04=1:31).

placement to the nearest one percent, which is, like, way, way better than what we have now. The measurer will have some control of how much beer is in the ice box, and can also check how much fuel and water are in the tanks. And while the measurer is there, they might as well also check the height of the foretriangle and the length of the spinnaker pole."

"Seems like that will really raise the bar for entry-level racing," I said. "I can't imagine my club asking every would-be Friday night racer to get weighed and measured."

"That's why it's set up as a two-tier system," explained the trimmer. "No change to your father's PHRF. But for a major regatta, or for a major ocean race using PHDW, you'll need a certified rating."

"PHDW?"

"Oh, that's 'Performance Handicap Down Wind,' or some such. The new

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name for downwind PHRF. Another change, but this one non-substantive, is that the numbers will be added to actual seconds per mile for a downwind race, so the downwind ratings won't have the confusing relationship to regular PHRF ratings they have now. Add about 500. So a 100-rater under regular PHRF would become a 600-rater under PHDW, and the theory is that it actually takes this boat 600 seconds to sail a mile of an average downwind ocean race, which is handy for predicting finish times."

"And that way you won't have to worry about negative ratings," said our novice crew, "until someone builds a boat that goes faster than light."

"Pole forward, please," asked Lee. "We can hot it up a little. Current is keeping us tracking to the mark."

I sailed a slightly higher angle to keep us moving in the reduced wind.

"I still worry about the disincentive for new racers," I said. "We're having enough trouble keeping participation up in our club events. Will one-designs have to go

through this measuring and certifying also?"

"Not yet decided," Lee said. "But I think a one-design that is in compliance with its class rules, and belongs to a class with a lot of boats and a well-established rating, should be considered to have a certified rating."

"Or at least, after one sistership is certified," added the trimmer.

"That would work," I allowed. "As long as the oddball boats with non-certified ratings can still enter our beer can series."

I could hear a boat about five lengths behind us raising a jib, and that's when I suddenly noticed that we were less than 10 lengths from the mark.

"Jib up!" I shouted. "Thirty seconds to the drop!"

My crew sprang into action with the jib halyard and spinnaker sheets while I hauled away on the backstay tensioner. The trimmer had the jib up

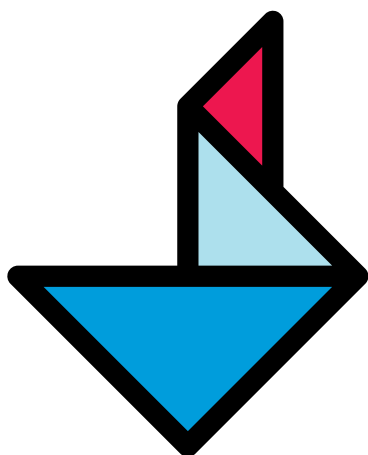
at five lengths, Lee had the lazy afterguy over the boom for the letterbox douse at two lengths, and I managed to talk our novice crew through the steps for popping open the spinnaker halyard clutch at just the right time. Luckily, Lee had already instructed her in the proper figure-eight halyard coil, so it ran out clean while the trimmer sprinted back to the cockpit to pull the sail in over the main boom, leaving Lee free to jump back to the sheet winch to trim in the jib as we rounded up.

It was not the prettiest leeward mark rounding ever, but we didn't give anything away to the competition, and in another minute the front of the boat was cleaned up enough for the "clear to tack" hail. We decided to flop over to cover.

"How much time does the lead boat have on us? I finally remembered to ask.

But we would have to wait another leg to find out if we were winning, because we had all forgotten to look at our watches, and it was probably just as well.

— max ebb



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THE RACING

Bay racers are used to light winter winds, but it's a rare race that's cancelled for lack of the stuff. Last month two were forced to call it quits. One was **BYC's Saturday Midwinter**, but they at least got off a race on Sunday. We meet the Rolex Yachtsman of the Year, Marin's **Johnny Heineken**, and learn more about the new **NorCal ORC offshore racing rules**. The **CYC Midwinters** started in fine form. We wrap up things with **Race Notes** and **Box Scores**.

Rolex Yachtsman of the Year

US Sailing announced in January that Florida Paralympic sailor Jennifer French and Marin County kiteboarder Johnny Heineken would be honored as 2012 Rolex Yachtswoman and Yachtsman of the Year. So much for the stuffy, traditional image of what it means to be a yachtsman!

Heineken, age 24, developed his love for sailing in the Delta. "As a kid I spent my summers on my family's sailboat there, and sailed El Toros, Lasers, and Windsurfers." In eighth grade, he got a ride on a 29er. From then on he was addicted to speed and focused exclusively on skiff sailing. "My dad and I raced together for a couple years before we both got too old for that, and I picked up a much younger, more nimble crew, Matt Noble. After a third place finish at the 2005 29er Worlds, we started sailing 49ers and finished fifth in the 2008 Olympic Trials. The summer after high school, Taylor Stein got me on a kite for the first time."

During his sophomore year of college at UC Santa Barbara, he realized he couldn't pursue an Olympic campaign while getting a degree. "I put the 49er away and started kiting as much as possible after, between, and sometimes during classes. I think it's fair to say I was a little obsessed..."

He graduated from UCSB with a mechanical engineering degree in 2011. "It did take me one 'super senior' quarter due to how much sailing and kiting I had done

kites that generate electricity. Naturally, they think this kiteboarding thing I'm doing is pretty cool, and I have the freedom to travel to compete when necessary. Fortunately, much of the year I can sail after work at Crissy Field."

Johnny thinks kiteboarding's a lot easier to learn than sailing tactics. "Kite racing is just like any other high-performance sailing. You have to have good speed and nail your maneuvers, but you still can't win without getting a solid start and going the right way. My skiff sailing background taught me how to make quick decisions and keep my head out of the boat while staying in the groove."

He moved onto the world stage when the 2009 Kite Racing Worlds were held at his home club, St. Francis. "How could I pass that up? As an unknown local kid, I surprised a lot of people with a third place finish, and was fully hooked."

Highlights since include two course racing world championships. He's also the reigning North American champ. With so many accomplishments in so little time, we wondered which was the most satisfying. "Winning a world championship with my sister Erika at the top of the women's podium (in 2012) was pretty insane," said Heineken.

"I also feel lucky to have been involved in the development of one of the most high-performance sailing classes in the world. Oh yeah, and we can nearly hang with million dollar AC45 catamarans around a windward-lee-ward course - if that's not sailing I don't know what is!"

He still sails on a 'real' boat twice a year - to get the family's C&C 37 to the Delta and bring it back. "Up there it's just a motorhome full of kiting gear." He's looking forward to a bit mellower race schedule this year. "I'm also really excited to do some snow-kiting this winter. Three-dimensional sailing, anyone?"

- latitude / chris



'Mintaka 4' and 'Hoot' do their best to capture zephyrs in BYC's Saturday Midwinter.

New NorCal ORC Rules

In the wake of last spring's *Low Speed Chase* tragedy, the Bay Area's sailing community has banded together not only to make local offshore yacht racing safer but also to protect it, as national headline-grabbing tragedies surely aren't good for the preservation of the sport.

With input from the Coast Guard, local sailors, US Sailing and local race organizers themselves, a list of required gear has been published by the newly organized Northern California Offshore Racing Council (NorCal ORC) and is becoming widely adopted by local race organizers. The new rules require significantly more safety gear than in years past, theoretically making racing safer.

Some of the changes include spendy SOLAS flares, depthsounders, mast-head VHF antennas, lifelines and more, with additional requirements such as leg/crotch straps for PFDs and DSC/GPS-enabled VHF radios for the 2014 season.

Opponents point out that none of the new requirements would have changed the outcome of the LSC incident, and that the rules are unfair to smaller, more

ERIK SIMONSON / PRESSURE-DROPUS



Johnny Heineken was surprised to be chosen as Rolex Yachtsman of the Year. "So many of the previous winners are sailors I've looked up to my whole life — the idea of being on the list with them seems a bit surreal!"

during college." He now works at Makani Power, an Alameda-based company developing airborne wind turbine technology. "We're working to make big autonomous





TIM SELL / WWW.SAUSALITODIVING.COM

budget-oriented offshore boats such as Santa Cruz 27s, Moore 24s and Express 27s, which may have raced in the past with no lifelines and a handheld VHF. They're concerned the rules will make offshore racing prohibitively expensive for such boats.

Another controversial rules modification that affects all racers, not just those on small boats, is requiring the use of an inflatable PFD with 33.7 lbs of buoyancy or a Type 1 PFD. Many racers prefer slimmer, dinghy-style Type III PFDs, including Santa Cruz 27 owner James Clappier. "When a whale sank my boat in 2006," Clappier says, "I had to swim to a radio while wearing an inflated PFD and it was very difficult. The vest rode up to my ears and continually tried to force me onto my back, as all the flotation is on the front. The Type 1 that I used for a Pacific Cup was comically bulky. I couldn't turn my head well and my range of motion was significantly reduced, making it almost impossible to swim to safety, if need be."

OYRA President Andy Newell says, "The intent of the NorCal ORC and their new requirements is to provide some level of standardization across the board for San Francisco's different offshore racing organizations, but individual

race organizers have — and always have had — the right to change individual aspects." He also added that the OYRA and other organizers are "willing to work with boats and fleets to address individual issues, but we believe the new rules are the minimum amount of gear that should be required to race in the Gulf of the Farallones."

While the new rules may add gear that wasn't a requirement in the past, they are certainly less burdensome than if the full ISAF Category 2 regs had been adopted.

— ronnie simpson

Berkeley YC Midwinters

Whoever says that Saturdays are the better day for midwinter racing hasn't been listening to Berkeley YC's Bobbi Tosse. "I keep telling people that Sunday is the better day to race," she insists. "Maybe now they'll listen!" Tosse, of course, was speaking to the fact that the first day of BYC's January Midwinter races (Saturday, January 12) was abandoned after 53 boats came out to drift around in the sun for 1.5 hours. "This was the first time in my memory that we abandoned a race for no wind," Tosse says.

But Sunday required only a 25-minute postponement before a 4- to 8-knot breeze filled in. "It allowed those 29

smart Sunday racers in five divisions to enjoy a brief and sunny race. The leaders of each division took a tad less than an hour to cover the four-mile course, and no one got wet."

— latitude/ladonna

CYC Midwinters

"Jungleball for sailboats" is what the late *Latitude 38* Racing Editor Rob Moore called the Corinthian YC Midwinters. The series takes place over two weekends in January and February and has long been known for courses around fixed marks, inevitably leading to a fair degree of reaching. The typically light winter winds and strong currents require a good understanding of the Bay's currents and an anchor ready to set. This year's January weekend, January 19-20, was no exception. Light northeasterly winds and a significant ebb current made for a jungleball-ish start to the series for the 100-plus boats on the starting line.

Concerned that an extra-strong runoff ebb would create chaos on a downwind start line, the race committee set an upwind start with the weather and downwind marks far offset to allow for current. The result — to the delight of those with long waterlines and big sails but to the irritation of others — was a reach across the Bay in both directions, with heavy current and traffic at each end. "A race is intended to test the participants," said one race official, "though this was not exactly the test we had intended."

The racers passed the test with flying colors, maneuvering skillfully at each end of the course and avoiding one another and the worst of the current. Sunday saw a downwind start toward Blackaller for most fleets, a more windward-leeward course, and virtually no starting line incidents.

Warren Konkel's *J/111 Topzy Turvy*

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- Pineapple Cup and Hot Chocolate Clinigatta Previews and much more!

THE RACING



Mellow sailing for Corinthian YC's Midwinters — (clockwise from above) IODs 'Fjaer' and 'Bolero' work to catch up to 'Youngster' as the 5.5 Meter 'Bagheera' tacks away; spinnaker sailing on San Francisco Bay is much less taxing on the crew in the winter; "Ouch! I've got 'Whiplash'!"; John Colver's lovely Harbor 20 'SuperCal' looking supercalifragilisticexpialidocious; 'SeaGhost'ing past the committee boat; Kame Richards' Express 37 'Golden Moon' sailing in the golden sun; the crew of Steve Stroub's SC 37 'Tiburon' taking it easy and having a great time doing it; PHRF 2 crewmembers go all out at the start.

scored bullets in both races, with Skip McCormack on *Trunk Monkey* breathing down his neck in PHRF 2. The students on *Cal Maritime* took the J/105 fleet in a tie-breaker with Don Weineke on *Lulu*. The big boats in PHRF 1 put on quite a show as well, with Donald Payan's new MC 38 *Whiplash* leading a three-way tie for second for Mark Dowdy's *Hana Ho*, Daniel Thielman's *Tai Kuai*, and Peter Krueger's *Double Trouble*.

This year's February weekend starts with the Rob Moore Memorial Regatta on the 16th. The race committee is updating the sailing instructions for the second weekend to include "true" windward-leeward dropped marks. Special entertainment events are scheduled, including

a talk by Stan Honey and a live band. It's not too late to enter for the second weekend only. For full details and results and to enter, visit cyc.org/race/midwin.

— michael moradzadeh

Race Notes

The **SF NOOD Regatta** and the **Sarcoma Cup** will both take this year off. *Sailing World's* Director of Marketing, George M. Brengle, advises that, "Due to conflicts in scheduling, the Louis Vuitton Cup trials, and America's Cup activity on the Bay for much of next year's sailing season, we have decided to put the San Francisco NOOD on hiatus until 2014." Nathalie Criou, founder of the Sarcoma Cup, concurred. "The

event falls bang in the middle of the Cup, so we decided to take a break — the plan is definitely to return in 2014."

As if being honored by Her Majesty with a knighthood weren't enough, Olympic gold medalist **Ben Ainslie** (excuse us, Sir Ben) was also named Britain's Yachting Journalists' Association Pantaenius Yachtsman of the Year. We'll see Sir Ben on San Francisco Bay waters this summer, as he'll be sailing in the America's Cup with Oracle Team USA.

Mill Valley's **Mike Martin** received US Sailing's One-Design Creativity Award for his contributions in the development of the new electronic umpiring system used



ALL PHOTOS ROXANNE FAIRBAIN / FOXSHOTS.SMUGMUG.COM

in the America's Cup World Series. The system uses positional data displayed in real time to enhance the accuracy of race officiating. The technology has spread to other sailing events around the world.

29er sailors Quinn and Dane Wilson — brothers from Ojai who sail for Santa Barbara YC — and windsurfer Marion Lepert of Belmont, a member of StFYC, have been named to US Sailing's **Youth World Team** following their success in the qualifiers at Clearwater YC in Florida on January 18-21.

Quantum Key West 2013 was blessed with plenty of Florida sunshine and an abundance of wind on January 21-25. This can only bode well for a regatta that teetered on the brink of extinction just a couple of years ago. Bolstering the event was a huge, 38-boat fleet of

J/70s, a brand new model which has been described as a scaled-down J/105. Tim Healy's *Helly Hansen* won that class, with David Franzel's *Spring* taking the Corinthian division.

Melges 24s made up the second-largest class. Brian Porter's *Full Throttle* vanquished his 22 competitors. "He is really, really good," said runner-up Alec Cutler, whose *Hedgehog* finished just three points back. "We look forward to seeing more from them as we all work our way toward racing in San Francisco at the Worlds." SFYC will host the Melges 24 Worlds on September 28-October 5.

With six nations represented, the 11-boat Melges 32 class was dominated by one of three Italian entries, Andrea Pozzi's *Bombarda*. Santa Barbara's Deneen Demourkas came in fourth on *Groovederci*. Go to www.premiere-racing.com for complete results and much more.

As we were going to press with this issue of *Latitude 38*, the Singlehanded Sailing Society was still tabulating the results from January 26's massive **Three Bridge Fiasco**. Race Chair Jan Brewer announced at the skippers meeting that, with more than 350 entries, the Fiasco is now officially the largest race in the United States. Given the nutty race parameters, it's not surprising that the results take some extra time to sort out.

This year's edition featured more wind than expected (except where there was none), at least one crew overboard (who was fished out of the water by another competitor), at least one broken boom, and very quick elapsed times for the top finishers. Racers choose which way to round the 21-mile course; apparently this year clockwise was the 'right' way to go. We'll have more in our March issue.

— latitude / chris

THE RACING

The Bay's 2012-2013 midwinter series will soon come to an end, so without further ado, we'll get right to the results.

CORINTHIAN YC MIDWINTERS (SERIES STANDINGS, 2r, 0t)

MULTIHULL — 1) (tie) **Ma's Rover**, Corsair F-31, Mark Eastham, and **Bridgerunner**, SL33, Urs Rothacher, 3 points. (4 boats)

PHRF 1 — 1) **Whiplash**, MC38, Donald Payan, 5 points; 2) **Hana Ho**, SC50, Mark Dowdy, 8; 3) **Tai Kuai**, R/P 44, Dan Thielman, 8. (10 boats)

PHRF 2 — 1) **Topzy Turvy**, J/111, Warren Konkel, 2 points; 2) **Trunk Monkey**, Farr 30, Skip McCormack, 4; 3) **Peregrine**, J/120, David Halliwill, 7; 4) **Quiver**, N/M 36, Jeff McCord, 10. (16 boats)

J/105 — 1) **Cal Maritime**, Matthew Van Rensselaer, 4 points; 2) **Lulu**, Don Wieneke, 4 points; 3) **Nimbus**, Neil Gibbs, 6. (6 boats)

NON-SPINNAKER A — 1) **QE3**, Tartan Ten, Perot Janson, 5 points; 2) **Q**, Schumacher 40, Glenn Isaacson, 6; 3) **Min Flicka**, Hanse 370, Julie LeVicki, 6. (9 boats)

PHRF 3 — 1) **Jarlen**, J/35, Bob Bloom, 4 points; 2) (tie) **Golden Moon**, Express 37, Kame Richards, and **Sweet Okole**, Farr 36, Dean Treadway, 6; 4) **Another Girl**, Alerion Express 38, Cinde Lou Delmas, 8; 5) **Baleineau**, Olson 34, Charlie Brochard, 9. (18 boats)

PHRF 4 — 1) (tie) **Arcadia**, Mod. Santana 27,

THE BOX SCORES

Gordie Nash, and **Uno**, Wyliecat 30, Bren Meyer, 4 points; 3) **Shenanigans**, Express 27, Nick Gibbens, 6. (10 boats)

EXPRESS 27 — 1) **Desperado**, Mike Bruzzone, 2 points; 2) **Mahna Mahna**, David Carrel, 5. (4 boats)

SF BAY 30s — 1) **Shameless**, Schumacher 30, George Ellison, 2 points; 2) **Wind Speed**, J/30, Tony Castruccio, 6; 3) **Wahoo**, Capo 30, Walter George, 8. (6 boats)

NON-SPINNAKER B — 1) **Invictus**, Hinckley Bermuda 40, Andy Goldberg, 2 points; 2) **Surprise**, Catalina 34, Peter Birnbaum, 4; 3) **Kira**, Cal 33, Jim Erskine, 5. (10 boats)

PHRF 5 — 1) **Fjaer**, IOD, Rich Pearce, 4 points; 2) **Bagheera**, 5.5 Meter, Peter Szasz, 5; 3) **Siento el Viento**, C&C 29, Ian Matthew, 5. (8 boats)

NON-SPINNAKER C — 1) **Meritime**, C&C 30, Gary Proctor, 2 points; 2) **Patience**, Ranger 23T, John Baier, 3; 3) **Phoenix**, Catalina 320, Jon Rolien, 4. (9 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard vonEhrenkrook, 2 points; 2) **Just/Em**, Ted Goldbeck, 3. (4 boats)

Complete results at: www.cyc.org

SOUTH BEACH YC ISLAND FEVER SERIES STANDINGS (3r, 0t)

SPINNAKER PHRF ≤ 113 — 1) **Leglus**,

Ohashi 52, Hiro Minami, 10 points; 2) **Aero**, Hobie 33, Joe Wells, 13; 3) **Aeolus**, Beneteau 34, Rob Theis, 14. (9 boats)

SF 30/SPINNAKER PHRF ≥114 — 1) **Sirocco**, Soverel 30, Bill Davidson, 9 points; 2) **Breakout**, Santana 35, Lloyd Ritchey, 12; 3) **Lazy Lightning**, Tartan Ten, Tim McDonald. (8 boats)

SPINNAKER CATALINA 30 — 1) **Adventure**, Jack McDermott, 5 points; 2) **Friday's Eagle**, Mark Hecht, 6; 3) **Goose**, Mike Kastrop, 10. (5 boats)

NON-SPINNAKER — 1) **La Maja**, Islander 30, Kenneth Naylor, 9 points; 2) **Synergizer**, Ericson 28-2, Larry Weinhoff, 10; 3) **Avalon**, Catalina 30 Mk II, John Ford, 10. (8 boats)

Full results at www.southbeachyc.org

GOLDEN GATE YC MANUEL FAGUNDES SEAWEEP SOUP SERIES (1/5)

PHRF 1 — 1) **Tai Kuai**, R/P 44, Daniel Thielman; 2) **Deception**, SC 50, Bill Helvestine; 3) **TNT**, Tripp 43, Brad Copper. (9 boats)

PHRF 2 — 1) **Ragtime**, J/90, Trig Liljestrand; 2) **Quiver**, N/M 36, Jeff McCord; 3) **Madmen**, J/111, Dorian McKelvy. (9 boats)

PHRF 3 — 1) **Eos**, J/70, Norman Davant; 2) **Uno**, Wyliecat 30, Brendan Meyer; 3) **Hawkeye**, IMX 38, Frank Morrow. (9 boats)

PHRF 4 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash; 2) **Xarifa**, IOD, Paul Manning; 3) **Nancy**, Wyliecat 30, Pat Broderick. (9 boats)



Start Line Strategies

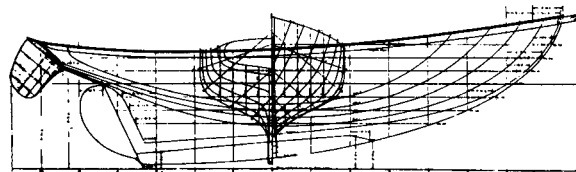
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CATALINA 34 — 1) **Mottley**, Chris Owen; 2) **Casino**, Bill Eddy; 3) **Crews Nest**, Ray Irvine. (6 boats)

KNARR — 1) **Benino**, Mark Dahm; 2) **Fifty/Fifty**, Brent Crawford; 3) **Narcissus**, John Jenkins. (6 boats)

FOLKBOAT — 1) **Thea**, Chris Herrmann; 2) **#116**, George Cathey; 3) **Nordic Star**, Richard Keldsen. (4 boats)

Full results at www.ggyc.org

SAUSALITO YACHT CLUB MIDWINTERS (1/6)

SPINNAKER PHRF <95 — 1) **Streaker**, J/105, Ron Anderson; 2) **Escapade**, Express 37, Nicolas Schmidt; 3) **Sunsail 1003**, Beneteau F40, Travis Lund. (6 boats)

SPINNAKER PHRF >95 — 1) **Razzberries**, Olson 34, Bruce Nesbit; 2) **Grey Ghost**, Hanse 342, Doug Grant; 3) **Nancy**, Wyliecat 30, Pat Broderick. (4 boats)

ISLANDER 36 — 1) **Vivace**, Bill & Pattie O'Connor; 2) **Windwalker**, Rich Shoenhair; 3) **Califia**, Tim Bussiek. (5 boats)

NON-SPINNAKER — 1) **Homus**, Ericson 27, Josh Dvorson; 2) **Inshallah**, Santana 22, Shirley Bates; 3) **La Mer**, Newport 30, Randy Grenier. (4 boats)

SPORTBOAT — 1) **Ragtime**, J/90, Trig Liljestrand. (1 boat)

MULTIHULL — 1) **Origami**, Corsair 24, Evan Freedman; 2) **Ma's Rover**, Corsair 31R, Mark Eastham. (2 boats)

Full results at www.sausalitoyachtclub.org

VALLEJO YC TINY ROBBINS MIDWINTERS #3 (1/7)

"A" SPINNAKER — 1) **Citlali**, Olson 25, Frank Gonzales-Mena; 2) **Tutto Bene**, Beneteau 38.1, Jack Vetter; 3) **Dry Land**, Etchells, Jim Wallis. (4 boats)

"B" PHRF ≤149 — 1) **Somewhere In Time**, Schock 35, Tom Ochs; 2) **Sea Wolfe**, Hunter 376, Tony Spinetti; 3) **Hattie**, J/100, Mike Coleman. (4 boats)

"C" PHRF ≥150 — 1) **Ringer**, Cal 2-27, Gary Cicerello; 2) **Fly Bye**, Pearson 26, Mark Bauder. (3 boats)

Full results at www.vyc.org

REGATTAPRO (1/12) — Races cancelled.

BERKELEY YC MIDWINTER SERIES SATURDAY (1/12) — Race abandoned.

BERKELEY YC MIDWINTER SERIES SUNDAY (SERIES STANDINGS, 3r. 0t)

DIVISION 1, PHRF <123 — 1) **Ragtime**, J/90, Trig Liljestrand, 3 points; 2) **Stewball**, Express 37, Bob Harford, 8; 3) **Warp Speed**, C&C 115, Jeff Smith, 9. (8 boats)

OLSON 30 — 1) **Hoot**, Andy Macfie, 3 points; 2) **Chaos**, Ray & Craig Wilson, 7; 3) **Yankee Air**

Pirate, Donald Newman, 8. (4 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Zachary Anderson, 3 points; 2) **Dianne**, Steve Katzman, 8; 3) **Libra**, Marcia Schnapp, 9. (7 boats)

DIVISION 2, PHRF 126-183 — 1) **Banditos**, Moore 24, John Kernot, 3 points; 2) **Frogrips**, J/24, Richard Stockdale, 7; 3) **Twoirrational**, Moore 24, Anthony Chargin, 8. (5 boats)

DIVISION 3 >186 — 1) **No Cat Hare**, Catalina 22, Don Hare, 4 points; 2) **Antares**, Islander 30-2, Larry Telford, 5; 3) **Latin Lass**, Catalina 27, Bill Chapman, 9. (7 boats)

Complete results at www.berkeleyyc.org

ISLAND YC ISLAND DAYS #3 (1/13)

PHRF <168 — 1) **Double Trouble**, Moore 24, Kevin Durant; 2) **Spirit of Freedom**, J/124, Bill Mohr; 3) **Wile E Coyote**, Express 27, Dan Pruzan. (7 boats)

168 RATERS — 1) **Bewitched**, Merit 25, Laraine Salmon; 2) **Dream Catcher**, J/24, George Lythcott; 3) **Double Agent**, Merit 25, Robin Olliver. (6 boats)

PHRF >168 — 1) **Wings**, Columbia 5.5, Mike Jackson; 2) **Bagheera**, Columbia 5.5, Peter Szasz; 3) **PJ30**, PJ30, Dave Lyman. (10 boats)

NON-SPINNAKER — 1) **Scrimshaw**, Alerion Express 28, Michael Maurier; 2) **Galatea**, Aphrodite 101, Amy Snell; 3) **Kelly Shawn**, Santana 22, Leah Pepe. (4 boats)

Full results at www.iyc.org

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With reports this month on **How To Plan For a Christmas 2013 Charter**, a Texas sailor's **One-Way Down-Island Cruise**, and a Bay racer's **Family Flotilla in the British Virgins**.

In Pursuit of a White (Sandy Beach) Christmas

As you peruse the two reader reports that follow about winter holiday chartering in the Eastern Caribbean, you're likely to become a bit envious. Rather than being bundled up in fleece and down over the holidays, the authors and their friends were stripped down to swimsuits, working on their tans. And rather than coping with mind-numbing holiday traffic, they were snorkeling through turquoise waters, swilling down rum drinks, and sailing on the trade winds.

Instead of getting jealous, though, we suggest you get started now making plans for a holiday charter of your own next December. While you may not be ready to put down a deposit on a boat yet, we'd highly encourage you to start doing your research now, and planting the idea in the heads of the folks you'd most like to sail with.

There are more charter boats — both bareboats and luxury crewed yachts — based in the islands of the Eastern

As much as John and his friends enjoyed the trade winds sailing, it was also fun to explore inland regions of the islands that they visited.



Caribbean than in any other region of the world. That's because it's the most popular chartering region in the world, especially for midwinter charters. So you do need to book your boat for Christmas or New Year's way in advance. We're talking six months to a year ahead.

Our advice is: 1) Corral a boatload of friends or family members that you're eager to vacation with; 2) get them to commit to a date and a sailing venue by putting up a cash deposit; 3) book the boat; 4) book your airfare; then 5) savor the pre-departure anticipation as you research the destination's attractions and cultural history. You'll find that the more time you spend doing your homework on the destination, the richer the experience will be.

— *latitude/andy*

Cattin' Around in the Windwards

We had a blast over the year-end holidays. I took seven friends on an eight-day, one-way trip down the Windward Islands from St. Lucia to Grenada.

We chartered a Moorings 4600 catamaran out of Marigot Bay, St. Lucia — a beautiful yacht. We sailed 'down island' out of Marigot Bay, and spent the first night under the Pitons of St. Lucia.

After going ashore in the late afternoon to do a zipline adventure, we grilled dinner out under the night sky of St. Lucia. The stars were amazing! The next morning we were up early for the jump between St. Lucia and St. Vincent, gateway to the Grenadines. The winds were perfect, 15 to 18 knots out of the north-northeast, and we made great time sailing down to the Blue Lagoon. During the sail a large pod of dolphins crossed our bow as they were apparently hunting for dinner. The sight of them was spectacular.

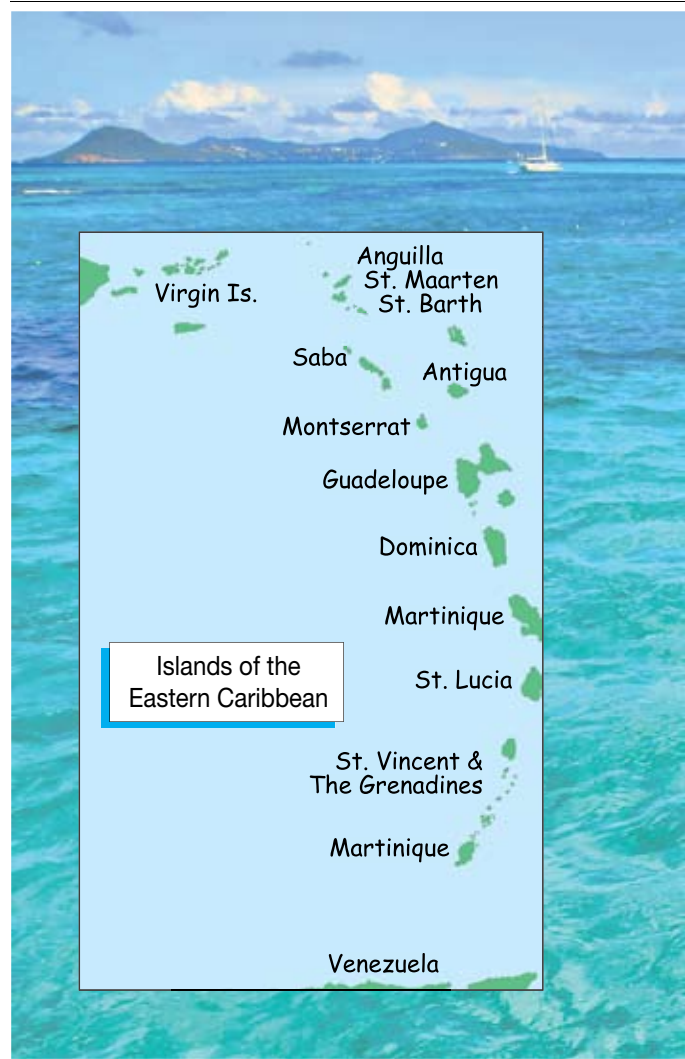
The next day we hired a local speed boat to take us back up the island to Chateaubelair, where we

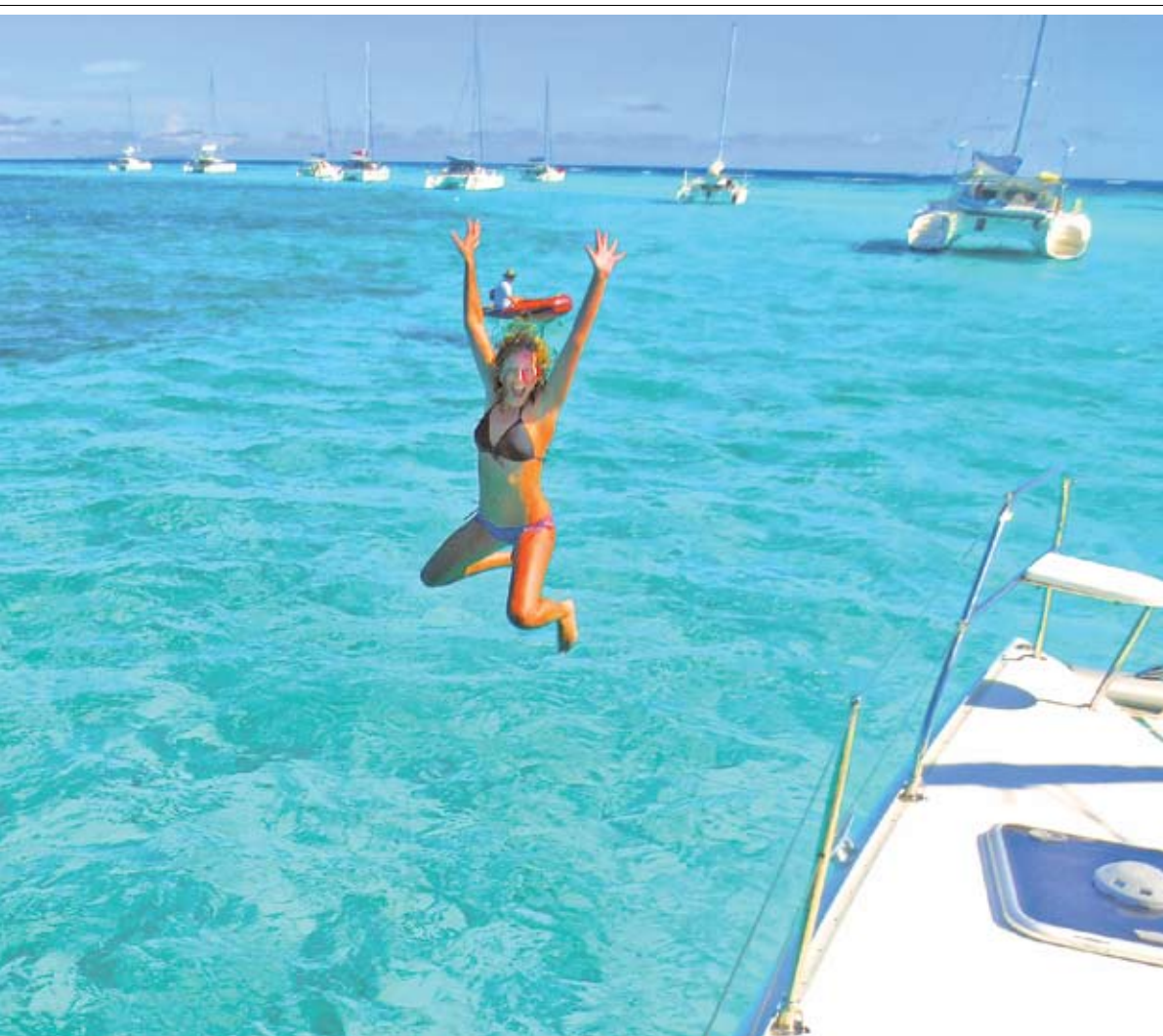
docked and hiked up to Dark View Falls. The hike was invigorating and the falls were amazing.

After an active day, we set out on a short sail to Bequia and Admiralty Bay, where a fresh-out-of-the-ocean lobster dinner awaited us at L'Auberge Des Grenadines. Our next destination: Tobago Cays. Up again early the next morning, we set sail for the cut between Petit Rameau and Petit Bateau. The winds picked up to about 20 knots, perfect for a six-hour reach that put us just outside the Cays. We dropped sails and motored into the horseshoe reef.

The next two days were spent swimming with the sea turtles, snorkeling the reefs, and hiking the islands and cays. The nights were spent stargazing under the big open sky.

After taking in all the activities of the Tobago Cays, it was time to head to Grenada. First stop was Union Island to clear out of customs, then on to Carriacou, a possession of Grenada, where we cleared in. We spent the night grilling out





Kristin and her boyfriend Chris, who returned home with big news — read on.

After doing price comparisons, Leeanne and Pat booked with BVI Yacht Charters, a company that offers older boats than those offered by the big international firms, but at substantially lower rates. With the Christmas and New Year's period being the priciest time of the year, Pat figures his group saved about \$18,000 on the three 47-footers. "These boats weren't new, but were in fine condition," he reports.

"Temperatures were about 80-85° daily," he recalls, "and there was often a shot of rain in the morning. We had Christmas Winds (strong easterly trade winds) of about 15 to 24 knots, with 4- to 6-foot seas.

"We had many first-time 'virgins' on board and they loved every place we stopped at." Pat sent us a list of some of the highlights:

- We got the last 12 lobsters available on Anegada. (The grouper, red snapper and mahi mahi were also great.)

- The Painkillers and Bushwackers were perfect at Jost Van Dyke's Soggy Dollar Bar.

- From Marina Cay, we watched New Year's Eve fireworks at Trellis Bay.

At Virgin Gorda, Leeanne and Pat took a hike high above the new Yacht Club Costa Smeralda, a haven for superyachts.

Yeah, the waters of the Eastern Caribbean really are that blue. We can't think of anything more refreshing than jumping in for a swim.

under the stars again and prepping for another long sail down to the Southern end of Grenada.

Rising with the sun, we set sail for Port Louis Marina, at St George's, Grenada. The wind continued to rise to a breezy 24 knots and the sailing was perfect. As we passed on the lee side of Grenada, we were again joined by dolphins. Only four this time, but they stayed with us for a full 15 minutes, playing in our bow wake. What a perfect way to finish up our cruise!

The crew loved the trip so much that we are already in discussions about doing another one. Where to? Not sure, but lots of options are being discussed.

— capt'n john lacy
texas

John — It's nice to know we have regular readers in Texas.

Sounds as if you and your crew had

a blast. And judging by your Facebook photo galleries, it looks as if doing occasional Caribbean cat charters has become habit-forming. We can certainly understand why.

As a 'thank you' for your report, we'll be sending you some 'official' Latitude 38 swag.

"Old Year's Eve" In the British Virgins

Thanks to many hours of careful planning over a six-month period by his wife Leeanne, familiar Bay Area racer Pat Patterson (of the Beneteau First 36.7 *Summer and Smoke*) led a three-catamaran flotilla through the British Virgin Islands during the week surrounding New Year's — or as they say in those latitudes, Old Year's Eve. Aboard were mostly family members, aged 25 to 62, including his daughter



WORLD

• We had great food and drink at Myett's on Cane Garden Bay, as well as at both Saba Rock and The Bitter End Yacht Club at North Sound, Virgin Gorda.

New since Pat and Leeanne's last BVI cruise is North Sound's swank Yacht Club Costa Smeralda — "It's gorgeous and open to all" — and the new Scrub Island Resort, which Pat says is a great spot for lunch or a nice dinner."

He's certain that "this trip will not soon be forgotten." But there are two memories that undoubtedly will stand out beyond the rest: Conspicuous among the vast number of sailing yachts cruising the Virgins that week were two boats traveling together on a tandem charter: the 289-ft three-master *Maltese Falcon*, and the world's largest catamaran, *Hemisphere*. With an LOD of



Some of the crew strike a pose in the BVI's famous Baths, a boulder-formed section of Virgin Gorda's coast that's famous for snorkeling.

146 feet, the cat's mast is 191 feet height — a full 60 feet taller than those of the AC72s soon to be seen blasting across the Bay. According to Pat, during the last three days of his charter, his flotilla was "followed" by the two monster yachts.

He and his entourage ended up partying with the crews of both super-yachts on their last night at Saba Rock. And Pat introduced them to some of the wine he and Leeanne make at their Napa Valley vineyard (Las Posadas).

But the most unforgettable memory has to be of soon-to-be son-in-law Chris Woodiess getting down on his knees in the soft white sands of Marina Cay just before midnight on New Year's Eve, and proposing to Kristin (Pat and Leeanne's oldest daughter), by singing a love song. He'd enlisted the resort's DJ to spin the appropriate tune right on cue. A pinwheel of fireworks followed, as all in attendance cheered the young lovers. Nice!

— latitude/andy

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OF CHARTERING

Charter Notes

Unless you've been stowed away in a lifeboat somewhere for the past two years, you know that **America's Cup 34** and several accompanying events are coming to San Francisco Bay this summer. And while exact times and dates for each phase of AC 34 action have not yet been etched in stone, a general timeline for the **Louis Vuitton Challenger Series**, the **Red Bull Youth America's Cup** and the **AC 34 Finals** has been scheduled (see www.americascup.com). According to AC Principal Race Officer John Craig, there may be up to 55 days of racing! Some would argue that the weeks between July 4 and September 21 will see the most thrilling racing action ever staged on the Bay — after all, the Kiwis' AC72 has already been clocked at well over 40 knots!

Clearly, you won't want to miss out on viewing at least some of it onsite, in real time. But if you think you'll be able to get close to the action by short-tacking along the course perimeter in your Cal



Are we having fun yet? With air temps in the 80s, strong tradewinds, and turquoise-blue water, how could you not have a blast?

20, think again. Anyone who skippered his or her own boat near the venue of the AC World Series races last April and August knows that you'll end up spend-

ing most of your time trying to avoid collisions with yahoos in powerboats and other daysailors, who are all desperately trying to catch a firsthand glimpse of the action.

What's **our advice**? To maximize the thrill of witnessing these speed machines in battle, we suggest spending some of your available viewing time on the San Francisco **Cityfront** — the race box for the AC72s will expand to well east of where the ACWS venue ended — as well as some time viewing from out on the water. But on *someone else's* boat; ideally aboard a big **multi-passenger charter yacht** with high decks and a congenial crew who'll serve you drinks and snacks while you whoop and holler and snap photos.

Most of the Bay's larger charter yachts will be available for individually ticketed America's Cup charters, as well as full-boat charters. But don't wait until the last minute. Lock in your reservations now. See www.latitude38.com for a complete list of options (under Chartering).



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CHANGES

With reports this month from **Traveler** on crossing the Pacific in the owner's seventh decade; from **Ojo Rojo** on literally getting snakebit in Mexico; from **Interlude** on Martha's Vineyard and Nantucket; from **Dreamcatcher** on India's Andaman Islands; from **Kailani** on crossing from the South Pacific to New Zealand; and **Cruise Notes**.

Traveler — Roberts 40 Patrick Callahan The Sailing Dream Continues (Vallejo YC)

Our friend Patrick has never lost his desire to sail. At age 72, he recently completed a singlehanded trip across the Pacific, demonstrating that you're never too old to start new adventures.

Patrick built his first boat, a trimaran, when he was just a teen growing up in Southern California. He wanted to be able to sail to Catalina. He hasn't stopped sailing or thinking of sailing since.

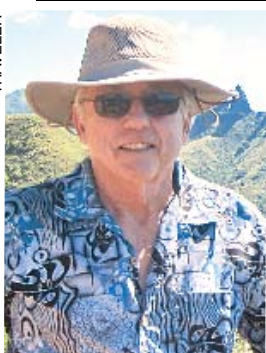
When in his 40s, Patrick and a lady friend spent a season cruising Mexico aboard his Vega 27. When he returned to California, he started looking for a steel boat. Unable to find what he wanted, he decided to build his own.

The *Traveler* project started in a field in Santa Rosa when Patrick was in his 50s. *Traveler* wouldn't be completed until Patrick was in his 60s. But when she was done, he made a trip with crew to Hawaii. After that shakedown, he made a singlehanded voyage to Mag Bay to see the whales. After a year in Ensenada, he took a berth in Ventura.

It was on April 30 of last year that Patrick, then aged 71, set off for the nearly 3,000-mile-distant Marquesas. During his 26-day singlehanded passage he

Not finding the steel boat to his liking upon his return from Mexico, Callahan built his own, starting in a field in Santa Rosa. Well done!

TRAVELER



TRAVELER

celebrated his 72nd birthday. Cruisers at Nuku Hiva later threw a big party for him.

Patrick continued through the Tuamotus to Tahiti, then Huahine, Raiatea and Bora Bora. After a 10-day passage, he arrived at Pago Pago, American Samoa. During a squall while on the hook, he was unaware that *Traveler* was being blown toward shore. Fortunately, Shane Berry of *Clover* noticed, and was able to alert Patrick and help secure the boat.

Patrick spent five weeks exploring Vava'u and other parts of Tonga before making the long and sometimes dangerous 1,100-mile crossing to New Zealand's Bay of Islands. He arrived just in time to join other cruisers celebrating an American Thanksgiving.

Just because he's crossed the Pacific doesn't mean that Patrick is done cruising. He plans to spend next season cruising Tonga, Fiji and New Caledonia before returning to New Zealand.

"Don't let age deter you from following your dream," Patrick advises. That said, he suggests that people don't wait until 71 to begin their long-distance sailing adventures.

"My Monitor self-steering vane," is Patrick's answer to the question of what was his most valuable piece of equipment. "It did 99% of the steering." There were two things he wished he had more of: solar panels and light-air sails. But the lack of those two things won't keep him from sailing, the thing he loves.

— tammie and dale jennings 01/15/13

Ojo Rojo — Columbia 36 Keith Albrecht Snakebit While On The Hook (Alamitos Bay, Long Beach)

My husband Keith and I were enjoying after-dinner wine in the cockpit while at anchor at Tenacatita Bay on the night of December 29, feeling as relaxed as could

be. It was one of those blissful cruising moments by the light of our battery-powered candles. We were having fun discussing all the places we would be discovering south of Tenacatita — there are so many options! So Keith decided to go below to get our cruising guide to Mexico.

"WTF!!!" was the next thing I heard. "Something bit me!" Keith shouted. "It



hurts!"

My husband is no weenie, so my fear quotient jumped a few notches.

Keith said he first thought he'd been bitten by a rat, because a while before I'd mentioned something about rats being able to climb up docklines when boats are tied to docks. But then Keith turned on the light and saw his attacker. It was a long snake! We managed to just catch a glimpse of it before it slithered beneath the stove.

"Holy \$#%&&, it's a snake!" I shouted to myself. My first thought was whether it was venomous. Then I saw the blood dripping down the side of Keith's foot, coming from where he'd been bitten near the toe.

"Do I need to suck on his cruddy ole toe to get the venom out?" was my next thought. I didn't want my lips anywhere near his big toe — but then I didn't want to lose my partner in bliss either.

IN LATITUDES



SPREAD PHOTO COURTESY HANA HOU

Spread; Bill, the amateur serpentologist, wields the snake tongs. Inset; Keith, the next morning, about to reluctantly deep-six his assailant.

I got on the VHF, and in my best calm voice asked if anyone in the fleet in Tenacatita knew anything about local snakes. I didn't realize that the transmission would reach all the way to the cruising fleet at Barra de Navidad, too.

A woman with a lovely voice responded, asking all the questions I might have asked had I not gone into a 'fight or flight' state of mild panic.

"Is there blood?" she asked.

Yes.

"Is there any swelling?"

Just a tiny bit.

"Is there pain moving up his leg away from the bite?"

No.

The following day I found out that our Florence Nightingale in Barra was registered nurse Renee Blaul Neal of the

San Diego-based Peterson 44 *Serendipity*. She and her husband Barritt had their radio on, and thankfully were in earshot when I called for help. Renee's knowledge and calm demeanor reassured me that I wouldn't wake up the next morning with a *marido muerto* in my bunk.

Bill from *Beyond Reason* also responded very quickly, advising that he had a snakebite kit and would be right over. I'm not sure what horsepower engine he has on his dinghy, but he must have flown over to *Ojo Rojo*.

Once aboard, Bill began to search for our stowaway serpent. Grabbing an oven mitt from behind the stove, Bill asked for some tongs. With tongs snapping, he became my knight in shining armor.

Bill's wife Lisa assisted by screaming, "Be careful!" from

the safety of their dinghy tied alongside our boat. She had a great view of the action through a port in our main salon.

Capturing the angry and desperate snake wasn't easy, as the %\$^&*er tried with all his coiling, writhing might to bite and/or squeeze Bill's arm. In fact, all our hearts skipped a beat when Bill had to drop the snake momentarily to keep from being bitten. But Bill grabbed the snake again, at which point Keith pulled the pillowcase off his pillow, and held it open so Bill could drop the viper in. I managed to take a few photos to use for identification, to confirm that



Emergency reptile identification research aboard

the snake wasn't venomous. After all, the last thing I wanted to do was have to open the pillowcase to get another look.

Chris from *Legacy* also responded to our call, and came over with a reptile book in the hope of making a positive identification. But we had no luck.

The consensus was that the snake wasn't poisonous, and had come from the river estuary in the corner of Tenacatita Bay that *Ojo Rojo* was anchored closest to. Since our anchor chain was the first dry thing the snake would have encountered, we presume it slithered up the chain, down the forward hatch, onto our bed in the V-berth, then off the bed and into our main salon.

I hate to say it, but I'm glad the snake bit Keith's toe rather than my bare ass. OMG, can you imagine climbing into bed and finding a snake under the covers?

Given the events of the night, I was surprised that I was able to climb into

Terry wasn't overjoyed at the thought that she might have to suck the venom out of her husband Keith's "cruddy ole toe".



OJO ROJO

CHANGES

our bunk and immediately fall asleep. My poor hubby Keith wasn't as lucky. He had tied the pillowcase shut and left it on deck — but kept thinking that the snake would somehow be able to squirm out of the case. So after an hour, he got up and put the pillowcase inside a garbage bag, tied it tight, and hung it off the side of *Ojo Rojo*.

Keith's little biting buddy refused to hold still for a clear portrait.

But snake-bites play on your mind. After mulling over that solution for an hour, the obviously freaked Keith still wasn't confident his captive snake couldn't escape. So he got back up and wired the bag shut! We were keeping the snake in hopes that a local could identify it in the morning.

Alas, by the time I rolled out of bed the next day, Keith had already sent the snake to the bottom by adding a heavy wrench to the bag and dropping it in the drink. Keith didn't really want to kill the snake (not!), but he realized that if he let it go and it climbed up someone else's anchor chain, we would be blackballed from every anchorage on the coast.

Word about the snakebite traveled quickly, so everybody asked about it on the morning net. I hadn't planned to say anything about it so as not to scare the wives, but there was no containing the story.

Looking back at the incident, it was pretty funny. And I'm sure it was a rare occurrence. But it sure was nice to have the great support of all the wonderful people in the cruising community.

— terry 01/15/13

Readers — If we're not mistaken, Bob

The other kind of diapsids in Tenacatita Bay are crocodiles. Oddly enough, they don't seem too interested in biting humans.



EARL CROCKER

Willmann, then of the Islander 37 Viva!, opened a sail bag in Mexico one morning and had a snake slither out. But it was many years ago.

Interlude — Deerfoot 74 Kurt and Katie Braun New England Summer (Alameda)

This year we celebrated our 25th wedding anniversary onboard *Interlude*. Despite our marriage, we joke that Katie is the 'owner', who tells the 'captain' where she wants to go. Capt Kurt decides if the proposed itinerary is feasible. If it is, he tells Katie, the only crew on the 74-ft boat, what to do.

This year, the premenopausal 'owner' decided that she wanted to avoid the tropical heat of the Bahamas by heading up the Eastern seaboard of the United States to Maine, where she could feast on lobster. The captain had his own reasons for wanting to cruise New England. First, we had just completed a nine-month refit in Fort Lauderdale, so a good shakedown near repair facilities in the U.S. seemed prudent. Second, hurricane season was upon us, and the cooler waters north of Cape Cod tend to be safer during the summer than do the warmer waters to the south.

Leaving the Bahamas in early June gave us a head start on the summer crowds of New England, and heading north as directly as weather permitted allowed us to avoid the dreadful heat of the East Coast summers. Weather detoured us to Charlestown, South Carolina, where we had an easy Customs clearance and pleasant one-week visit. Upon leaving, we headed offshore for the 2-4 knot Gulf Stream boost around Cape Hatteras and up the coast to Martha's Vineyard, which is just south of Cape Cod.

It was explorer Bart Gosnold who, in 1602, reportedly named the island Martha's Vineyard after his eldest daughter and the wild grapes that grew on the island. Great Harbour, where the first white settlement was established in 1642, was renamed Edgartown to honor the new Royal heir apparent — who nonetheless died at the tender age of four. Under the leadership of Pastor Thomas Mayhew, the settlers dealt fairly with and respected the indigenous Wampanoag.

In fact, it was after



the Wampanoags taught the settlers how to kill and render whales that the Vineyard became the global epicenter of the whaling industry. Whale oil and blubber lubed and fueled the early Industrial Revolution — until petroleum was discovered — and prompted surplus whaling ships to make a one-way trip to San Francisco hauling (18)49ers. The subsequent whale industry depression led to a halt on Martha Vineyard construction and renovation.

The 'Vineyard' was eventually re-discovered by summer holiday makers — including several presidents — and preservationists. Cape Cod-style colonial architecture dominates, with showy structures sporting Greek Revival elements having been commissioned by whaling captains. The seafaring tradition is still strong on the island, with junior sailing camps in full swing using Opti- and 420-class dinghies. The adults are into classic Shields, Herreshoff 12.5s and all manner of gaff-rigged catboats, as well as modern racing sloops. Club

IN LATITUDES

INTERLUDE



Common wisdom says that a 74-ft, 70,000-lb sloop would be too much for one couple. But having sailed 'Interlude' 150,000 miles, farther than any Deerfoot, Alameda's Kurt and Katie Braun have shattered that belief. Spread, 'Interlude' about to be launched after last year's refit.

ances provided a scenic backdrop for our sundowners at many anchorages.

On our first day ashore at the Vineyard, we took advantage of the excellent bus system and rode from Vineyard Haven to Edgartown to see the well-preserved whaling captains' homes and The Old Whaling Church. Fish & Chips on the Seafood Shanty upstairs deck offered a nice view of the hundreds of yachts in the harbor. Next door we presented ourselves to the friendly staff at The Edgartown YC, who offered us reciprocal privileges.

The return bus via Oak Bluffs allowed a circumambulation of the historical town center, with its quaint shops and Flying Horses Carousel, the oldest continuously operated carousel in the States.

Over 12,000 tenting attendees were attracted to the first annual Methodist Church meeting at Oak Bluffs in 1835.

Over the years family campsites evolved into summer cottages with elaborate Victorian scroll-/beadwork and whimsical themes. Today the town is known as a summer resort for many wealthy African Americans — as depicted in the movie *The Inkwell* — and is sometimes referred to as the 'Black Hamptons'. We were told the megayacht *avec* helicopter anchored next to us belonged to Oprah Winfrey.

Next we rented bicycles and headed for John Belushi's final resting place: Abel Hill Cemetery near Chilmark. Taking care not to make it our final destination as well, we dodged the trucks and buses on the winding road. After some searching, we found a headstone near the entrance stating: "Here Lies Buried the Body of John

Belushi. I may be gone but rock 'n roll lives on." Back aboard ship, we watched the first five seasons of *Saturday Night Live*.

Stopping at the farmer's market at Grange Hall in West Tisbury, we bought two orchids from a local grower, who was kind enough to deliver them to the bike rental shop. We continued on for a well deserved lunch of New England clam chowder at the rugged beach in Menemsha. This small fishing harbor was immortalized in the movie *Jaws*, as was Edgartown, although the latter was referred to as Amity so as not to scare tourists away. That evening the local TV news reported that a great white had been spotted off Chatham, Cape Cod, reminding us that director Steven Spielberg was correct in choosing the area to film Benchley's novel.

Two consecutive days of bike riding are enough for sailors, so we stretched our legs around Vineyard Haven and special ordered some items from the local West Marine. We dined at the Black Dog Pub, made famous in part by various celebrities who wore their promotional T-shirts. Among the celebrities was President Bill Clinton, who famously purchased items at the pub for the soon-to-be-famous 22-year-old White House intern Monica Lewinsky.

After five nights, we moved our boat to the Edgartown outer harbor to secure a front row seat for the Fourth of July fireworks. We were the first boat there,

In the last quarter century, the old whaling port of Edgartown has been transformed into a hopping summertime destination.



DAN ACKROYD



VINEYARD CHAMBER OF COMMERCE

CHANGES

but within a couple of days our spot off the Chappaquiddick Beach was crowded with dozens of other yachts.

Given the crowds, we employed some alternative touring methods. For example, we dinghied to Cape Pogue Pond with



Do fireworks shine more brightly in the cradle of the U.S.?

kayak in tow to hike past wild roses on the east coast sand dunes and to watch the local fishermen surf cast. We then employed the kayaks on Poucha Pond. We dinghied past the inner harbor to Katama Bay to gawk at the many stately mansions along the shore. And we took a day-ferry trip from Oak Bluffs to Falmouth on Cape Cod to visit and BBQ with old friends who summer at their lovely home nearby.

The Independence Day festivities started with a quaint small-town parade and consumption of lobster rolls, and concluded with an hour-long fireworks display from a barge a few hundred yards from our boat. But with the Fourth over, the demeanor of the island changed from laid-back locals to hurried hordes of vacationers. It was time to move on.

The *Eldridge Tide and Pilot Book* is a must for cruising this area due to the numerous shoals and strong currents. Navigation charts were very accurate, so after consulting *Eldridge*, we decided on a mid-morning departure for the 20-mile trip to the island/town of Nantucket. With as much as three knots of current possible, variable winds, and ubiquitous sand bars, our respect for the whaling captains of old continued to grow. Entering the well-protected harbor, we

Yachts are large and plentiful at Nantucket during the summer. So are lobsters and per capita income for those with vacation homes.

found most of the anchorage area filled with moorings, so we dropped the hook in the channel leading to the next bay. The price for the cheap seats were strong currents and big-boat wakes.

Over the next four days, we visited the Whaling Museum (reopened in 2005 with a complete sperm whale skeleton), the Old Gaol (jail), the Old Wind Mill (1749) and the Oldest House (1659), and climbed the restored First Congregational Church steeple for a bird's eye view of the harbor. We also strolled the cobblestone streets, lined with the stately colonial homes of whaling merchants dating from the early 1800s — when the island had the highest per capita income in the world.

With a new lease on life as a summer colony for the very affluent, Nantucket is said to have the highest per capita income on the East Coast of the United States. A 2% transfer tax on all property sales funds a land trust to purchase open space. The open space — now over 50% of the island — is ringed by white beaches and is laced with hiking and biking trails. The overall result is a quaint historic town filled with upscale shops and restaurants, where a 200-year-old cottage in need of major repair sells for \$2 million. In addition to the wealthy summer homeowners, thousands of well-heeled 20-somethings swarm the streets or beaches — depending on the weather — for summer fun.

Consulting *Eldridge* again, we departed Nantucket on July 10 and motored to Butler Hole, through Pollock Rip — you can't make up names this funny, with Gay Head taking the cake — and around Cape Cod, with one to three knots of current with us the entire way to Provincetown. With boat speeds up to 11 knots at times, the tediousness of dodging thousands of lobster pots for hours was offset by numerous wildlife sightings — including dolphins, whales and seals. Like the *Mayflower* in 1620, *Interlude* wound her way around the sweeping spiral of sand dunes at the tip of Cape Cod to drop anchor. Contrary to what we were all taught in grade school, the Pilgrims actually first set foot on Cape Cod. It wasn't until five weeks later that they sailed across the bay to the more protected area that became known as



Plymouth. Provincetown's 252-foot-tall granite edifice commemorating this historic fact, the Pilgrim Monument, offered us a grand 360° view of the area.

Soon after we anchored, a friend of 30 years motored out in his 1950s classic Chris-Craft to bring us a delicious homemade lobster salad. While we lunched on our Lido deck, a boatload of burly men motored by to admire our friend's launch. Apparently we had arrived in P-Town just in time for Bear Week. This is when predominantly overweight, hairy, tattooed gay men, from 'sugar bears' to 'cubs', mill about, filling every inn, bar, restaurant and fudge parlor in town. As well as having a large resident gay population, P-Town hosts festivals catering to the LGBT community. We had fun browsing the many art galleries and shops, and were lavishly entertained with sumptuous lunches and dinners at the summer homes of old and new friends. With few cars making for enjoyable walking, stunning sand dunes and beaches, we can

NANTUCKET





INDIA JONES

Spread; When you think of India and its population of 1.2 billion, you don't think of scenery such as that found in the Andaman Islands. Inset top left; Port Blair, on the other hand, is a little more typical, with officials, crowds and traffic. Inset top right; Unusual but lovely shoreline.

see why Provincetown has morphed from a Portuguese-American fishing community to a popular summer spot.

Part II, next month.

— kurt & katie 01/15/13

**Dreamcatcher — Cal 46
Glenys Henry and Harry Mellegers
The Andaman Islands of India
(Alameda)**

Our sail from Phuket, Thailand, to India's Andaman Islands took a smidge under 72 hours. It wasn't very comfortable, and there was so little wind that we had to motorsail. The highlight was a lovely escort of dolphins during the second morning. Once we arrived at Port Blair, which is located on South Andaman Island, we entered the world of Indian bureaucracy. As the famous saying goes, "The Brits invented bureaucracy, but the Indians perfected it." We were

soon to find out how true it is.

We dropped the hook at the official entry anchorage at 10 a.m. The first officials to arrive were from the navy, and for some reason there were six of them. They sat in the cockpit and shuffled papers as though they were a pack of cards. Our boat was photographed, our chart table was photographed, our electronic instruments were photographed — even we were photographed! We exchanged papers, there was much rubber stamping, and they finally departed with a handshake.

Customs arrived two hours later. These fellows were a bit wary of us, as we were carrying over the limit of alcohol. We'd heard that customs officers sometimes make pointed requests for gifts of unopened bottles

of whiskey — presumably to sell downstream. Customs went through our copious prepared lists of provisions and booze. They did make a request for booze, but we ignored it, and were able to get away without paying a bribe.

Next came Immigration — and we had the same round of questions, paperwork, rubber stamping, and shuffling of paper. Between these official visits we tried to get our dinghy outboard running again. But despite the work we'd had done on it in Phuket, there was still a problem with the fuel supply.



If you cruise to India, you're going to get a lot of papers with things like this stamped on them

The following day we and the couples on our three buddyboats — Kevan and Sheila of *Rusalka*, with whom we do the Phang Na Bay regattas in Thailand; Gavin and Carol of *Rascal*, with whom we do the Raja Muda Regatta in Malaysia; and Charlie and Susie of *Smystery*, with whom we've done both King's Cups and Phang Na Bay regattas in Thailand — went to visit the harbormaster. There were more meetings, paperwork, and stamping. When the guys went to the bank, we gals hit the market for fresh produce — of which there was plenty.

There was no question that bustling Port Blair, population 100,000, is part of India, as it had everything the rest of the Subcontinent does — the exotic smells, the women in colorful saris, the wandering holy cows and their droppings, and the crazy traffic. Talk about constant honking, wild driving, three-wheel tuk-tuks, and cars that looked like 1956

Shopping for veggies in India is like shopping for veggies at Whole Foods. Except for the variety. And the displays. And the clerks.



HOLE FOODS

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Rambler Ambassadors! The India-ness of Port Blair filled our senses.

Our first day adventures — including an amazingly inexpensive and delicious dinner at the Emerald Hotel — were aided by a wonderful taxi driver named Ravi. He acted as our guide and concierge. Whatever we wanted, Ravi could get.

Located on a ridge in the Indian Ocean, South Andaman Island is home to many government, administrative and private businesses. But how they get anything done is a mystery, for when we got on computers at an Internet cafe, they were so old they didn't recognize Microsoft Word documents. We had to give up trying to surf — slowly — the Internet. Port Blair is also home to the largest collection of aging and shabby ships that we have ever seen. Our favorite was *Warship*, which parades around the port announcing that it is a warship. Probably from World War II.

Our first cruise within the Andamans was a 20-mile sail over lovely clear waters to Havelock Island, the most commercial island in the group. Like all of the Andamans, Havelock is very green with a forest of tall trees to the water's edge. It's also dedicated almost entirely to 'resorts' — if you use the term loosely. In reality, they are rustic backpacker facilities, only one or two of which were up to our standards. Nonetheless, we thoroughly enjoyed ourselves, as the admittedly shabby small town was colorful

Rajan, famed as the only ocean swimming bull elephant, retired on Havelock Island after 61 years of doing tricks for photographers.

and home to a great veggie market.

The one downside of the island was a sandbar preceding the site of our dinghy landings, which created three-foot waves. These weren't a bother if you were swimming, and they were a delight if you were surfing. But watch out if you're making a dinghy landing or departure! All but one of the dinghies in our party were pooped and rolled, resulting in everything getting wet. Our dinghy engine, which we'd finally gotten working in Port Blair, took a good dose of saltwater. As a result, we had to row — and eventually be towed — back to our boat.

You would think we'd learn, but we got drenched during departure from shore the next night and the dinghy half filled with water. We had to try to drain it at the water's edge between waves, as it was too heavy to drag up the beach. It took our soaked and sorry lot a half-hour to sort things out and get underway. Ah, the joys of cruising!

The next day we took the boats around the corner to Laccam Harbor, anchoring among small wooden fishing boats and a couple of industrial ferries. Glenys did go to shore with one of the other dinghies, and had a quick Indian lunch — at a restaurant that had lost its liquor license — overlooking the anchorage. Fortunately, she managed to smuggle in some gin in a water bottle, and topped off the 7-Ups that had been ordered. Drinking is not a big part of the Indian culture, and the government tightly governs the consumption of alcohol. As a result, it's hard for the locals to get liquor, and the few bars that exist are dimly lit rooms that are hidden away — and exude a strong sense of taboo.

On our way from Havelock to Henry Lawrence Island, our group lamented that swimming and snorkeling weren't really an option in the Andamans. The problem is an increasing crocodile population. The natural mangrove habitat of crocodiles had been physically changed after December 2004's tsunami, so the crocs had moved closer to the human settlements. While we hadn't seen any crocs up to that time, we weren't keen on any up-close and personal encounters!

Another serious danger in the Andamans is navigation. Forty thou-



sand people — a staggering 10% of the population — perished in the tsunami, and the shorelines of some islands changed by as much as half a mile. According to the current pilot and prior cruisers, the charts are "fiction" or "useless". The old charts are a combination of 1857 Indian surveys and a 2001 British Admiralty survey, both pre-tsunami, so the depths vary as much as 60 feet from what the charts say. All navigation in these islands is a gamble.

Our cruising pals — all of whom have been in the Andamans before — set a cracking pace the next day, as we anchored in three locations! *Dreamcatcher's* normal cruising style is a two-night minimum stop, and more if we find a place interesting. Nevertheless, we joined in.

One of the big attractions of the Andaman Islands is that they are so remote — 400 miles from Calcutta, and 400 miles from Phuket — that there are hardly any other boats around. The most we saw in one place was 10, and that was at the Port Blair check-in anchorage. So if any-

INDIA JONES



Here a tuk, there a tuk, everywhere a tuk-tuk. Loud, smelly tuk-tuks.

INDIA JONES



IN LATITUDES



SPREAD, JAY AILWORTH; INSETS, PROFLIGATE



Our definition of an 'obstruction' on the race course is a leaping whale between our boat and the 200-yard-distant weather mark. Do a race on Banderas Bay in the winter, and you'll see numerous whales. And many you won't. They say it's the whales you don't see that ultimately get you.

one is looking for a largely undiscovered cruising ground, this is certainly one.

There is some tourism, but it's of the low-key backpacker variety. Higher-end tourism could be a big revenue generator — India's Hawaii, as it were — but the infrastructure and mindset just aren't there. The Andaman Islands are largely about defense.

— glenys 02/01/12

**Kailani — Deerfoot 63
Harley, Jennifer and Sophia Earl
The South Pacific Calendar
(Sausalito)**

We're currently in the Bay Area visiting family and friends, having left *Kailani* on a swing mooring in Kerikeri on the North Island of New Zealand. We spent the last South Pacific cruising season in Tonga and western Fiji, and were thus part of the great annual cruiser migration. For those looking for an overview of

cruising with the seasons in the South Pacific, I'll try to explain how it works.

Sometime in April, with the advent of the antipodal fall weather, cruising boats begin to leave New Zealand and Australia bound for the tropics. At distances of less than 1,500 miles, Tonga and Fiji are, comparatively speaking, in the Kiwi and Aussie backyards. And the Kiwi and Aussie cruisers take full advantage, arriving in the South Pacific in ones, twos, and groups, right through June.

Beginning in July, there is an influx of European and American boats, the majority of which are in their first season in the South Pacific. Most started from Mexico or Panama in March or April, and have followed the traditional

Milk Run — meaning the Marquesas, Tuamotus, and Societies to Tonga and Fiji. Occasionally different drummers get there via Easter Island, Pitcairn and the Cooks.

Regardless of where they came from, by the time these cruisers reach the South Pacific, they are linked through various radio nets and the initial shared anchorages. Other boats group around kids, since it is the youngest crewmembers who have the greatest desire for company of peers. Our daughter Sophia, who didn't turn five until just before Christmas, was always on the lookout for 'kid boats'. By the time our anchor was set in each new anchorage, she would have surveyed the boats and categorized each by which had kids and which didn't, and the ages of the various kids.

By late August and early September, pretty much everyone who is coming to the heart of the South Pacific, meaning Tonga and Fiji, is already there. By mid-to late October, all cruisers in the South Pacific begin to consider how they are going to deal with the onset of the South Pacific tropical cyclone season, which officially starts on November 1.

Cruisers have four options when dealing with tropical cyclone season: 1) Stay where they are in the South Pacific, keeping an eye on weather forecasts and knowing where the nearest hurricane holes are; 2) Leave their boat in a hole on the hard in one of several marinas that specialize in this service; 3) Head north to the Line Islands, the Marshall islands, or other locations near the equator where cyclones aren't a problem; or 4) Sail down to New Zealand or Australia. Virtually all the Kiwi and Aussie boats sail back home, in part because their home waters offer great cruising in the antipodean summer. And most U.S. and European cruisers do the same.

Five-year-old Sophia's view of the world will no doubt be influenced by what she's seen and will see through her mask in the South Pacific.



KAILANI

CHANGES

But the fourth option can be tricky. It's roughly 1,100 open ocean miles — except for Minerva Reef — from Nukualofa in southern Tonga or from Lautoka in western Fiji, to Opuia, the northernmost port of entry into New Zealand. It's a bit farther to the various ports in Australia. This is a regular run for the Down Under veterans, and they are well aware of what awaits them on the passage. But for first-timers coming from the east, the long passage can be a bit intimidating.

The average American cruising boat will have travelled between 4,500 and 6,000 miles to get to Tonga or Fiji, but few, if any, will have encountered any particularly strong weather — other than the short-lived violence of tropical squalls. But when heading from Tonga or Fiji to New Zealand or Australia, it would be foolish to assume that one won't get banged up by at least one low-pressure system from the Tasman Sea. So it all comes down to picking the weather window for the 1,100-mile passage.

Last season was particularly difficult for cruisers waiting to cross to New Zealand, as New Zealand was hammered by one low after another — with as little as three days between them — all through October. As a result, the anchorages and marinas in Fiji and Tonga were crowded with crew waiting for a window.

There is a certain herd mentality that takes over in such situations, particularly among those who are making the crossing for the first time. Everyone wants an assurance that their weather won't be too bad, an assurance that nobody can give. Many skippers hire weather routers, and when their router says, "Go!" they go. The final decision, of course, rests with the captain of each boat. As the days and weeks dragged on in October without a good window, the pressure built to get going. After all, staying in place had its

Jennifer, Sophia, and Harley, getting to spend some ultra quality time adventuring together, something too many families don't get to do.



KAILANI

own weather risks, made clear by the fact that boat insurance there is not valid after November 1.

We've always done our own weather routing on *Kailani*, and in late October we noticed a developing high that looked as if it would dominate the weather for long enough for us to make the run from Fiji to Opuia. True, there was a small risk we'd be hit by a low on arrival, but our boat has a long waterline and we can carry a lot of fuel, so if we were hit by the low, we hoped to already be in the lee of the North island. The catch was that there would be little wind for most of the passage.

We departed Lautoka on October 29, and arrived in New Zealand a week later. Although we burned a lot of diesel, we had only 12 hours of bad weather — 30+ knot winds and 15-ft seas on the nose. A lot of boats that left three or four days after us got caught in the middle of what we mostly managed to avoid. One boat was rolled and ultimately abandoned, while other boats suffered considerable damage.

Of course, the boats that left the week after them had to motor almost the whole way, and didn't have any bad weather at all. There just aren't any weather guarantees when it comes to 1,000-mile passages.

In any event, we had a delightful cruising season in the South Pacific. We have memories of whales in the Ha'apai, Clownfish Town in the Yasawas, the privacy of the one-boat lagoon at Manimita Island, and the crazy times at the Musket Cove Regatta in Fiji. We have made many new friends, rediscovered some old ones — and are looking forward to doing it all over again this coming season.

In the meantime we, like most of our fellow sailing migrants, will be working on our boats and enjoying Kiwi hospitality. For those who will be in New Zealand

next season, be aware that the Kiwi dollar has strengthened by almost 33% since we were here six years ago, making things more expensive than they used to be. Yard rates are about the same as in the States, although labor is about 20% less. There are still some bargains, such as cheese, green-lipped mussels and lamb.

— harley 01/15/13

Cruise Notes:

So what do a couple do



after a 12-year circumnavigation? That's the question we put to Kurt and Katie Braun of the Alameda-based Deerfoot 74 **Interlude**, who are currently in Costa Rica and slowly making their way up to San Francisco Bay for the America's Cup and to see family and friends.

"We hope we don't get stuck too long with *Interlude* docked behind our house in Alameda," they replied. "So maybe we'll do this fall's Ha-Ha, and then head to New Zealand in early 2014." The couple are vets of the 2002 Ha-Ha. They have also sailed their 74-footer 150,000 miles, more than any other Deerfoot.

"We're home in Southern California with our kids and grandkids awaiting a new grandchild," began the holiday greetings from Gordon and Sherry Cornett, vets of the '09 Ha-Ha with their Ventura-based Tayana 52DS **Serenity**. "In February, we'll return to our boat in Thailand, and then will have her shipped to Turkey to avoid Somali pirates on the way to the Med. Our 'Adventure of

IN LATITUDES



LATITUDE/RICHARD

Jane Roy stands at the helm of Howard Shaw's Portland-based Hunter 54 'Camelot'. Kind of a weird looking wheel for a near-ultralight, don't you think? We did. Then Craig Shaw, Jane's guy, explained that it's the 'harbor wheel'. The normal wheel is so big, it's kept under the bimini when in port.

a Lifetime' will continue with two years of cruising around the Med. After that, the idea is to cross the Atlantic and Caribbean, do the Canal, and return to Ventura. But plans change."

If you read the December and January *Lectronics*, you're aware that there have been a handful of **dinghy thefts and attempted dinghy thefts** at the anchorages off Mazatlan, especially on the south end of town, the end opposite from the marinas. Particularly troubling is the fact that a thief came aboard several of the boats to try to get at outboard motors locked to stern pulpits. Nobody was hurt, but in one case a knife was brandished.

After cruiser complaints, the Port Captain put a stop to the thefts in a relatively novel way — he made it illegal to anchor overnight at either the Old Harbor or Stone Island, where the thefts

had been taking place. So reports Mike Wilson of the Mazatlan-based S&S 44 **Tortue**. As best we've been able to determine, only Mazatlan has had a spate of dinghy thefts and attempted thefts. No doubt they were the work of one or two bad *hombres*. Our question is what do Mexicans do with inflatable dinghies and small outboards?

After buying the M&M 52 catamaran **Kiapa** in Alameda with the intention of sailing her back to Perth, Australia, over the next four or so years, Lionel and Irene Bass decided their high performance cat didn't need spinnakers. So they sold both of theirs to a fellow cat owner in Alameda. But after nearly a year of sailing in the often-light airs of Mexico, the couple

decided they'd made a mistake. Alas, the folks who bought the chutes weren't interested in selling them back. The moral of the story is that there is a lot of light air in the world, particularly between California and the Canal, so at least one spinnaker or gennaker is highly recommended.

The other lesson the Basses learned is that you need to lock your boat up when anchored in **Matanchen Bay** near San Blas. In the pre-dawn hours of December 31, Irene heard a noise, went up into the salon, and confronted a fellow in a hooded shirt. He grabbed a red backpack that had been prepared for a guided jungle tour the next day, dove into the water, and swam to a waiting *panga* 30 feet away. The couple lost about \$1,500 in cameras and cash.

Of all the countless anchorages on the Pacific Coast of Mexico, the ones at the south end of the **Mazatlan** and **San Blas/Matanchen bays** are the only two that we consider to be sketchy. Both destinations are great, but we'd recommend staying in local marinas.

Home Depot has started selling sailboat sails? In February of 2005, we interviewed artists Jack Carson and Monica Guildersleeve at Punta Mita aboard their British Columbia-based 44-ft junk ketch **Bella Via**. The couple had already done a five-year, low-budget circumnavigation with Monica's daughters Payana and Isha aboard the couple's previous boat, the Swain 36 **Island Breeze**. The couple's new boat, **Bella Via**, also was completed on an artist's budget. Jack built the 44-footer himself in about six months,

Jack and Monica aboard 'Bela Via' at Punta Mita in 2005. Yes, their boat is very different — check out the aft anchor roller — but they're artists.



LATITUDE/RICHARD

It was Irene who stumbled upon the thief.



LATITUDE/RICHARD

CHANGES

and used lots of recycled materials. The identical masts, for instance, had been 'repurposed' light standards from the Vancouver Airport. Unfortunately, we missed the couple when they passed through Punta Mita again in December. But friends tell us that Jack and Monica haven't changed their thrifty habits, as their sails are plastic tarps from Home Depot! Before you rush to Home Depot for your inventory, remember that sail shape on junk-rigged boats is anything but complicated.

What's up with **Panama**? On the one hand, the government has been bending over backward with lavish tax breaks, discounts, and other goodies to attract *gringo* retirees. On the other hand, they've recently started adding charges and jacking up fees for cruisers to preposterous levels. Frank Nitte of the San Diego-based Freeport 36 **Windsong** forwarded us a January 16 letter from James Laing, who broke down how it cost him \$870 to check in his 50-ft ketch **Manawa Nui** — reportedly Admiral Halsey's personal yacht in World War II — at Puerto Armuelles and Vacamonte, Panama, in January. Some



Panama has the fantastic San Blas Islands. As of now, they've also got ridiculous cruising fees, which are muddying the clear waters.

of the expenses were for taxis or *pangas*, but most of it was **government fees** or **taxes**: navigation fee, \$180; quarantine fee, \$35; overtime for three government workers, \$60; mariner's visa for three

people, \$315; Health Ministry fee, \$122; and mandatory boat fumigation, \$53. The original quote for boat fumigation was \$300.

Hear that **silence**? It's the sound of cruisers in Mexico suddenly thinking of places other than Panama to cruise.

Last April, the management of **Flamenco Marina and Shipyard** in Panama City — at the end of the Amador Causeway — was taken over by the folks who run the Americo Vesputio Shipyard and Marina in Puerto La Cruz, Venezuela, Manager Victor Marten says they can provide almost every kind of service needed by sailors. It would be in the shipyard's best interest to pow-wow with government officials about the ridiculous fees, lest the company soon not have many sailboats to work on.

Many cruisers **check into Panama** at Panama City. According to Nitte, here's the latest drill: 1) Check in at the Port Captain's office at Flamenco Marina when you arrive. There you need to purchase a one-year cruising permit — even if you stay for just one day — for \$180. 2) Go to Immigration to get stamped into

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the country. Alas, its only a temporary entry stamp, as 3) You *must* proceed to Immigration at Diablo to get a Mariner's visa within 24 hours — 48 hours on weekends. The visas cost \$105/person, no matter if you stay a day or a year. You won't be issued a *zarpe* to leave Panama without a Mariner's visa.

Here is where it gets ugly. If you fly out of Panama, your **Mariner's visa** becomes invalid. When you return to Panama, you get a 90-day Tourist visa at the airport — but then have to go back to Diablo and pay another \$105/person for a new Mariner's visa. You can't get a Mariner's visa at the airport. Ship's agents have a way around it, where they deliver a Mariner's visa to the airport — but there is naturally a charge for the service.

"As with all things in **Latin American countries**," explains Nitte, "things change on a daily basis. And what happens in one jurisdiction can be totally different from another jurisdiction. So smile, keep calm, and don't sweat the small stuff. And it's all small stuff."

Our final bad news from Panama is that the **Balboa YC** has raised rates on

mooring from 60 cents/ft/day to 70 cents/ft/day.

That said, we at *Latitude* have fond memories of Panama, and of the **Astilleros Shipyards** at Vacamonte in particular. During **Profligate's** 2004 post-Ha-Ha sprint from Cabo San Lucas to St. Barth, both saildrives started to fail on approach to the Canal. In a major hurry to avoid the Christmas

Winds of the Caribbean, we had the cat hauled at Astilleros on Thursday, the day after we ordered two saildrives from Yanmar in Florida. The saildrives were delivered and installed, and *Profligate* transited the Canal the next Tuesday, having spent just three business days in the yard. That's what we call taking care of business — even if the crew did much of the work. There was a bit of a



'Profligate', seen here levitating in St. Martin in 2004, was the beneficiary of a very fast — if not flawless — haulout in Panama.

leak as a result of the installation, so *Profligate* had to be hauled again briefly at St. Martin. But as Nitte says, you can't sweat the small stuff.

"As we sit at anchor in Clifton Harbor, Union Island, in the southeast Caribbean, listening to Christmas carols on our stereo and enjoying the holiday, we reflect on the previous year," wrote Fred

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TRACSA CAT

CHANGES

Roswald and Judy Jensen of the Seattle-based Serendipity 43 **Wings**. We can't recall how long the couple has been out cruising with the former Big Boat Series and TransPac class winner, but we do remember they survived the Queen's Birthday Storm of '94 that devastated the cruising fleet on the way from the South Pacific islands to New Zealand.

"Some water has passed beneath our keel in the last 12 months," the couple continue, "which is when we celebrated the holidays with Jim and Carole aboard **Nepenthe** in Simon's Town, South Africa. A short time later, with friends Randy and Laura aboard, we sailed to Namibia. Then the four of us set out from the foggy coast for 3,200-mile-distant tropical shores of Brazil. We only made one stop — at remote but lovely St. Helena Island. What a great sail we had across the Atlantic! After Brazil, during which time we struggled with the Portuguese, we ventured north across the equator to Trinidad. We spent the six-month hurricane season there, working on the boat, making friends, and doing a few local races. We're now cruising the Windward



Once a bare bones racing machine, Fred and Judy have cruised 'Wings', flush deck and all, for more than 20 years

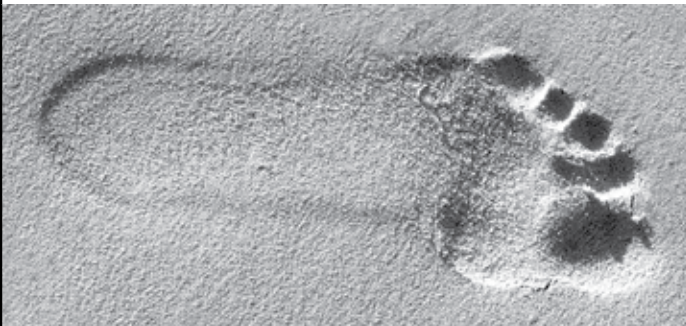
Islands of the Caribbean, making our way to Antigua for Sailing Week in April, and other destinations. Having sailed about 5,800 miles in the last year, we'll

probably end up in Cartagena, Colombia for next hurricane season.

"Do I look different?" asked Marc Wilson, skipper of the Catana 52 cat **Bright Wing**, when he walked into the Riviera Nayarit YC. It was kinda dark, so we didn't really notice anything. "My nose," he said, pointing at his bent proboscis, "I broke it while surfing the point at Punta Mita. I trashed my shoulder, too." He then proceeded to make three attempts — all of them featuring crunching cartilage noises — to reset his nose. Considering that he was standing in the middle of a restaurant and working without a mirror, he did a credible job.

Connie McWilliam reports that while it's been quiet in the cool of winter at **Puerto Escondido**, Baja, the Hidden Port YC is starting 2013 with a theme of 'A New Beginning, Let The Good Times Roll'. The 'new beginning' is all about the Hidden Port YC clubhouse having been moved to the API facilities. Connie also advises that "the new marina in the canals by the 'modern-day ruins' is now up and running — and owned and operated by a group from Vallarta. Alas,

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it's not suitable for sailboats. However, the Fonatur facility, with 117 mooring buoys and 10 spaces on the *muelle*, and the boatyard, welcome all sailors. The dates for **Loreto Fest**, held at Puerto Escondido, have been set for May 3-5.

Baja got another marina last summer when the **Marina Cortez** — formerly known as the 'Virtual Marina' because it didn't have any slips — opened for business in La Paz. The marina advertises that it has 50 slips for boats 30 to 120 feet. What's unusual is that there is no breakwater and no pilings for the docks, which are held in place by floating wave attenuators. The attenuators themselves are held in place by a Manta Ray anchoring system, which relies on anchors that are embedded in the bottom rather than anchored with heavy ground tackle that drags on the bottom. It's thus supposedly more friendly to sea life and coral bottoms. Pier 39 initially tried to use wave attenuators instead of pilings at their marina, but it didn't work out. It will be interesting to see how Marina Cortez does in rough weather. Cruisers who have stayed at the marina say the

docks have been fine — but the marina location means you sometimes have to listen to music until 4 a.m.

It seems as if La Paz could use the extra berthing in the winter; we're told that **Marina de La Paz**, as always, has been packed, and all the other marinas have been near or at capacity. It's pretty much been the same story on the Nayarit Riviera on the mainland, where **Paradise Marina** has been full, and the 300-berth **Marina Riviera Nayarit**, having had a big uptick in occupancy, is closer than ever to being full. The number of boats anchored off **La Cruz** has been down a little, but **Punta Mita** has regularly had 20 boats on the hook, which is about five times as many as most nights in previous years. We have no explanation — other than that it's such a great place. As we write these words on January 22, a head-high swell is hitting all the



The demand for slips in Mexico in winter isn't as great as it for slips in Monaco in the summer — but at some places it's getting close.

many surf breaks in the Mita area, the sky is blue, the air temp is 83°, and the water temp is 78°. If anybody up in the frozen 48 — it's was to get down to 19° in Portland — eats their heart out, we'll understand.

"Augustine, our new friend in Zihua, swam a half-mile out to our boat to do a super scrub on our bottom for \$40," report John and Gilly Foy of the Alameda- and Punta Mita-based Catalina 42



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Destiny. "He's able to hold his breath for what seems like forever, which is why he does bottoms free diving. He keeps all his tools and gear strapped to an empty plastic jug, which he pushes in front of him as he swims to your boat. We've always admired the 'can do' spirit of Mexicans, but Augustine is something special. Our friends on **Serendipity** and **Miss Teak** recommend his work, too. We've also enjoyed the beach landing/launching services of Alfonso and Jesus, who for an 80-cent fee also watch over your dinghy and its contents for the whole day and half the night. Zihua hasn't seen too many cruising boats as of early January. We hope that changes by the February 5 start of **Zihua SailFest**, the great cruiser fund-raiser for schools for indigenous children."

Why are there **more boats than ever in Mexico?**

"Because if you're on **Social Security** like I am," said one cruiser whose name slipped our mind after one too many beers. "it's like you suddenly get four times as much money as you did back in the States. My \$20,000 a year in Mexico

is like getting \$80,000 a year in my former home of California. The only thing I pay more for down here is berthing, but I can anchor out for free — or close to free — near almost every marina. The kicker for us old guys is that we can get complete health insurance, with basic vision and dental care included, for under \$400 a year."

"We're the folks who bought the Deerfoot 2-62 **Moonshadow** in Fort Lauderdale from George Backhus after he completed his 16-year circumnavigation," write John and Deb Rogers of San Diego. "When we wrote about it in the July issue, you said to be sure to look you up when we get to St. Barth this winter. Well, we're down in St. Lucia right now, and other than meeting kids and grandkids in the Virgins in mid-March, we have no plans. So we think we'll take you up on your offer. We can head to St. Barth in early April. Where is the best time and place to find you?"

The **Latitude Caribbean office** —

aboard the Leopard 45 **'ti Profligate** — opens in mid-February in the British Virgins and moves to St. Barth as soon as the weather permits crossing the Anegada Passage. We love visitors, and can help visitors enjoy St. Barth without going broke in the first half hour. Our office stays open until May 10. We most often anchor in the shallows off Fort Oscar — don't try it with **Moonshadow** — or off Corossol. We use Internet out of the **Center Alizee**, upstairs 30 feet from the intersection of **Rue du Oscar II** and **Rue de La France** in Gustavia. De Mallorca can be found at **Le Select** starting at about 7 p.m., while the Wanderer begins overtime with a glass of rosé across the street at **Bar d' Oubli** at about 7:30.

We recommend visiting St. Barth March 24 to 27, during the **Bucket**, which is the greatest spectacle in sailing. Alas, you have family commitments. The second best time is during the **Les Voiles de St. Barth** April 8 to 13, where you can party French Caribbean style as much as you want — yet a half hour later be anchored in silence without being able to see a light onshore.

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"Just a quick note to let you guys know how incredibly pleased we are with our newly designed ad, as well as its placement in the January issue! The colors look absolutely beautiful, and we're so happy we decided to go with full color for 2013. Certainly stands out wonderfully on the pages of Latitude 38!"

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24 FEET & UNDER



J/22, 1983. San Francisco/Monterey. \$11,000/obo. Proven winner, epoxy bottom, dry sailed since 2003, clean interior, kept dry, several sets of sails including Quantum racing set, 2003 Triad trailer great condition, lots of extras. Contact for more info/pictures. Email ggreenlee05@sbcglobal.net.



ZEN 24, 2011. Alameda Marina. \$35,000. Coming to U.S.A. from Japan. Clean and quiet electric inboard system. No need for any gas or diesel oil and oil changes. Solar charging. Folding prop. Only used for demonstration sailing. Show boat condition. www.zenboat.jp. Contact (669) 777-8011 or sailzen24@gmail.com.



19-FT COMPACT, 1988. Marina Bay, Richmond, CA. \$3,500. Newish motor (6hp Tohatsu) and newish sails with furling jib. Excellent condition. Includes a 19-ft trailer and a chartplotter/depth meter. (510) 223-6291.

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8-FT WOOD PRAM DINGHY, 2010. Cupertino. \$950. Gorgeous rowing pram, 7'9" by 4'1". "Humblebee" design by Iain Oughtred. Professionally built 2010 of Okoume ply, mahogany, and Douglas fir - all epoxy sealed. Only 65 pounds, so easily transported by cartop or pickup. Custom spoon-blade oars included. Perfect condition - used only a few times. Great as a tender, for the kids, or just rowing exercise. Contact (408) 446-5297 or mabennett44@gmail.com.



24-FT CAL, 1985. Redwood City Marina. \$4,500. Great Bay boat! Main w/single reef, Harken roller furling jib, 5hp outboard, new cushions, Porta-Potti, anchor, safety equipment and more. Call Rich or email. (650) 363-1390 or (650) 722-2389 or rich@spinnakersailing.com.



21-FT PRO OPEN, 2001. Sausalito. \$21,750. 2001 Yamaha 115hp 4-stroke outboard motor. Flowscan fuel gauge. New tubes 03/09. Pacific Manufacturing single-axle galvanized trailer-permanent tags. Interlux barrier coat and fresh bottom paint 9/12. All manuals and service records. Two owner boat and professionally maintained since new. www.sfbayadventures.com. Contact paul@sfbayadventures.com, (415) 331-3006 or (415) 331-0444.

25 TO 28 FEET



26-FT NORDIC FOLKBOAT, 1961. SF Marina (East). \$10,000. Brandt-Moeller Nordic Folkboat (wood). Completely restored 1991. Professionally maintained. Excellent condition. New cover from Covercraft. Cruising gear, 4.5hp two-stroke, long shaft Nissan outboard included. See ad at: sfbayfolkboats.org/classifieds.html. Email wmadison@joneshall.com.

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28-FT ALERION EXPRESS. Sausalito. \$70,000 (1/2 of new price). Spinnaker, gennaker, GPS, holding tank, radar, autopilot, all lines led to cockpit, lifelines. "The prettiest girl on the dock." Call (415) 302-7490.

29 TO 31 FEET

29-FT COLUMBIA, 1964. Alameda. \$4,500. Hull 103, LOA 28'6". Re-powered with Yanmar 3-cylinder diesel, 27.3hp, 177 hours. Interior in very good condition, outside solid, but needs cosmetic work. Larson full-batten main with Dutchman flaking, Schaefer furler with 95% jib. Call (831) 277-6034.



30-FT BRISTOL CHANNEL CUTTER. 1997. \$120,000/obo. 30-ft Lyle Hess Bristol Channel Cutter, *Tigress*, 1997, sistership to the Pardeys' famous *Taliesin*. Extraordinary craftsmanship. Mahogany on oak. Teak cabin and decks. Hull so fair many think it's fiberglass. Amazing teak and birdseye maple interior. 27hp Yanmar. Well equipped: roller furling, storm trysail, spinnaker, sea anchor, radar, chartplotter, autopilot, windvane, refrigeration, VHF, 110V electrical, inverter, Force10 heater, Force10 stove/oven, windlass, 9-ft Fatty Knees dinghy with sailing kit, much more. Pristine like-new condition. More info at www.tigress-bcc.com. Call (650) 868-0348.

30-FT HUNTER, 2002. Hidden Harbor. \$39,500. Beautiful boat. Professionally maintained and ready to go. Yanmar diesel. Roller furling. All lines led aft. Comfortable cabin. VHF. CD stereo. Propane galley. Fun to sail. Email for pictures. Contact (530) 389-8387 or (530) 346-2266 or calvertvet@exwire.com.



29-FT RANGER, 1973. Fortman Marina, Alameda. \$15,000. All lines led to cockpit. Spinnaker, 2000 hp. TP, new sails at west. Email for pictures/range.



WYLIECAT 30, #3, SILKYE, 1996. \$75,000. Faux-finished carbon mast. Carbon rudder shaft, upgraded wishbone, spinnaker, Autohelm, re-done nonskid and bottom. 5hp outboard. A rare chance to own one of these fast, stable, easy to sail boats. (510) 521-7730.



30-FT NEWPORT, 1977. Sausalito. \$9,950. Sturdy, attractive, fast, comfortable Bay and Delta cruiser/racer in excellent condition. Like-new mainsail and roller furling jib. Spinnaker and sock. Edson wheel. Wind speed and point, depth sounder, VHF, stereo. Full cockpit instrumentation. Rewired AC and DC electrical control panels. 4 deep-cycle batteries and charger. Safer natural gas four-burner stove, oven, broiler. New electric windlass, two anchors, all chain rode. Sitting chart table. Overstuffed cushions and mattresses. Sleeps six. Beautiful teak inside and out with custom mahogany drop boards. Thick, strong through-bolted Lexan windows. Two opening ports and three opening hatches. Inflatable dinghy and oars. Multiple interior lighting arrangements. Contact (925) 766-8205 or 77Newport30@hotmail.com.



30-FT NONSUCH ULTRA, 1986. Ballena Bay Yacht Harbor, Alameda. \$60,000. Well equipped. Call for more information. (510) 632-2370 or (510) 614-9817 (evening). Email csersav@gmail.com.



31-FT ALLMAND SAIL, 1981. Alameda. \$4,900/as is. Diesel engine has only 180 hours.



J/29, 1984. Redwood City Marina. \$10,000. Main, almost new Pineapple #3 and #2 jibs, 3/4 oz. spinnaker. New 8hp 4-stroke outboard, anchor, safety equipment. 2011 SYC race series winner. Call Rich or email. (650) 363-1390 or (650) 722-2389 or rich@spinnakersailing.com.

32 TO 35 FEET

31-FT PACIFIC SEACRAFT (35 LOA). 2004. Dana Point. \$139,900. Excellent condition, cruise ready, cutter, Monitor vane, 130 W solar, two autopilots, dodger/bimini, heater/fireplace, cold plate refrigeration, liferaft, EPIRB, radar/plotter, depth, VHF, spare parts. (949) 285-8362 or pvanenwy@csulb.edu.

35-FT CHEOY LEE LION, 1965. Rio Vista. \$25,000. Glass hull. Turns heads everywhere we go. Pretty boat. Fun to sail and perfect for the Bay. Email dudestickle@gmail.com.



34-FT EXPRESS, 1988. Richmond Yacht Club. \$54,900. Well maintained, fast, and with lots of extras. Good inventory of new and used sails. Great cruiser-racer around the buoys or offshore. (415) 450-1113 or c_longaker@sbcglobal.net.



34-FT SABRE, 1985. Belvedere SFYC. \$49,500. *Moonlight Lady*. Very well maintained. Major overhaul 2004: New spars (Ballenger). New sails, main and 135. Antal track, Antal clutches, Harken traveler, carbon extendable whisker pole, Harken track-on mast, Awlgrip topsides, Garmin GPS 3205 color chartplotter, rebuilt pedestal 2006, engine overhaul 2008, brightwork 2011, bottom paint 2012. Other sails: 105 and 150. Sleeps 6. Contact: (415) 218-9393 or (707) 938-7665 or jfsails@comcast.net.

33-FT TARTAN 10, 1980. Brisbane Marina. \$13,000. New North 3DL racing main, very good 3DL racing headsails, three spinnakers, Vectran halyards. Many practice sails. Yanmar 2-cylinder diesel. Martec folding prop. New racing bottom, Blue Awlgrip topsides. Good racing history. Contact mcdonaldmarine@gmail.com or (650) 454-6950.

33-FT SPAULDING, 1969. \$25,000. *Aurora*, built 1969 by pattern maker Ivan Davies. Hull made of bruynzeel, plywood deck, cabin house sides made of teak. Fastened with bronze, monel. Grey marine engine low hours. Set of sails and equipment. Email jonah_ward@hotmail.com.



34-FT HUNTER, 1984. Barra De Navidad, Mexico. \$32,000. Custom Hunter 34 turn-key. Total refit masthead to keel. Full cruising gear, lying Barra de Navidad. Can deliver anywhere. Please contact for pictures or complete list of gear. (949) 246-2886 or tommykolleck@gmail.com.



35-FT HINCKLEY PILOT YAWL, 1966. SFYC. \$70,000. *High Tide* is a two-owner, full-keel classic Sparkman & Stephens design. Hand-laid fiberglass hull. Westerbeke diesel. Wheel steering. Gray Awlgrip topsides. Varnish teak trim. Roller furling jib, full batten main, lazy jacks, jiffy reefing. Sleeps four. Honduras mahogany + teak throughout. Teak and holly sole. Head w/stainless sink, shower, hot/cold pressure water. 3-burner propane stove, refrigerator. 3 screened hatches. 8-ft Avon inflatable, Honda outboard. <http://hinckleypilot35.ning.com/photo/photo/listForContributor?screenName=2oz7a dc9pf1um>. Contact (415) 435-9565 or sswan200@aol.com.

32-FT WESTSAIL, 1975. San Diego. \$42,000. Traditional layout with gimbaled table. Monitor windvane, autopilot, Maxprop, watermaker, diesel heater, LP deck, inverter, Volvo diesel, excellent sails w/extras. 80 gal water and fuel. Details and photos at website: <http://baymarinesupply.com/sabai>. Contact bbhawk1973@gmail.com or (619) 252-5899.

36 TO 39 FEET

39-FT OLYMPIC, 1973. Alameda. \$25,000. Carter-designed racing sloop. Westerbeke 50hp hydraulic drive, Anchor wiring, 13 Lewmar winches up to 3-speed #55, 12.8ft beam, 7700lb ballast, fin keel, twin wheel steering. Needs some maintenance. Lots of boat for the price. (510) 537-9689.

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37-FT CREALOCK, 1979. Monterey, \$50,000. Cruising consultants, new LPU entire boat, new interior, new Yanmar. Email for pics/video, dcd987@gmail.com or (831) 234-4892.

39-FT FREEDOM, 1984. Ready for serious cruising. Loaded with gear. Too much to list. Located in Mexico to save you the effort of getting her there. www.ketch-22.com/Ketch22.html. Email tm@ketch-22.com.



38-FT CATALINA 380, 2000. \$118,000/Asking. Fully equipped for cruising. Professionally maintained exterior and very well cared for. Boat has cruised to Mexico. In-boom furling, roller furling jib, gennaker. Yanmar 40hp. engine, MaxProp. SSB radio, helm VHF. Raymarine radar, chartplotter, autopilot. Dodger, bimini, shade cover. High-pressure dinghy with motor. Many conveniences added for comfort. In Bay Area. Ready to cruise!! (602) 421-9964 or (480) 330-1002.

37-FT EXPRESS, 1985. Alameda, CA. \$94,500. *Bullet* is an excellent example of the incredible Carl Schumacher-designed Express 37. *Bullet* lived in fresh water (Chicago) for 15+ years, before coming to San Francisco in 2002 where she received a complete refit and upgrade; receiving an additional refit in preparation for the 2008 Pacific Cup, where she won her division and placed 4th overall. *Bullet* has enjoyed great success on the race course, winning many local regattas, including a 3rd in the 2012 StFYC Big Boat Series. This is a turnkey Transpac or Pacific Cup boat with a well-established and competitive one-design fleet to compete against on SF Bay. See more at www.facebook.com/pages/Bullet-Express-37-For-Sale/448504885197693.

36-FT PEARSON, 1985. Sausalito, \$45,000. Priced to sell. Owned for 15 years and am 2nd owner. Equipment: Roller furling jib, Dutchman system on main, Forespar rigid vang, 3-blade feathering prop, dodger, Lifesling, life jackets, BBQ, complete kitchen setup, more. Original Yanmar diesel with only 385 hours. Original purchase receipt, owner's manual, sail plans, etc. Hauled, painted Oct '10 along with new cutlass bearing. Beautiful interior in near-new condition. Insurance survey in Feb '11 valued at \$70,000. Great boat at a great price. Located at Schoonmaker Point Marina, slip C-72. www.flickr.com/photos/rgt-pics. Contact Bobgthomas@EarthLink.net or (925) 286-8738.

37-FT RAFIKI, 1978. Long Beach, \$58,000. Beautiful boat, no teak deck, 36hp 1600 hrs., heavy duty furling for stay and genoa. New varnish, updated radar, radio, GPS, autopilot, depth, wind, speed, refrigeration, new interior. Too much to list. Contact bbfalcon@yahoo.com or (310) 251-8860.



38-FT CATALINA 380, 2000. Marina Village, Alameda, CA. \$124,500. Great Bay and coastal cruiser. Well maintained in beautiful condition. Deep keel, tall rig, all electronics, microwave, inverter, water heater, new batteries '12, new bottom '11, Westerbeke 40hp, professionally serviced, beautiful interior, 6'9" headroom, Queen aft cabin. Email for equipment list and pictures, Billsails2@yahoo.com. Call (408) 828-0837 or (916) 780-9888.

40 TO 50 FEET



44-FT CATALINA MORGAN, 2007. Seattle, WA area. \$284,500/obo. Mint condition. A real deck salon. Great bluewater cruiser. 75hp Yanmar 8+ cruising, 600 hours. New batteries, cruising spinnaker, power winches, hydronic heat, Raymarine C120, radar, autopilot, bow thruster. Trades acceptable. (408) 666-3261 or jerryfsaia@aol.com.

40-FT CHEOY LEE OFFSHORE, 1972. Monterey, CA. \$25,000/obo. Solid F/G hull, teak trim, Perkins 4-108, 100 gallons water/fuel, kerosene stove, holding tank, Sabot dinghy, haulout May 2012. New Furuno 1712 radar, CQR plow anchor. Transferrable Monterey slip. Contact (831) 238-7567 or wspaneruto@mbayaq.org.

42-FT CATALINA, 1990. South Beach Harbor, San Francisco. \$89,900. Great condition. Extensive upgrades. Full spec at: http://leluya.blogspot.com. (650) 716-4548 or leluya123@gmail.com.



42-FT TYLER SLIPPER CUTTER, 1978. Sausalito. \$35,000/obo. Priced to sell! Like Bowman 42. 50hp diesel, less than 1100 hours. radar, GPS, liferaft, Ham radio, dodger, 4000 autopilot. Two anchors plus rode. Aft double quarters, head and shower. Solar, inverter, new batteries. New \$20,000 haul craft paint. Almost new Schaefer 3100 roller furler system. (415) 729-9423.



41-FT SCEPTRE, 1986. Crescent Beach, B.C. \$168,000. Original owners. Professionally maintained. Recent survey and bottom paint. Call or email for more info and pictures. Email raceaway@shaw.ca.



48-FT BENETEAU FIRST 47.7, 2003. Sausalito, CA. \$265,000. Bruce Farr design with tall mast and deep keel performance hull. 3 staterooms 2 heads, 1 electric. 75hp turbo Yanmar with 265 hrs. 3-blade feathering prop. Bow thruster. Electric mainsail winch. Dutchman mainsail flaking and Furler headsail furling. Furuno radar on self-leveling Questus mount. B&G instruments including autopilot with remote at helm. Icom 502 VHF with remote and Icom 802 SSB. Espar heat. Xantrex 2500-watt inverter with ProSine Advanced Digital Control. Pro-Mariner galvanic isolator. Original owner. Maintained as new. (916) 969-8077 or curtis@surewest.net.

47-FT CATALINA, \$285,000. Customized bluewater ready. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, coldplate fridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, wind vane, new hard dodger, heat-air, autoprop, Much more. (916) 607-9026 or cestlavie_2000@hotmail.com.



42-FT CASCADE, 1972. Redwood City. \$40,000. New sails, watermaker, Auto-helm, new rigging, ice maker, marinized Westerbeke and more. Needs work on deck. Spent a lot, asking for less. (650) 704-2302 or galaxaura@gmail.com.

44-FT HARDIN VOYAGER, 1977. Marina Palmira, La Paz, BCS, Mexico. \$69,000. A spacious fiberglass, ketch-rigged veteran of the Sea of Cortez and west coast of Mexico. A traditional liveboard and long range blue water cruiser with rare two-cabin, two-head layout. Center cockpit with hard dodger. Recently recalculated teak decks. Aft cabin has transom windows above the thwartships queen size bunk and opening portholes for ventilation. Go to YachtWorld.com for specs. (530) 541-4654 or mortmeiers@aol.com.

J/120, 2001. San Francisco. \$180,000. Great one-design boat for the Bay. Extensive inventory. Full B&G instrumentation, GPS, Yanmar with low hours. Kevlar and carbon racing sails. Recent haulout 2012. Excellent condition. Contact (650) 363-1390, (650) 722-2389 or rich@spinnakersailing.com.



50-FT FD-12, 1981. Sea of Cortez. *Daydreamer*, an Alaska/Mexico/SoPac vet, is a 1981 50-ft FD-12, an unsinkable, flush deck w/pilothouse, cutter-rigged, medium displacement blue-water cruiser. Two staterooms forward and master stateroom aft provide excellent privacy when visitors or family are onboard. The daylight-filled, spacious nav station and galley make for easy navigation and cooking and pleasant watches during inclement weather. Critical systems have built-in redundancy for fail-safe reliability. Priced from mid \$150k range (obo), she's in sunny San Carlos, Mexico; if you can spare 2 days and can get to Tucson or Phoenix, we can drive you to the boat one day and back the next. Full info and contact details at website: www.svdaydreamer.com. Or call (928) 848-9705.



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51 FEET & OVER



41-FT NEWPORT, 1984. Bruno's Island Marina. \$49,000. Price reduced. Mexico vet, radar, GPS, autopilot, 40hp Universal diesel, solid rod rigging, 38 gal. fuel, 60 gal. water, sleeps 6, 8-ft dinghy with 9.9hp Nissan. (707) 688-0814 or (707) 290-9535 or raaddink@yahoo.com. 1200 Brannan Island Rd.



43-FT TASWELL, 1988. Alameda, CA. \$239,000. Bluewater cruiser. Major refit in 2007, then cruise perfected. Full details at website: www.yachtsoffered.com, listing: 1291827. Contact Steve. (530) 748-8010 or lotus48@att.net.



44-FT KELLY PETERSON, 1977. Daytona Beach, FL. \$95,000. Well maintained/new rigging/mast pulled, relit, repainted like new. Good access to Perkins 4326 diesel rebuilt 2009. New stainless steel diesel and water tanks. Diving equipment, great galley, sleeps 7. New electronics, inverter/charger, Navtex, Raymarine radar, Icom SSB, West Marine VHF. Fully battened main, 110 genoa, new storm sail, beautiful spinnaker. Lots of tools/equipment and parts. Sails like a dream! Left Alameda 14 years ago. More at www.grace44.com. Contact (702) 767-8323 or (702) 767-8322 or jking38701@aol.com.



45-FT GARDEN YAWL. One-off, double-end, 3 years in restoration, 98% completed, cold-molded over original strip planked, new electric motor. \$60K as is, or \$? to finish. Contact (916) 847-9064 or stevebarber046@mac.com.



40-FT CAPE DORY, 1989. San Carlos, Sonora, Mexico. \$117,500. Alberg-designed. Beautiful, capable, reliable, reputable offshore cruiser. Ready to go now! Visit our website for lots of details and photos: www.capedory40.com. Email is the best method for contact: mark@capedory40.com or call (509) 680-3101.

44-FT NORDIC, 1980. Anacortes, WA. \$179,000. Ocean capable vessel, \$200K update 2004-7. Modern, reliable and fast. Many cruising extras. Perry redesign of rig. Low hours, no blistering. (360) 668-6961 or normarsur@msn.com.



44-FT TARTAN 4400, 2003. Channel Island Harbor. \$399,000, or trade? Reduced price! Dark green hull, low hours, bow thruster, electric winches, VacuFlush heads, spinnaker, new batteries, new LP and bottom paint, numerous other options/upgrades. See test sail at: www.youtube.com/watch?v=ckZHxXEAMec. Contact amgjohn@sbcglobal.net or (530) 318-0730.



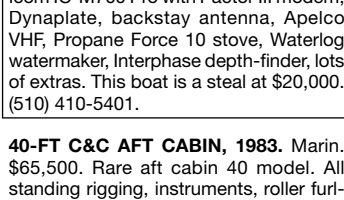
40-FT PEARSON BOUNTY II, 1961. Brisbane Marina. \$20,000. Early bulletproof fiberglass. Sailed from Hawaii. Loaded. Sloop rig, Harken roller furling. 5 sails in great condition. Yanmar 27hp 3GM30F diesel engine, 75 watt solar panel, Ampair 100 wind generator, 4 AGM batteries, Prosigne Truewave 1000 inverter, Monitor self-steering windvane, Icom IC-M700 Pro with Pactor III modem, Dynaplate, backstay antenna, Apelco VHF, Propane Force 10 stove, Waterlog watermaker, Interphase depth-finder, lots of extras. This boat is a steal at \$20,000. (510) 410-5401.



43-FT SERENDIPITY, 1980. \$70,000/obo. Lone Star. Doug Peterson's SORC Serendipity 43. A winning combination: great performance and gracious living. The perfect cruiser. Must sell now. Email for brochure (specifications and current photos): svlonestar@yahoo.com.



46-FT JEANNEAU SLOOP, 1996. Puget Sound, WA. PRICE REDUCED! \$133,000/firm. Good condition, newer North sails, newer Raymarine C-80 chartplotter, radar, Autohelm, Tri-data speed/depth, etc. Very clean below. 3 cabin, 2 head layout, inline galley, fridge/freezer, navigation station, AC, more. Contact (253) 377-1660 or sailingfans@hotmail.com.



40-FT C&C AFT CABIN, 1983. Marin. \$65,500. Rare aft cabin 40 model. All standing rigging, instruments, roller furling, hydraulic backstay, and many other improvements less than five years old. Absolutely the most boat for the money. Contact cc40sailboat@aol.com or (415) 516-1299.



42-FT CENTURION 41S, 1999. Spice Island Marina, Grenada. \$165,000. Comprehensive cruising inventory. Ocean ready. Refit 2009: new sails, rigging, upgrade of electrical and navigation systems. Watermaker, Windgen and solar panels. Owner's version with shower. Linens and dishware included. More at www.mindemoya.info. Contact (231) 620-3920 or mindemoya@gmail.com.



70-FT ANDREWS, 1995. Shelter Island, San Diego. \$395,000. *Condor* is ready for Hawaii with top boat speeds of 28.5kts. Well maintained and meeting all Transpac requirements. Great SoCal boat. Available for Transpac charter also! More at www.condor70racing.com/sale. Contact (773) 895-6106 or (847) 209-1508 or zschramm@comcast.net.



57-FT ROSBOROUGH. Gaff Rig Schooner, 1980. Emeryville Marina. \$39,900/obo. Nova Scotia-built classic pirate ship, Sailaway condition! Detroit diesel 53-3 (200hrs). Luxurious aft; Queen brass bed, washer, 2 heads, spacious main; sleeps 8+, full galley/bath, new bottom, 7 new sails. Contact (510) 593-3632 or stylesurfing@gmail.com.



53-FT ISLANDER, 1979. Sausalito. \$66,000/asking. Monitor, radar, rewired, new fuel tanks and expensive equipment. Sale by owner. <http://polaris5.weebly.com>. Call (415) 332-6585.



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64-FT OD STAYSAIL SCHOONER. Cocokai, Langkawi, Malaysia. \$199,950. Fully equipped for blue water cruising, easily shorthanded, seven sails. After 30,000 NM, change of plan requires our return to U.S. Great for family or charter. www.boatsshed.com/grp_schooner_64ft-boat-150342.html. Contact (562) 666-6178 or greg4cocokai@yahoo.com.



42-FT LAGOON 420 CATAMARAN. 2008. Belize. \$298,000. Loaded 3-cabin owner's version. Well maintained. Factory dual diesel, generator, AC, watermaker, inverter, chart plotter, new sails one year. Perfect family cruising cat. www.facebook.com/media/set/?set=a.219422708070841.63102.149453491734430. Email sotelojohn@hotmail.com.

51-FT CROSS TRIMARAN, 1994. Maui. \$60,000. Osmosis, 10 rack solar, 4 berths, wind generator, 5' fridge/freezer (AC/DC), radar, GPS, Yanmar motor, many extras. Contact: ppowers51@gmail.com or call (808) 294-1420 or (808) 298-7214.

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39-FT C&L EUROPA TRAWLER, 1980. Moss Landing, CA. \$49,500. Twin Ford diesels. Berthed at Moss Landing, North Harbor (assumable slip). Great spot to relax. Clean with lots of extras. Call (831) 713-6719.



42-FT PRESIDENT CLASSIC TRAWLER. 2003. La Paz, Baja. \$195,000. Professionally maintained since new. Single 300hp Caterpillar with 831 hours. Full electronics including A/C. Priced to sell because of poor health. See website: www.yachtworld.com and enter search keywords: 42' 2003 President. Email rlamar@pobox.com.

37-FT KHA SHING TRAWLER, 1982. Berkeley. \$65,000. Fiberglass, twin Volvo 120hp diesels. Solid, well-constructed. Airy attractive main salon, rear sundeck. Two staterooms each with own bathroom, shower tub in aft. Two berths in aft stateroom, one a double. Two berths in forward, V-berth. Warm teak interior throughout. Propane stove/oven/cabin heater, microwave. Propane barbecue on sundeck. AC/DC refrigerator; 2nd AC refrigerator. AC water heater. Diesel generator and inverter. Radar. CQR main and Danforth secondary. Berkeley Marina. Possible liveaboard. (510) 457-5501.

CLASSIC BOATS



32-FT DOUBLE ENDER TEHANI, 1926. Sausalito. \$30,000/obo. Classic Danish yacht in beautiful shape. Regularly sailed and always maintained. Email me for pictures/info, pgaetani@gmail.com. Call (415) 246-7712.



33-FT SEAWIND 1000, 1998. Los Angeles. \$135,000/obo. The boat has just returned from 4 years in Mexico, and has been surveyed and is strictly sound, but needs a lot of details. It has new motors, sails, canvas, hull paint and thru hulls. Have a bid for the windows at \$1,700. Wax and clean hull: \$500. Fix loose wires and plumbing: \$750. It's a great boat, needs details worked out. (Photo is sistership.) Contact Frank (512) 750-5735 or Cabosportsfrank@yahoo.com.

43-FT VIKING MOTORYACHT, 1978. Peninsula. \$59,900. Viking is well known for their quality engineering and rugged construction. This vessel is equipped with twin Detroit diesel 6-71s, Onan 7.5Kw generator, new main fuel tanks, new canvas flybridge enclosure, dripless seals, cutlass bearings, new heavy duty AGM 8D batteries, master stateroom Queen walkaround, VacuFlush head system with Tankwatch monitor. She has been well taken care of with light use. (650) 400-9813.



33-FT BALTZER VOYAGER, 1946. San Rafael. \$12,500 FIRM. *Whitecap* is a classic liveaboard. She is as sturdy as a northern white oak of which she is built. Strong Chrysler 318 engine. For more pictures go to website provided: www.whitecaptour.shutterfly.com. (415) 305-8061 or jbarney20@gmail.com.



58-FT SCHOONER, 1925. Port Townsend. \$139,000. *Suva*, is a staysail schooner designed by Ted Geary. A gorgeous and sound classic yacht built almost entirely of Burmese teak. LOD 58', beam 14', draft 6'6". With dual station steering she is comfortable. Her rig is easily handled and she sails wonderfully. She is in very good condition. See www.schoonerforsale.com. Contact schoonersuva@gmail.com or (360) 643-3840.

34-FT GEMINI 105MC, 2005. Redwood City, CA. \$129,900. Great family or race boat. Perfect for San Francisco Bay, coast, Mexico, beyond. Fast; easy to sail singlehanded without heeling. Spacious deck, 3 bedroom interior. Elegant and comfortable. See website. <http://loonasea.gibbons.web.stanford.edu>. Contact loon.asea@yahoo.com or (650) 380-3343.

30-FT MONTEREY CLIPPER. Tiburon/Belvedere. \$3,500. Launched 1929. Fishing and pleasure boat. 2-71 Detroit diesel. Includes a head, radio, compass, depth sounder, fish finder, downrigger and more. Surveyed May 2009. Call Harry. (415) 717-2926.



40-FT TIARA 4000, 1994. Napa Yacht Club. \$110,000/obo. Combo sale with Napa house/dock: \$850,000. (See listing in "Property Sale/Rent"). Well-built boat with beautiful interior. Email for details and pictures. Also see more boating "stuff" listing in Gear (online only). (707) 227-9667 or mv-omega@comcast.net.

41-FT LITTON DIESEL TRAWLER. 1979. Baja Mexico. \$39,900. For sale: a place to live, a place to play. On its own mooring (\$35/mo.) in Puerto Escondido, Baja, California - 15 miles from Loreto. The marina has fuel, a boatyard with a 50 ton travel lift and dry storage. The water is safe, drinkable from the tap. A beautiful way to enjoy the sea; fishing, diving, abundant wildlife, cruising friends. Motor out to nearby islands with beautiful beaches and abundant anchorages. Dive among the sea life and rocky cliffs. Fish from your boat or troll in the skiff. *Siempre Sabado (Always Saturday)* is well maintained and sound. So buy yourself a new lifestyle without a crippling expense. www.yachtworld.com/lindasingletonys. Email morganted50@gmail.com.



38-FT CHAMBERLIN CAT, 1992. Nevis St Kitts, Caribbean. \$85,000. Custom composite Vac-bagged Divinycell/Vynylester/Biax racer/cruiser. 2 doubles, 1 head, galley up, bridgedeck with seated headroom (4'6", 5'9" in hulls). Queensland-built, 20,000 ocean miles. Must sell. Email sydeva@gmail.com.

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CATALINA 380, 2001. Sausalito Yacht Harbor. Full electronics, chartplotter, autopilot, and radar. New furling main and jib (2011), Quantum cruising chute, Yanmar 40 with low hours, dodger, electric winlass. Professionally maintained. Equipped for sailing and cruising: 2 cabins, centerline berths, innerspring mattresses, refrigerator, microwave, flat screen HDTV/DVD, electric head, and separate shower. Includes dinghy and outboard. Beautifully finished interior in Ultraleather and Corian. Equity share available, as low as \$335/month, depending on usage. (707) 421-0366 or CSMSam@aol.com.



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WANTED

SANTA CRUZ HOUSE TRADE WANTED. For Santa Cruz Race Week, May 25- June 1. Trade for Tiburon condo, 2 bdms/1 bath. Close to sailing and other Bayside recreation, wine country, beaches, bike path, hiking. Quick, easy commute to SF waterfront. Community pool, high-speed Wi-Fi, washer/dryer. Non-simultaneous trade OK. See website for more info: www.digsville.com/listing_photos.asp?id=34. Contact (415) 383-8200, ext.103 or chris@latitude38.com.

LOOKING FOR PARTNERSHIP on small catamaran. San Francisco Bay. Negotiable. Looking for partnership on small catamaran on the Bay. Have 18-ft Hobie Cat in Santa Cruz and 38-ft keelboat in SF Bay. Would like to sail a small cat (wetsuit + trapeze) in SF without trailering from Santa Cruz to the Bay and back. If you have a small cat "near" a ramp and need/want experienced sailors to help you with it let us know. Contact (831) 297-3059 or pierre.patino@gmail.com.

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SAIL: NORTH 'GENNAKER'. Asymmetrical for sale. SF Bay Area. \$1,200. Experience off-the-wind acceleration! Red/white/blue North gennaker 3/4oz, including full North snuffer/sleeve, all in excellent condition for 48-foot mast. Details and photo via email request. buglight2010@hotmail.com.

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MISCELLANEOUS



ROSSIGNOL 195 CM SKIS. Tiburon. \$18. Rossignol Progress skis. 195 cm long. In very good condition, but older bindings. Contact Chris. (415) 383-8200, ext.103, (415) 250-9334 or chris@latitude38.com.

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SANTA CRUZ HOUSE TRADE WANTED. For Santa Cruz Race Week, May 25- June 1. Trade for Tiburon condo, 2 bdms/1 bath. Close to sailing and other Bayside recreation, wine country, beaches, bike path, hiking. Quick, easy commute to SF waterfront. Community pool, high-speed Wi-Fi, washer/dryer. Non-simultaneous trade OK. See website for more info: www.digsville.com/listing_photos.asp?id=34. Contact (415) 383-8200, ext.103 or chris@latitude38.com.

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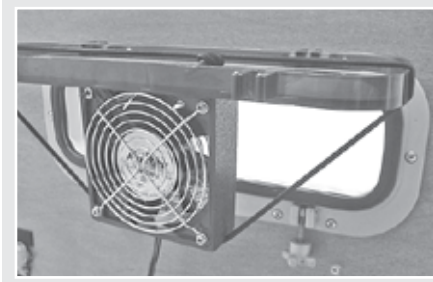
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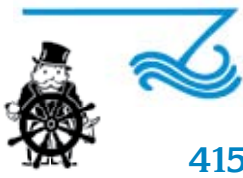
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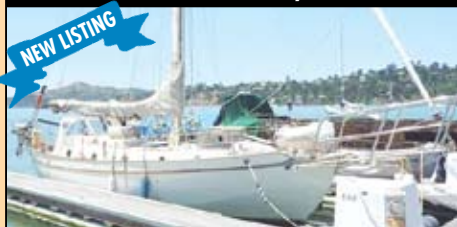
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