

Latitude 38

# Latitude 38

VOLUME 430 April 2013

WE GO WHERE THE WIND BLOWS



APRIL 2013

VOLUME 430





This is a great place to be in April. It's a time of year when warmer weather begins and flowers and trees start to blossom. Celebrate the coming of this season on your boat. From Grand Marina you'll be out on the San Francisco Bay in minutes and come back to a retreat...a perfect way to lift your spirits after a long winter!

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# What a Fiasco!

Come see us  
in booth #213-216  
at the Strictly Sail  
Pacific boat show  
April 11-14

It was a fiasco. But it's supposed to be. San Francisco Bay's Singlehanded Sailing Society held its annual Three Bridge Fiasco on January 26. And as fiascos go, it did not disappoint. There was light air, heavy air, and plenty of current to challenge the more than 350 single- and doublehanded, mono- and multihull competitors.

The rules are simple enough; the tactics, not so much. Round a fixed mark by the Golden Gate Bridge, Red Rock by the Richmond/San Rafael Bridge, and Treasure Island by the Bay Bridge; in any order and in any direction. Oh, and starts are staggered based on each boat's handicap.

Buzz Blackett's Pineapple Powered Class 40, *California Condor*, sailed by Buzz and the boat's designer, Jim Antrim, was the first monohull to cross the finish line, finishing ahead of 266 other doublehanded monohulls.

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Cover: The Open 5.70 fleet tear it up along the Cityfront  
in St. Francis YC's Spring One Design.

Photo by Roxanne Fairbairn

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

## SELECT BROKERAGE



Beneteau 393, 2003  
\$144,000



Bruce Roberts 55' Center Cockpit Cutter,  
1987 \$220,000



Island Packet 380, 1999  
Galatea \$219,000

### SAIL

55'	Roberts center cockpit	1987	\$220,000
51'	Beneteau Cyclades	2006	215,000
50'	CSK catamaran ketch	1970	75,000
48'	Beneteau First 47.7	2000	190,000
46'	Beneteau Oceanis 46	2008	289,000
46'	Beneteau Oceanis 461	1998	174,000
45'	Jeanneau Sun Odyssey	2007	290,000
42'	Beneteau 423	2004	175,000
41'	Tartan 4100	2004	324,500
41'	Tartan 4100	2001	237,500
41'	Dehler DS	1998	145,000
40'	Beneteau 40	2009	199,000
40'	Beneteau First 40.7	2001	155,000
39'	Beneteau 393	2003	144,000
38'	Beneteau 381	1999	89,000
38'	Beneteau Moorings	1991	35,000
38'	Ericson 38-200	1988	63,000
38'	Island Packet 380	1999	219,000
37'	Pacific Seacraft yawl	1984	119,000
36'	Beneteau 361	2000	89,900
36'	Beneteau 36.7	2010	144,000
36'	Pearson 36-II	1985	57,900
36'	Catalina	1989	47,500
36'	Hunter sloop	2004	94,500
35'	Island Packet	1991	139,000
33'	Beneteau 331	2004	84,900
33'	Beneteau 331	2003	79,900
32'	J/32	1997	79,000
30'	Beneteau First 30	2011	149,000

### POWER

61'	Mikelson PH Sportfisher	2002	995,000
58'	Offshore Pilothouse	1995	795,000
53'	Navigator CPMY	1998	225,000
43'	Wellcraft Portofino	1988	49,000
38'	Bayliner 3818 Motoryacht	1988	57,000

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**Friday Night, April 12: VIP Mojito Cocktail Party**

Private boat tours and party by invitation. Call to RSVP.

**Saturday, April 13: Visit America's Cup Pavilion**

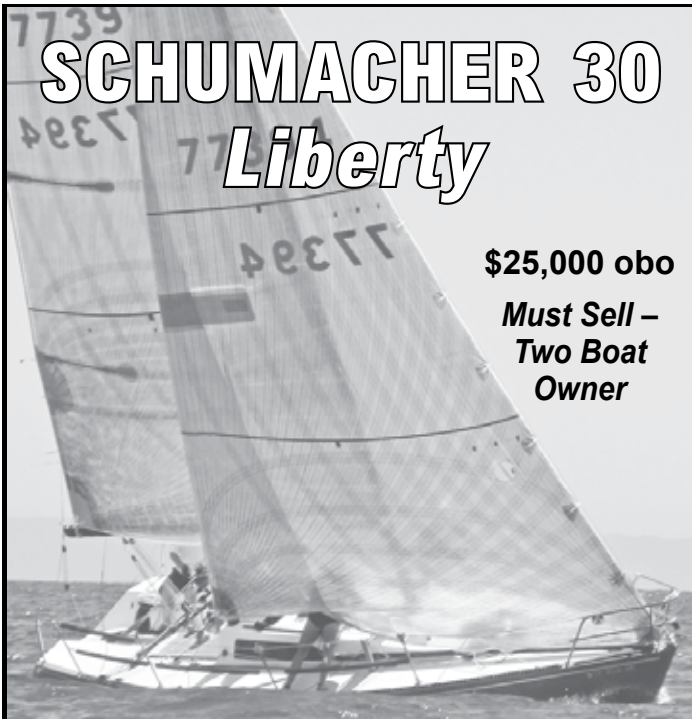
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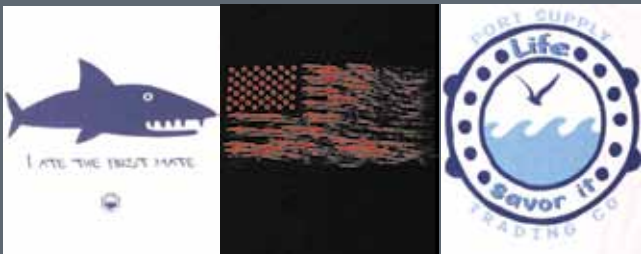


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# CALENDAR

## Non-Race

**Apr. 1, 1851** — The schooner *America* was set to be launched on this day, but it took another month for her keel to get wet.

**Apr. 1** — You'd be a fool not to go sailing today!

**Apr. 2-8** — *Lady Washington* and *Hawaiian Chieftain* continue their Northern California tour in Bodega Bay with tours, educational programs and Adventure Sails. **4/11-17**: Eureka; **4/19-29**: Crescent City. See [www.historicalseaport.org](http://www.historicalseaport.org) for a full schedule and pricing.

**Apr. 3-24** — 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.stfy.com](http://www.stfy.com).

**Apr. 6** — Chantey Sing aboard a historic vessel at Hyde St. Pier, 8 p.m.-12 a.m. Free. RSVP to [peter\\_kasin@nps.gov](mailto:peter_kasin@nps.gov).

**Apr. 7-28** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Apr. 9** — 'The Ships & Voyages of Capt. WH Marston' talk by the captain's great-grandson at Maritime Library at Fort Mason, 6 p.m. \$5. Info, [www.maritime.org](http://www.maritime.org).

**Apr. 11** — Are you a single boatowner needing 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](http://www.singlesailors.org) or (510) 239-7245.

**Apr. 11** — 'Highlights of a Sailing Life' presentation by cruising guru Jimmy Cornell at Corinthian YC, 6:30 p.m. \$10. RSVP, [www.cyc.org](http://www.cyc.org) or (415) 435-4771.

**Apr. 11** — OYRA Season Kick-Off Party at Berkeley YC, 6:30 p.m. Guest speaker Sally Honey. Info, [www.oyra.org](http://www.oyra.org).

**Apr. 11-14** — Strictly Sail Pacific at Jack London Square. Info, [www.strictlysailpacific.com](http://www.strictlysailpacific.com).

**Apr. 12, 1903** — Designed by Nat Herreshoff at nearly 144 feet, *Reliance* still holds the title of the largest defender of the America's Cup. She was launched this day.

**Apr. 13** — Berkeley Bay Festival at Berkeley Marina, 11 a.m.-4 p.m. Free music, sailboat rides (courtesy of Cal Sailing Club), and more. Info, [www.ci.berkeley.ca.us/BayFestival](http://www.ci.berkeley.ca.us/BayFestival).

**Apr. 13** — 'Having Fun in the Delta' talk at Sausalito's Bay Model, 2-3 p.m. Find out some of the fun things your family can explore. Info, [www.spn.usace.army.mil](http://www.spn.usace.army.mil).

**Apr. 13** — Spaulding Wooden Boat Center Open House in Sausalito, 11 a.m.-3 p.m. Free boat rides and tours. Info, [www.spauldingcenter.org](http://www.spauldingcenter.org).

**Apr. 13** — Santa Rosa Sailing Club's Upper Petaluma River Cruise. Info, [www.santarosasailingclub.org](http://www.santarosasailingclub.org).

**Apr. 13** — 'Music of the Sea for Kids' aboard *Balclutha* at Hyde St. Pier, 3 p.m. Vessel admission (under 16 free). Info, (415) 447-5000.

**Apr. 17, 1835** — J.P. Morgan, two-time America's Cup winner aboard *Columbia*, was born today.

**Apr. 20** — Opening Day on the Delta Parade. Starts at noon in front of Pittsburg YC on the San Joaquin River. Info, [www.pittsburgyc.com](http://www.pittsburgyc.com).

**Apr. 21** — Swap Meet and Open House at Berkeley YC, 6 a.m. Info, [www.berkeleyyc.org](http://www.berkeleyyc.org) or (510) 843-9292.

**Apr. 22** — Celebrate Earth Day on the liquid part!

**Apr. 25, 1719** — *Robinson Crusoe* was published this day.

**Apr. 25** — Boatrides & Barbecues fundraiser for Cass Gidley Marina & Sausalito Community Boating Center at Dunphy Park, 4:30-6:30 p.m. Free boat rides, music & BBQ. Info, [www.cassgidley.org](http://www.cassgidley.org).

**Apr. 25** — Sail under the full moon on a Thursday night.

**Apr. 27** — Treasure Island Sailing Center Opening Day

# FARALLONE YACHT SALES

Come see the 2012 Boat of the Year Tartan 4000 and the Catalina 385 and Ranger 31 Trailerable Tug at Strictly Sail Pacific, April 11-14, Jack London Square. Please visit [www.faralloneyachts.com](http://www.faralloneyachts.com) for details.



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2006 Catalina 42 MkII Cherokee Eagle \$227,500



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Catalina 470, 2011 .....	\$365,000
Catalina 470, 2005 .....	327,000
Catalina 470, 1999 .....	<b>SOLD!</b>
Catalina 42 MkII, 2006 .....	227,500
Catalina 42 MkII, 2005 .....	199,900
Catalina 42 MkII, 2000 .....	<b>NEW LISTING!</b> 149,900
Catalina 400 MkII, 2003 .....	<b>NEW LISTING!</b> 192,000
Catalina 400, 2001 .....	<b>REDUCED!</b> 164,900
Catalina 380, 1998 .....	<b>NEW LISTING!</b> 139,900
Catalina 375, 2009 .....	223,000
Catalina 36 MkII, 2004 .....	130,000
Catalina 36 MkII, 2001 .....	<b>REDUCED!</b> 95,000
Catalina 36, 1995 .....	75,000
Catalina 36, 1983 .....	<b>REDUCED!</b> 51,900
Catalina 350, 2005 .....	<b>REDUCED!</b> 124,900

Catalina 350, 2003 .....	<b>REDUCED!</b> 99,000
Catalina 34, 2003 .....	<b>REDUCED!</b> 93,500
Catalina 34, 1990 .....	<b>REDUCED!</b> 45,000
Catalina 34, 1989 .....	47,500
Catalina 34, 1987 .....	49,000
Catalina 310, 2000 .....	<b>REDUCED!</b> 74,900
Catalina 30, 1984 .....	33,000
<b>Preowned Sailing Yachts</b>	
Beneteau 473, 2006 .....	288,500
Norseman 447, 1984 .....	199,000
Tartan 4100, 2004 .....	<b>REDUCED!</b> 324,500
Beneteau 393, 2006 .....	<b>NEW LISTING!</b> 139,500
Island Packet 380, 1999 .....	209,000
C&C 38, 1979 .....	41,000
Hunter 37, 1987 .....	49,000
Hunter 356, 2003 .....	<b>REDUCED!</b> 84,995
O'Day 34, 1982 .....	<b>NEW LISTING!</b> 32,000
Ericson 32, 1970 .....	28,000

Hunter 31, 2007 .....	<b>SOLD!</b>
<b>New Ranger Tugs (base price)</b>	
Ranger 31 Tug, 2013 .....	<b>NEW MODEL YEAR!</b> 279,937
Ranger 29 Tug, 2013 .....	<b>NEW MODEL YEAR!</b> 229,937
Ranger 27 Tug, 2012 .....	159,937
Ranger 25SC Tug, 2012 .....	129,937
Ranger 21EC Tug, 2011 .....	49,937
<b>Preowned Ranger Tugs</b>	
Ranger 29 Tug, 2011 .....	224,000
Ranger 29 Tug, 2010, in Washington State .....	189,900
Ranger 25SC Tug, 2010, incl. trailer .....	<b>REDUCED!</b> 119,000
Ranger 25 Tug, 2008 .....	120,000
Ranger 21EC Tug, 2009 .....	47,500
Ranger 21EC Tug, 2009 .....	<b>SOLD!</b>
<b>Preowned Power Yachts</b>	
Stephens 70 Classic Motor Yacht, 1966 .....	1,100,000
Cheoy Lee 66 Ocean Trawler, 1987 .....	<b>REDUCED!</b> 449,999
Ocean Alexander 44 .....	165,000



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## CALENDAR

celebration, 11 a.m.-4 p.m. Free sailboat rides, music, games & food. Info, [www.tisailing.org](http://www.tisailing.org).

**Apr. 27** — Marine Swap Meet at Martinez Marina, 8 a.m.-1 p.m. Info, (925) 313-0942.

**Apr. 27** — 'Navigating the Bay' talk at Sausalito's Bay Model, 1:30-2:30 p.m. Info, [www.spn.usace.army.mil](http://www.spn.usace.army.mil).

**Apr. 27** — 'Understanding San Francisco Bay Currents, Tides & Winds' talk at San Jose West Marine, 1-2:30 p.m. Free. RSVP, (408) 246-1147.

**Apr. 27** — North U. Trim Seminar at Coos Bay YC (OR), 9 a.m.-4:30 p.m. \$85-115. Info, [www.northu.com](http://www.northu.com).

**Apr. 27** — Maritime Crafts for Kids at SF Maritime National Historical Park's Hyde St. Pier, 3-4 p.m. Free. Info, [john\\_cunnane@nps.gov](mailto:john_cunnane@nps.gov) or (415) 447-5000.

**Apr. 27-28** — CharterFest & Boat Show at Squalicum Harbor in Bellingham, WA, 10 a.m. Free. Info, (360) 676-2542 or [www.portofbellingham.com/charterfest](http://www.portofbellingham.com/charterfest).

**Apr. 28** — Opening Day on the Bay! Don't miss the blessing of the fleet in Raccoon Strait, 10:30 a.m.-noon (enter from the east). Info, [www.picya.org](http://www.picya.org).

**Apr. 28** — Celebrate Opening Day in style with the Golden Gate Tall Ship Society aboard *Freda B*, 10:30 a.m.-2 p.m. \$35-85. See [www.ggtss.org](http://www.ggtss.org) for info or tickets.

**Apr. 28** — Cal Sailing Team Fundraising Gala and Silent Auction at UC Berkeley Haas Club Room, 5-8 p.m. \$45 for dinner. RSVP at [new.evite.com/1/MCSUZBBI00](http://new.evite.com/1/MCSUZBBI00).

**April, 1983** — It Was Thirty Years Ago from the article 'South Pacific Milk Run: Palmerston Island' by John Neal:

Having enjoyed an exciting stay at Aitutaki, Milk Runners may want to make their next stop at tiny Palmerston Island, only 184 miles WNW of Aitutaki. This passage is usually a run, or at least a broad reach. Time your departure from Aitutaki so that you'll arrive at Palmerston just before noon.

The encircling reef of Palmerston is only five by seven miles. It's just a string of tiny islets, or motus, strung together along the reef with a small, shallow lagoon inside. The total land area of the inhabited islet is only about 100 acres. Only one half mile in diameter, it averages only three feet above sea level. Captain Cook was the European discoverer of Palmerston in 1774; he named the island in honor of the second Viscount Palmerston, who was then Lord of the British Admiralty. In 1860, Englishman William Marsters, who had previously been working in the California Gold Rush, came to Palmerston and settled there with his four Cook Island wives. (Lucky fella!) These wives begat him 17 children, who in turn produced 54 grandchildren. By the sixth generation, there were over 1500 Marsters. Most of today's Marsters live on the other Cook Islands or in New Zealand. The population of Palmerston in 1983 is only 55.

It's common for small islands in the South Pacific to keep notebooks with the stories and photos of the different yachts and ships that call there. This is done, but with a bit of a twist. The notebook is kept of the yachts and ships that are wrecked there, since they nearly outnumber those that have stopped intentionally. Effects of the wrecks are everywhere on this naturally resource-poor island: a storm jib is used at one home to dry coconuts, the mast of a yacht for a radio antenna on another, and some of the old 18"x18" Douglas fir left from a shipwreck sank into the coral to provide protection in hurricanes.

Before setting out for Palmerston from either Raro or Aitutaki, you should inquire if there are any supplies or mail that need to be delivered. Being so isolated, this courtesy can generate great happiness. Upon our arrival, we delivered two small packages from Marster relatives on Aitutaki. The folks

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Custom design built for world cruising. Asking **\$615,000**



**Tayana 55, 1988, Samadhi V**  
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**47' Beneteau 473, 2006 Done Dealing**  
Clean, well maintained, great price.  
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**Pacific Seacraft 40, 1999**  
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Must see, beautifully maintained classic cruising boat. Asking **\$289,000**



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Race, cruise, the J/109 guarantees fun! **\$184,900**



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Clean, well maintained, great price.  
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Asking **\$189,000**

70' Catamaran, '04, <i>My Way Forever</i> .....	\$2,453,700	40' J/120, '01, <i>Vahevala</i> .....	\$169,950	34' J/34, '85, <i>The Zoo*</i> .....	\$29,900
55' Tayana CC, '88, <i>Samadhi V</i> .....	\$249,000	40' J/120, '94* .....	\$139,000	34' MJM 34z, '05* .....	\$259,000
52' Santa Cruz 52, '99, <i>Renegade</i> .....	\$495,000	40' Pacific Seacraft, '99, <i>DreamKeeper</i> ...Reduced	\$289,000	33' J/100, '05, <i>Reddy Freddie</i> .....	New Listing \$99,000
52' TransPac w/IRC mods, '03, <i>Braveheart*</i> .....	\$395,000	39' Silverton 351 Sedan Cruiser, '99 .....	<b>SOLD</b>	33' Synergy 1000, '99, <i>After Burner</i> .....	\$49,000
50' Bakewell-White, '02, <i>Brisa</i> .....	\$615,000	39' Silverton MY39, '00 .....	New Listing \$149,000	32' Luhrs Open 32, '03, <i>Mad Dash</i> .....	\$114,900
48' J/145, Hull #9, '03* .....	\$675,000	39' Carroll Marine CM 1200, '95* .....	Reduced \$44,900	32' Catalina 320, '95* .....	Reduced \$47,000
48' C&C Landfall 48, '81, <i>Footloose</i> .....	Pending \$159,995	38' True North 38, 2002, <i>Ricochet</i> .....	<b>SOLD</b>	30' Columbia 30, '06, <i>Escudero</i> .....	<b>SOLD</b>
48' 1D48, '96, <i>Chaya</i> .....	<b>SOLD</b>	38' Aerodyne 38, '03, <i>Kira</i> .....	\$189,000	30' J/30, '79* .....	\$26,000
47' Beneteau 473, '06, <i>Done Dealing</i> .....	\$269,900	38' Alerion, '07* .....	\$229,000	30' Knarr, '61, <i>Sophia</i> .....	\$60,000
45' Jeanneau Sun Odyssey, '08* .....	Reduced \$289,000	36' J/111, '11, <i>Invisible Hand</i> .....	<b>SOLD</b>	30' Peterson Half Ton* .....	\$14,900
44' Fox 44, '06, <i>Ocelot</i> .....	\$253,000	36' J/109, '05, <i>Symmetry</i> .....	New Listing \$184,900	30' Scout 30, '80, <i>Zelda</i> .....	\$49,500
43' J/130, '96, <i>RAM</i> .....	\$210,000	36' J/109, '03* .....	\$185,000	29' MJM 29z, '07* .....	\$269,000
43' J/130, '96* .....	\$184,000	36' Sydney 3600, '02 <i>Fins</i> .....	<b>SOLD</b>	28' J/28, '87* .....	\$32,000
42' Beneteau 423, '07* .....	\$204,500	35' J/105, '00, Hull #355, <i>Whisper</i> .....	\$84,900	28' Alerion Express, '02* .....	<b>SOLD</b>
41' J/124, '06 .....	\$239,000	35' J/105, '99, <i>Life Is Good*</i> .....	\$68,900	26' J/80, '06, <i>J Hawk</i> .....	<b>SOLD</b>
40' J/122, '09* .....	\$399,000	35' J/105, '92, <i>Vim</i> .....	\$75,000	26' J/80, '00* .....	\$29,900
40' J/120, '02, <i>Alchera</i> .....	<b>SOLD</b>	35' Ericson, '72, <i>Mer-E-Dol</i> .....	New Listing \$23,000		

\* Denotes Seattle Boats

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## CALENDAR

on Palmerston were so excited to get them, they said it was just like Christmas. At this time, they hadn't seen a ship in seven months.

These are extremely generous people, and if you wish to bring a gift or two, we suggest boatbuilding supplies, fishing gear, colorful fabric, clothes and cassettes.

Many folks who have done the Milk Run have been surprised to discover that the idyllic little anchorages have not been the highlights of their cruise, but rather rarely-visited islands such as Palmerston, where there have been few changes in the last 80 years. This may well be the case with you.

**May 1-4** — Cabo Marine Show at IGY Marina in Cabo San Lucas. Info, [www.cabomarineshow.com](http://www.cabomarineshow.com).

**May 2** — 'Women Sailors Rock!' presentation by an expert panel of women racers and cruisers at Corinthian YC, 6:30 p.m. Free. Co-hosted by CYC & Modern Sailing School and Club. RSVP at [www.cyc.org](http://www.cyc.org) or (415) 435-4771.

**May 4** — Nautical Swap Meet at Ballena Isle Marina, 8 a.m.-2 p.m. Info, (510) 523-5528 or [jhook@ballenaisle.com](mailto:jhook@ballenaisle.com).

**May 4** — Nautical Swap Meet at Owl Harbor Marina (Isleton), 9 a.m.-3 p.m. Part of the Delta Loop Fest. Info, (916) 777-6055 or [info@owlharbor.com](mailto:info@owlharbor.com).

**May 4, 18, 25, June 1** — Saturday Film Series at Richmond YC, 4 p.m. Free, all welcome. Info, [www.richmondyc.org](http://www.richmondyc.org).

**May 18** — Opening Day on South Bay! Boat parade, blessing of the fleet, live music & fun for the whole family. Info, [www.southbayopeningday.org](http://www.southbayopeningday.org) or [www.sequoiayc.org](http://www.sequoiayc.org).

**May 18-19** — Corinthian YC presents its annual Women's Sailing Seminar. A terrific low-stress way to learn how to sail. \$250. Info, [www.cyc.org/WSS](http://www.cyc.org/WSS).

### Racing

**Apr. 6** — 25th America's Schooner Cup in San Diego, a spectacular regatta featuring (you guessed it) schooners from up and down the coast. Proceeds from the race and Sunday's concert benefit the Navy-Marine Corps Relief Society. Contact Silver Gate YC at [manager@sgyc.org](mailto:manager@sgyc.org) or (619) 222-1214 to enter your schooner or find out more.

**Apr. 6** — Bullship Regatta, the annual running of El Toros from Sausalito to the Cityfront. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**Apr. 6** — Women Skippers Regatta. SYC, [www.sausalito yachtclub.org](http://www.sausalito yachtclub.org).

**Apr. 6** — Spring Tune-Up Race, the mother of all beer can races. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Apr. 6** — Summer #1. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Apr. 6** — Andy Byrd Memorial Race. CPYC, [www.cpyc.org](http://www.cpyc.org).

**Apr. 6, 20** — April Regatta at Spring Lake. Santa Rosa SC, [www.santarosasailingclub.org](http://www.santarosasailingclub.org).

**Apr. 7** — Spring Series #3. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Apr. 13** — YRA-WBRA #1. GGYC, [www.yra.org](http://www.yra.org).

**Apr. 13** — Doublehanded Long Distance #2. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Apr. 13** — Mercury Series #2. EYC, [www.encinal.org](http://www.encinal.org).

**Apr. 13** — Don Wan Regatta. TYC, [race@tyc.org](mailto:race@tyc.org).

**Apr. 13-14** — BYC's 41st annual Rollo Wheeler Regatta. One design & PHRF buoy races on Saturday, pursuit race on Sunday. Bobbi, (925) 939-9885 or [bobbi@ifcbat.com](mailto:bobbi@ifcbat.com).

**Apr. 13-14** — Big Dinghy. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Apr. 13-14** — Harken Opti Challenge #2. SFYC, [www.sfyf.org](http://www.sfyf.org).

**Apr. 13-14** — Ski/Sail National Championships on Lake Tahoe. Every sailor must ski, every skier must sail, and all



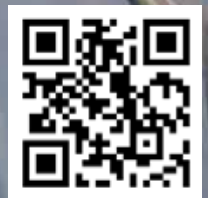


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*Photo by Shana Bagley*

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# CALENDAR

- must party! TahoeYC, [www.skisail.com](http://www.skisail.com).
- Apr. 14** — Estuary Cup. EYC, [www.encinal.org](http://www.encinal.org).
  - Apr. 16-21** — America's Cup World Series racing concludes in Naples, Italy. See [www.americascup.com](http://www.americascup.com) for details.
  - Apr. 20** — YRA-OYRA Crewed Lightship. StFYC, [www.yra.org](http://www.yra.org).
  - Apr. 20** — NBC #1 (Bridges). VYC, [www.vyc.org](http://www.vyc.org).
  - Apr. 20** — Spring One Design #1. SCYC, [www.scyc.org](http://www.scyc.org).
  - Apr. 20** — Horsfall-Vincent Regatta. CYC, [www.cyc.org](http://www.cyc.org).
  - Apr. 20-21** — J/Fest, one-design and PHRF racing for the J/boat faithful. StFYC, (415) 563-6363 or [www.stfyc.com](http://www.stfyc.com).
  - Apr. 20-21** — Resin Regatta, for Melges 24s, Open 5.70s, Express 27s and Etchells. SFYC, (415) 789-5647 or [www.sfyc.org](http://www.sfyc.org).
  - Apr. 20-21** — Silver PCCs. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).
  - Apr. 20-21** — Laser Short Course Championship in McCovey Cove. SBYC, [www.sbyc.org](http://www.sbyc.org).
  - Apr. 20-21** — Camellia Cup on Folsom Lake, for centerboards, multihulls and keelboats. FLYC, [www.flyc.org](http://www.flyc.org).
  - Apr. 21** — Baxter/Judson #1. PresYC, [www.presidioyachtclub.org](http://www.presidioyachtclub.org).
  - Apr. 21** — Spring Series #4. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).
  - Apr. 21** — Spring #1 on Fremont Lake. Fremont Sailing Club, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).
  - Apr. 26-28** — 66th Lexus Newport to Ensenada Race, one of the largest international yacht races. Info, [www.nosa.org](http://www.nosa.org).
  - Apr. 27** — YRA-WBRA #2. RYC, [www.yra.org](http://www.yra.org).
  - Apr. 27** — Singlehanded Sailing Society's Round the Rocks Race. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).
  - Apr. 27** — Small Boat Spring #1. EYC, [www.encinal.org](http://www.encinal.org).
  - Apr. 27** — Twin Island Series #1, a choose-your-direction race around Alcatraz and Angel Islands. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).
  - Apr. 27** — Singlehanded #2. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).
  - Apr. 27** — Trans-Folsom Champagne Challenge on Folsom Lake. Info, [www.flyc.org](http://www.flyc.org).
  - Apr. 27** — 29th Annual Konocti Cup, a 26-mile marathon on Clear Lake. Info, [www.kbsail.com](http://www.kbsail.com).
  - Apr. 28** — Spring Series #5. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).
  - May 4-5** — The 113th annual Great Vallejo Race, one of the biggest races on the Bay, which also serves as the YRA season opener. Info, (415) 771-9500 or [www.yra.org](http://www.yra.org).
  - May 4-5** — Elvstrom Zellerbach. StFYC, [www.stfyc.com](http://www.stfyc.com).
  - May 4-5** — Commodore's Cup. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).
  - May 4-5** — Hobie Kick-Off. SCYC, [www.scyc.org](http://www.scyc.org).
  - May 4** — Long Distance #2. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).
  - May 5** — Spring Series #6. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).
  - May 11** — YRA Series Race 1. BYC, [www.yra.org](http://www.yra.org).
  - May 11** — Annual El Toro Flight of the Bulls at Foster City Boat Park. Info, [www.eltoroyra.org](http://www.eltoroyra.org).
  - May 11** — X-Bay Regatta. CYC/SBYC, [www.cyc.org](http://www.cyc.org).
  - May 11** — Summer #2. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).
  - May 11** — Mercury Series #3. EYC, [www.encinal.org](http://www.encinal.org).
  - May 18** — Singlehanded Farallones Race, a rite of passage for local solo sailors. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).
  - May 31-June 2** — Moore 24 Nationals. SCYC, [www.moore24.org](http://www.moore24.org).
  - May 31-June 2** — Santa Cruz 27 Nationals. SCYC, [www.sc27.org](http://www.sc27.org).
  - June 15** — YRA-OYRA Full Crew Farallones Race. SFYC, [www.yra.org](http://www.yra.org).
  - July 4-Aug. 30** — Louis Vuitton Cup, the America's Cup Challenger Series, will whittle down the competition for the final blow-out in September. [www.americascup.com](http://www.americascup.com)



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## CALENDAR

**July 8, 11, 13** — 47th L.A. to Honolulu Race, better

known as the TransPac, starts. Info, [www.transpacrace.com](http://www.transpacrace.com).

**Sept. 1-4** — The AC45 action heats up again with the Red Bull Youth America's Cup, pitting 10 teams made up of the world's best young sailors against each other in one of the Bay's most challenging sailing months. [www.americascup.com](http://www.americascup.com).

**Sept. 7-21** — Two teams will duke it out — and hopefully stay upright — in the 34th America's Cup. Expect AC Fever to overshadow every aspect of Bay sailing in September! [www.americascup.com](http://www.americascup.com).



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**BALLENA BAY YC** — Friday Night Grillers: 4/5, 4/19, 5/3, 5/17, 5/31, 7/12, 7/26, 8/9, 8/23, 9/6, 9/20. Gary Helms, (510) 865-2511 or [garyhelms44@gmail.com](mailto:garyhelms44@gmail.com).

**BAY VIEW BOAT CLUB** — Spring Monday Night Madness: 4/15, 4/29, 5/13, 5/27, 6/10, 6/17 (make-up). Arjan Bok, (415) 310-8592 or [bayviewracing@sbcglobal.net](mailto:bayviewracing@sbcglobal.net).

**BENICIA YC** — Thursday nights: April-September. Grant, (510) 230-3649 or [harlessgrant@sbcglobal.net](mailto:harlessgrant@sbcglobal.net).

**BERKELEY YC** — Every Friday night: 4/5-9/27. Paul Kamen, (510) 540-7968 or [pk@well.com](mailto:pk@well.com).

**CAL SAILING CLUB** — Year-round Sunday morning dinghy races, intraclub only; Thursday evening JY15 races April-October. Gary Farber, [racing\\_chair@cal-sailing.org](mailto:racing_chair@cal-sailing.org).

**CORINTHIAN YC** — Every Friday night: 4/19-8/30. Info, [racing@cyc.org](mailto:racing@cyc.org).

**COYOTE POINT YC** — Every Wednesday night: 4/17-10/2. Jim Maishin, (650) 793-0741 or [regatta@cpyc.com](mailto:regatta@cpyc.com).

**ENCINAL YC** — Friday Night Spring Twilight Series: 4/12, 4/26, 5/10, 5/24, 6/7. Jim Hemiup, (510) 332-1045 or [jhemiup@yahoo.com](mailto:jhemiup@yahoo.com).

**FOLSOM LAKE YC** — Every Wednesday night: 5/1-9/25. Info, [www.flyc.org](http://www.flyc.org).

**GOLDEN GATE YC** — Friday nights: 5/3, 5/17, 5/31, 6/14, 6/28, 7/12, 7/26, 8/9, 8/23. Gary, (916) 215-4566 or [gshalvo@pacbell.net](mailto:gshalvo@pacbell.net)

**ISLAND YC** — Spring Island Nights on Fridays: 4/12, 4/26, 5/10, 5/31, 6/14. John, (510) 521-2980 or [iycracing@yahoo.com](mailto:iycracing@yahoo.com).

**LAKE TAHOE WINDJAMMERS YC** — Every Wednesday night: 5/29-10/16. Steve Katzman, (530) 577-7715.

**LAKE WASHINGTON SC** — Every Thursday night: May-August. Info, [www.lwsailing.org](http://www.lwsailing.org).

**LAKE YOSEMITE SA** — Every Thursday night: 5/9-6/27 & 7/11-8/22. Darrell Sorensen, [sorensenwoodcraft@gmail.com](mailto:sorensenwoodcraft@gmail.com).

**MONTEREY PENINSULA YC** — Sunset Series, every Wednesday night through 10/2. Rak Kumar, [rakk@copper.net](mailto:rakk@copper.net).

**OAKLAND YC** — Wednesday night Sweet 16 Series: 5/1-6/19 & 7/17-9/4. Jim Hild, (510) 277-4676 or [oyracecom@gmail.com](mailto:oyracecom@gmail.com).

**RICHMOND YC** — Wednesday nights: 4/3, 4/17, 4/24, 5/1, 5/15, 5/22, 5/29, 6/5, 6/19, 6/26, 7/3, 7/10, 7/17, 7/24, 7/31, 8/7, 8/14, 8/21, 8/28, 9/4, 9/18, 9/25. Eric Arens, (510)

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841-6022 or [ericarens@comcast.net](mailto:ericarens@comcast.net).

**ST. FRANCIS YC** — Wednesday Night Series: 4/24-6/26 & 8/7-21. Thursday Night Kiting Series: 4/4, 4/18, 5/2, 5/9, 5/16, 5/30, 6/13, 6/27, 7/11, 7/25, 8/1, 8/15, 8/29, 9/12, 9/19. Friday Night Windsurfing Series: 4/5, 4/19, 5/3, 5/17, 5/31, 6/14, 6/28, 7/12, 7/26, 8/2, 8/16, 8/30, 9/13, 9/20. Robbie Dean, (415) 563-6363 or [rdean@stfyc.com](mailto:rdean@stfyc.com).

**SANTA CRUZ YC** — Wet Wednesdays: 3/13-10/30. Laser Fridays: 5/3, 6/7, 6/21, 7/5, 7/19, 8/2, 8/16. Info, (831) 425-0690 at [scyc@scyc.org](mailto:scyc@scyc.org).

**SAUSALITO YC** — Spring Sunset Series on Tuesday nights: 4/30, 5/14, 5/28, 6/11, 6/25. Bob Braid, (617) 699-6755 or [race@sausalitoyachtclub.org](mailto:race@sausalitoyachtclub.org).

**SEQUOIA YC** — Every Wednesday night: 4/10-10/9. Dan Lockwood, (650) 326-6783 or [dan@hmlackwood.com](mailto:dan@hmlackwood.com).

**SHORELINE LAKE AQUATIC CENTER** — Laser Racing every Wednesday night (BYOB): Early May through late September. Maria Gonzalez, (510) 295-4114.

**SIERRA POINT YC** — Every Tuesday night: 5/7-8/27. Info, [www.sierrapointyc.org](http://www.sierrapointyc.org).

**SOUTH BEACH YC** — Friday Night Series: 4/19, 4/26, 5/3, 5/17, 5/31, 6/7, 6/21, 6/28, 7/19, 7/26, 8/2, 8/16, 8/23. Info, [rearcommodore@southbeachyc.org](mailto:rearcommodore@southbeachyc.org).

**STOCKTON SC** — Every Wednesday night: 6/5-8/28. Tony Holt, (209) 256-2844 or [regatta13@stocktonsc.org](mailto:regatta13@stocktonsc.org).

**TAHOE YC** — Wednesday Night Beer Can Series: 5/29-8/28. Dan Hauserman, (530) 581-4700 or [dan@ilovetahoe.com](mailto:dan@ilovetahoe.com). Monday Night Laser Series: 5/27-8/26. Rick Raduziner, (530) 308-1628 or [raduziner@sbcglobal.net](mailto:raduziner@sbcglobal.net).

**TIBURON YC** — Every Friday night: 5/24-9/6. Ian Matthew, [race@tyc.org](mailto:race@tyc.org) or (415) 883-6339.

**TREASURE ISLAND SC** — Tuesday Night Vanguard 15 Team Races: 4/19-9/10. Dan Altreuter, [daltreuter@gmail.com](mailto:daltreuter@gmail.com). Lasers & V15s every Thursday night: 4/4-9/12. Al Sargent, [asargent@standfordalummi.org](mailto:asargent@standfordalummi.org).

**VALLEJO YC** — Every Wednesday night: 4/3-4/24, 5/8-9/25. Gordon Smith, (530) 622-8761 or [fleetcaptainsail@vyc.org](mailto:fleetcaptainsail@vyc.org).

### Mexico and Beyond

**Mar. 16-Apr. 20** — The 4th Annual Cruisers Rally to El Salvador starts in Mexico and meanders 'rally style' to Bahia del Sol in El Salvador. Info, [www.elsalvadorrally.com](http://www.elsalvadorrally.com).

**Apr. 8-13** — Les Voiles de St. Barth. This is sort of a St. Barths Bucket for people with boats shorter than 120 feet. The relatively new event attracted about 60 boats last year and, with 36 entries already, expects a bigger fleet this year. It offers the same great sailing as in the Bucket, but with even more casual French Caribbean-style partying. If you can sail, there's a decent chance you can get on a boat. Info, [www.lesvoilesdesaintbarth.com](http://www.lesvoilesdesaintbarth.com).

**April 11-14** — La Paz Bay Fest. This will be the fifth year for this descendant of the (in)famous La Paz Race Week. An event for cruisers that includes races, potlucks, cruising seminars and other fun activities for the family. More info on Bay Fest 2013 can be found at [www.clubcruceros.net](http://www.clubcruceros.net).

**Apr. 18-23** — Antigua Classic Yacht Regatta. If you love classic yachts, there is nothing that compares to the Antigua Classic Regatta: great boats, great racing, and great fun at a terrific historical site. There are often good opportunities to crew in the Classic. Even Dennis Conner walked the docks and got a ride last year. Info, [www.antiguaclassics.com](http://www.antiguaclassics.com).

**Apr. 28-May 3** — Antigua Sailing Week, now in its 46th year, is the granddaddy of all great sailing weeks in the tropics. After years of 200+ entries from around the world, Sailing Week took a big hit with the Great Recession a few years

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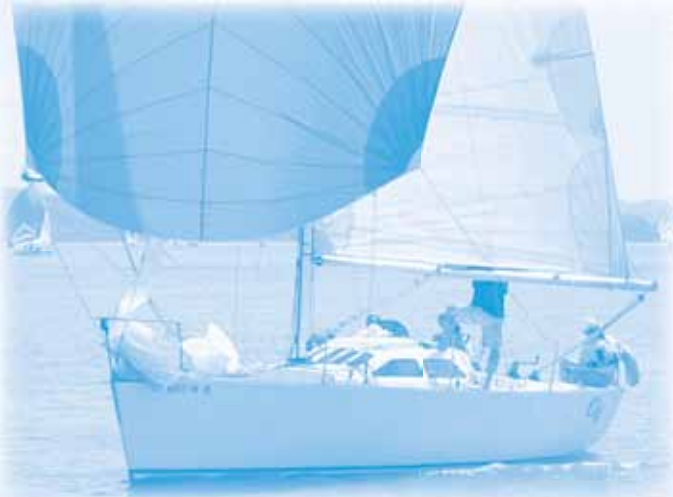
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## CALENDAR

back, but is now back to the five races plus the *Yachting World* Around the Island Race, so maybe the old girl is back up to speed. But, like us, she's gotten more mellow with age. Info, [www.sailingweek.com](http://www.sailingweek.com).

**May 2-4** — Loreto Fest and Cruisers' Music Festival. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers for a chili cook-off, dinghy races and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Info, [www.hiddenpartyachtclub.com](http://www.hiddenpartyachtclub.com).

**June 28-30** — 8th Annual Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe races. Info, [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).

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

### April Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	LOW	HIGH	LOW	HIGH
4/06Sat	0317/1.5	0923/5.2	1528/0.2	2221/5.5
4/07Sun	0408/0.9	1023/5.3	1613/0.4	2258/5.7
	HIGH	LOW	HIGH	LOW
4/13Sat	0132/5.6	0808/-0.2	1515/4.4	2005/2.4
4/14Sun	0206/5.4	0850/0.0	1607/4.2	2050/2.7
	LOW	HIGH	LOW	HIGH
4/20Sat	0215/2.2	0750/4.3	1411/0.8	2114/4.8
4/21Sun	0302/1.6	0856/4.4	1456/0.8	2146/5.1
	HIGH	LOW	HIGH	LOW
4/27Sat	0043/6.4	0717/-1.4	1422/4.8	1910/2.0
4/28Sun	0128/6.3	0806/-1.4	1520/4.7	2003/2.3

### April Weekend Currents

date/day	slack	max	slack	max
	4/06Sat	1110 2352	0203/3.1E 1413/3.9E	0527 1751
4/07Sun	1206	0249/3.7E 1503/3.9E	0616 1835	0916/3.6F 2136/3.8F
4/13Sat	1028 2220	0030/2.6F 1323/3.2F	0321 1649	0632/4.3E 1902/2.3E
4/14Sun	1114 2302	0109/2.2F 1409/2.8F	0356 1740	0715/4.0E 1948/1.9E
4/20Sat	0958 2252	0038/2.2E 1249/3.1E	0432 1644	0710/1.9F 1945/2.8F
4/21Sun	1056 2328	0129/2.8E 1342/3.3E	0518 1727	0803/2.5F 2023/3.1F
4/27Sat	0227 1602	0547/5.6E 1821/3.1E	0932 2126	1234/4.4F
4/28Sun	1023 2217	0023/3.1F 1326/4.2F	0310 1658	0635/5.5E 1912/2.7E



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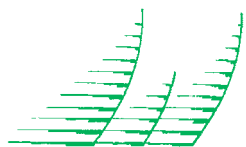
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## LETTERS

### ↑↓ **LATITUDE'S CORPORATE IRRESPONSIBILITY**

I was disappointed by *Latitude's* sarcastic response to reader Joanne Jackson, who was concerned that the model portraying a 10-year-old driving *Profligate* on the cover of the



DAN BROWN

**Elizabeth Daniel, 5, always wears her PFD aboard.**

February issue was not wearing a PFD, particularly since I believe that I learned the importance of a child's wearing a PFD — even on the dock — from *Latitude*. I have a 5-year-old granddaughter, and she knows to wait on shore until I bring her the PFD from the boat.

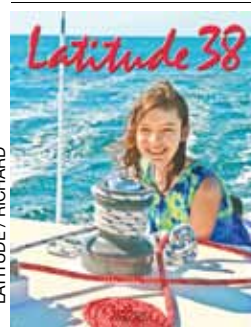
I am relatively new to sailing, coming to it after over 30 years of hang gliding. In the early years of hang gliding, helmet wearing was somewhat controversial. Some refused to wear helmets, claiming that it was a matter of individual choice and personal responsibility. The issue was resolved when the leading hang gliding magazine refused to publish pictures of pilots not wearing helmets.

Personal responsibility is important, but it should not be an excuse for corporate irresponsibility.

Dan Brown

Elizabeth Daniel, Ranger 23  
Pt. Richmond

Dan — There was more going on in that letter response than you might have realized. First, our whimsical — hopefully not sarcastic — response was a result of our admittedly



LATITUDE / RICHARD

**Don't be distracted by the trees on February's cover.**

being more than a little annoyed that the well-intentioned but misinformed Ms. Jackson was unable to see the forest for the trees. The forest being that it was a beautiful cover photo of a 10-year-old girl — not a model portraying a 10-year-old girl — enjoying driving a big cat. The trees being the fact that she wasn't wearing a PFD. Second, had we given Ms. Jackson a straight response, it would have totally undermined what she's trying to accomplish, which is to get more people to wear PFDs. But since you want to make a federal case out of it, we fear just the opposite is going to happen. We'll give you the entire next letter to figure out why, but first here's a hint — there was nothing illegal or irresponsible depicted in that cover photo.

### ↑↓ **THE COVER GIRL DIDN'T HAVE TO WEAR A PFD**

It was with amusement and disappointment that I read Joanne Jackson's letter about the February *Latitude* cover girl's not wearing a PFD. Joanne says that children under the age of 16 must wear one. Since Joanne lives in California, I assume that she is referring to California law. If so, she is wrong.

California law states the children "under 13" are required to wear a PFD — but only when on boats under 26 feet in length. There is also an exception for when they are in an enclosed space on a boat. Last time I looked, *Profligate* was not only 63 feet long, she was well over 26 feet wide. In other words, while there had to be a PFD for everyone aboard, nobody — not even little ones — had to be wearing one. The



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## LETTERS

law is a minimum requirement, so it is up to the skipper and parents to decide if and when a PFD should be worn when not required by law.

Despite Jackson's being factually wrong, my position with my grandchildren and other young ones who come aboard my 47-ft Lagoon catamaran is that they don't leave the cockpit, which is quite big, or cabin, without a PFD on. And they always wear one — as required by law — when in the dinghy. This gets adapted to the circumstances, as a nine-year-old who is a good swimmer is not going to have to wear a PFD in a smooth anchorage, while I would require a non-swimming 20-year-old to wear one. The requirements on *Moontide* change based on the person and the conditions.

Bill Lilly  
*Moontide*, Lagoon 470  
Barra de Navidad, Mexico

*Readers — We called the California Department of Boating and Waterways to confirm that Bill Lilly is correct about California PFD law. Nobody, not even toddlers, is required to wear a PFD on boats longer than 26 feet or while in an enclosed space on a boat. We really didn't want to spread these facts because we think most mariners believe that PFD laws are more stringent. And we think it's a good thing they do. Our fear is some boatowners will now go, "If the government doesn't think it's necessary for kids to wear PFDs on my Honeywind 27 when sailing in 30 knots of wind in The Slot, then I guess it's not important."*

*Latitude's position on PFDs is that most kids ought to wear them all the time on all but the biggest boats, and even adults and good swimmers should wear them when it's at all windy or if the water is sloppy. True, you might be a great swimmer — but not if you get whacked overboard and unconscious by the boom. Similarly, you might be a great swimmer in a swimsuit, but it's extremely difficult to keep your head above water when wearing warm clothes, foul weather gear and boots, and when the water is 58 degrees.*

*If anyone would like to see why we think an exception can be made while sailing Profligate on mild days in the flat, tropical waters of Banderas Bay with lots of experienced sailors aboard, we invite you to join us on one of our 'everyone come sailing' days.*

### ↑↓ HALF THE AUDIENCE KNEW THE RIGHT ANSWER

At a recent Safety at Sea seminar, held at Cal Maritime in Vallejo, one of the presenters was USCG Commander Don Montoro, Search & Rescue coordinator for Sector San Francisco. During his talk about SAR operations, he flashed a picture of the cover of the February *Latitude* 38 showing the happy young girl at the helm of *Profligate*.

"What's wrong with this picture?" Montoro asked.

About half of the 150 or so in attendance responded "No lifevest!"

The Commander's talk took place, by the way, just about two hours before the Coast Guard knew about the distress call from a sailboat off the coast of Monterey. Had the call come earlier, the Commander certainly wouldn't have been there.

Capt. John Harold  
South Beach Harbor

*Capt. John — Latitude urges sailors to follow all Coast Guard safety recommendations.*

*By the way, that 'distress call' is being investigated as a hoax played by one sick puppy.*

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## LETTERS

### IT WAS STOLEN FROM A LOCAL YACHT CLUB

We recently bought a boat on eBay, and between the time we bought her and the time we picked her up, the outboard had been stolen. It was taken from the docks of a local yacht club.

The local outboard shop told us they've received calls from 50 or more people whose outboard motors have been pilfered in the last two months. Where are they going? The thieves could be selling them on Craigslist without their serial numbers, but there aren't very many listed. It's also interesting



WEST MARINE

### West Marine's outboard lock gets mixed reviews from boaters.

that motors in the 8- to 9-hp range are being targeted, obviously because they're more portable than larger engines, yet are strong enough to push most boats.

I think outboards should come with chips embedded into the drive system so you can track them, similar to having your pet chipped. Serial numbers on metal tags that can be pried off don't help much in tracking down stolen property. Until that happens, West Marine has a clamp-on lock to prevent theft. Does anyone know how well these work?"

Name Withheld by Request  
Alameda

*N.W.B.R. — As you'll soon read, the West Marine lock gets mixed reviews.*

### THE POLICE REVIEWED THE TAPES WITH RELUCTANCE

Forget the Oakland Estuary, where are the editorials about the theft of marine gear in Sausalito?

I lost a dinghy outboard from the "secure" dry storage area at a Sausalito marina last month. The clamp handles were padlocked, so the thief sawed through the handle. The CCTV caught the thief in the act, which included him cutting through the chain link fence to get into the secure area. The previous month a pair of oars were stolen from my dinghy at the same location.

In both cases the Sausalito Police were contacted, and, with great reluctance, reviewed the evidence including CCTV capture of the crimes. We had the license plate number of the outboard motor thief's car and a mug shot of the oar thief — they were different people. The car was registered in the East Bay, so the Sausalito Police said to forget about it as it was out of their jurisdiction. The oar guy was apprehended, but let go after surrendering the oars. He said the oars were his, but turned them over after I was able to identify them.

The oar thief was an anchor-out, a group with too many petty criminals who are allowed to have unregistered boats and dump sewage in the Bay. It's my understanding that no agency wants to claim jurisdiction because it's more convenient to permit the continuance of (so far) petty crime than to take action.

All this is known along the waterfront, especially among the marine businesses. I have encouraged some of them to band together and demand action, but I don't live in Sausalito and have no influence with the indifferent city officials. I understand there is one East Bay ring — or more — that steal marine gear and sell it by the pallet, and no one does anything. Small crime leads to bigger crime.

Please withhold my name because I don't want my tires

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**LETTERS**

slashed or other retribution.

Name Withheld by Request  
Nonresident of Sausalito

*Readers — As reported previously in Latitude, there was a gang in Southern California that stole small outboards by the dozens. There have also been a large number of thefts recently along the Oakland Estuary and some in Sausalito. Given that going after such thieves is such a low priority, is it any wonder thieves have little fear? The following are some reader suggestions on how to thwart such thefts.*

**THE LOCK DID A YEOMAN'S SERVICE**

I have an outboard lock from Master Lock, which can be found online for \$20. It works great. It's not stainless, but powder-coated. I've had it on the boat for 10 years, and it only has a couple of rusty spots.

The lock did a yeoman's service when my boat was boarded at 2 a.m. two years ago at Altata on the Mexican mainland coast between Mazatlan and Topolobampo. The lock totally frustrated the wanna-be thieves long enough for me to wake up and for them to decide it was time to go. I don't think they could have gotten the lock off without a hacksaw or torch.

Jim Hassberger  
Kanga, Valiant 40  
Lying La Paz, BCS, Mexico

**SHOP LOCAL**

Check out Garhauer Marine's all-stainless locks for half of what West Marine charges. I also like the fact that they are a local manufacturer.

Marc Bodian  
Averi, Bristol 35  
Boulder, CO

GARHAUER MARINE



*Garhauer's version.*

*Readers — Several other readers recommended the Garhauer lock.*

**THEY USED A SAWZALL TO CUT AROUND THE LOCK**

I wouldn't recommend the outboard lock by West Marine that was suggested in *Lectronic*. Several of my neighbors at the Alameda Pick & Pull had these, and it only made the thieves cut off the outboard bracket or the transom with a battery powered Sawzall. They not only suffered the loss of an outboard, but were faced with an expensive repair. I suggest just taking the motor home and getting the marina to put in surveillance cameras and lock the gates.

Geoff Ashton  
Alameda

*Geoff — Locked gates don't secure a marina, as it can easily be accessed by small boat.*

**LOCKS DON'T PREVENT THEFT**

I use a clamp-on variety of lock on my Santana 22, although older than the West Marine model pictured in *Lectronic*. And my engine is still with my boat. Unfortunately, my dad's Honda 8-hp kicker was literally torn off the transom of his C-Dory 22 about four months ago, leaving fiberglass damage. It wasn't even locked on, and the thieves left the larger 90-hp in place.

Brock, our harbormaster, caught one of the thieves red-handed in the act, and chased him all the way from Alameda, across the Park Street Bridge, and into Oakland. That guy



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## LETTERS

was subsequently arrested.

Kristy Lugert  
Kitten, Santana 22  
Alameda

*Kristy — Subsequently arrested — and let us guess — released.*

### ↑↓ EASY INSTALLATION, NO TOOLS REQUIRED

The NutLock and the SmartLock are the best outboard locking systems we have ever seen. They are made of solid, thick-walled stainless, and include a key card code should you lose your keys. Easy installation, and no tools required. We've been happy with ours since 2004.



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*The SmartLock has worked on 'Jacaranda' for nearly a decade.*

Chuck Houlihan  
Jacaranda, Allied 39  
El Salvador

### ↑↓ MINNETONKA, OUTBOARD THEFT CAPITAL

Those 'box' type locks do not work. The thieves go through them like shit through a goose. What does work is buying a can of olive drab paint or anything that is butt ugly. Then paint the whole damn motor. Multiple colors, including pink, are even better. Make it easy to identify.

Secondly, don't leave the motor exposed. Take it off the boat every time. That's what we do on Lake Minnetonka, Minnesota, the outboard motor theft capital of the world. But don't lock the outboard in the boat's cabin. Ever. The damage thieves will do to the main hatch is far more expensive than the loss of your outboard and VHF.

Willie Crear  
Howard Lake, MN

### ↑↓ WATCH OUT FOR LITHUANIANS!

I like the idea of making your outboard less attractive than the one on the boat next door. Such as putting a tattered old cowling on it so it looks nearly worthless.

By the way, there was a spate of outboard thefts in the United Kingdom recently. The police eventually arrested a gang of Lithuanians who were taking them to Eastern Europe.

Richard Woods  
Woods Designs

### ↑↓ THOSE DAMN CHISELERS!

I used a West Marine outboard lock on my 5-hp Nissan. Thieves chiseled it off and stole the outboard.

Paul Esterle  
Newark, DE

### ↑↓ A KNOWLEDGEABLE BOAT EVALUATION

I read *Latitude's* "First Ever Boat Review" in the March 1 *Lectronic*. The review was based on a guy who bought a Catana 471 new, then sailed her across the Atlantic 20 times over the next 10 years. I think he's a sailor who has had sufficient on-the-water experience with his boat to make a knowledgeable evaluation.

I tend to agree with *Latitude* about the lack of worthwhile insights into the seaworthiness and longevity potential of any boat reviewed by a scribe for a for-profit sailing magazine. The thing that irks me the most about them is that these



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## LETTERS

magazines — and test sails — are generally based either in Florida or the Chesapeake Bay. There is about a 50/50 chance that somewhere in the first paragraph of any such review

PETER LYONS/LYONSIMAGING.COM



**Boat reviews performed during summer on San Francisco Bay would never need an apology for no wind.**

the author will apologize for the lack of wind during the test sail. Did it ever occur to the editors of these sailing magazines that the real and reliable sailing wind is on San Francisco Bay? And that maybe some reviews should be done in our waters?

Come to think of it, we don't need these other magazines in our waters because we already have the best sailing magazine on the planet based in our own backyard!

Bill Crowley  
Clarsa, Venture of Newport 23  
Napa

Bill — Thanks for the kind words. For the record, while *Latitude* is distributed free, we try to prevent it from being not-for-profit. As for "not needing" other magazines, we disagree. No matter what anybody or any organization is trying to do, competition is great and monopolies are a disaster.

But yes, it would be great to see more boat reviews based on summer afternoon sails on San Francisco Bay.

### ↑↓ THE NEVERENDING LONG-PERIOD SWELL DEBATE

On February 3, the National Weather Service San Francisco posted the following warning: "Long-period swell approaching the coast will result in the risk of sneaker wave activity."

There is much more contained in this advisory concerning sneaker waves and their danger. I am enclosing four attachments concerning National Weather advisories for 2013 dealing with sneaker wave warnings, and all of them are the result of long-period swells approaching our coast from distant storm activity.

If you Google long-period swells and sneaker waves, you will find much more information confirming what I have been trying to tell you for years, which is that long-period swells are more dangerous than short period swells. This information comes directly from the National Weather Service and other very respected sources.

In just the last few months many lives have been lost right off our coast. And since you and I have been wrangling over the issue, many more boaters have needlessly lost their lives. Your position is not supported by the facts or by the National Weather Service.

*Latitude 38* could do a great service by taking this issue seriously and writing an in-depth article on this subject by someone eminently qualified to do so. I believe many lives would be saved as a result. I hope you can consider putting ego aside, and finally accept that you are dead wrong in what you have been putting out concerning this subject. And do what I think you have done so many times in the past — write the excellent article that this serious subject deserves. You could save many lives by doing so.

Tony Badger  
Kingfish, Fisher 37  
Sausalito

Tony — The problem we see with the National Weather Service's making warnings about 'sneaker waves' is that, ac-



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## LETTERS

According to our research, there are no such things. The NWS is just giving a scary name to bigger-than-average waves in the hope it will stop ignorant people from getting killed. For example, here's the first entry in Wikipedia on so-called 'sneaker waves'.

"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: there is no scientific coverage (or 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, sneaker waves can catch unwary swimmers, washing them out to sea. It is not uncommon for people walking or standing on beaches and ocean jetties to also be washed into the 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."

We repeat, "There is no evidence of the phenomenon (sneaker waves) as a distinct sort of wave." The National Weather Service website has a box to make comments or ask them questions. So we wrote and asked for an explanation of why they were giving a human attribute to certain waves, and wondered if we could expect to soon be warned of things such as 'seductive' waves, 'frustrated' waves, 'angry waves' and the like. Even though we wrote the NWS before sequestration came into being or took effect, we never got a response.

It's noteworthy that the term 'sneaker wave' is apparently only used in Northern California, Oregon and Washington. That would seem to suggest that either A) 'sneaker waves' only exist on the West Coast of the United States — why would that be?, or B) the NWS is giving certain big waves the name of a scary human trait in the hope that humans will be intimidated and less likely to expose themselves to grave danger.

It's noteworthy that in places such as Bali, where as many as five people were recently killed by big surf in a single day, they don't use the name 'sneaker waves'. They just say "big surf." And in order not to scare tourists, they try to keep word from getting out.

It seems to us that perhaps you're confusing the effects of long-period swells in water deep enough for safe navigation and the effects of long-period swells when they hit shallow water and the shore. Long-period swells travel greater distances, travel faster, and have more energy than do shorter-period swells. If you're sailing in sufficiently deep enough water, this isn't a problem. But if you're walking on a beach, you may be taken by surprise at how big the waves are and how far the white water comes ashore. "It snuck up on me," say people. This is misleading. There was nothing sneaky about the wave itself, it was just a big wave. The problem was with the ignorance of the person on the beach, who didn't appreciate the power of big waves.

Note in the aforementioned Wikipedia reference that they talk about dangers to swimmers, people walking on beaches, and people standing on jetties — but not boats. We presume that's because if boats are in adequately deep water, there is nothing inherently dangerous about long-period waves. In fact, because they are less steep than short-period waves of the same size, long-period waves are less dangerous than short-period waves.

Remember the Boxing Day Tsunami that claimed up to 300,000 lives in the Indian Ocean? A tsunami is the ultimate long-period wave, which travels at 500 miles an hour on the open ocean, and can sometimes drive miles miles ashore. As was well documented, vessels in deep water at sea don't feel tsunamis at all. Indeed, tsunamis don't even cause an effect



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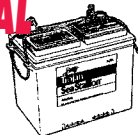
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## LETTERS

in relatively shallow water. Dozens of boats anchored in only about 30 feet of water off Phuket, Thailand were unaffected by the Boxing Day Tsunami, while just a hundred or so yards ashore, the water drove as far as a mile inland, killing tens of thousands of people and causing near total devastation. If this doesn't illustrate the difference between the effect — or non-effect — long-period waves have in even relatively deep water as opposed to the effect they have when breaking and after breaking, we don't know what would.

In the last few weeks, we've had quite a bit of experience with long-period waves, which we're going to define as having a period of 15 seconds or more. The first was when we were towing the Olson 30 La Gamelle some 30 miles from St. Kitts to St. Barth. Thanks to the big storms in the Northeast this winter, the swells hitting the Caribbean have been epic. The long-period swells that day were about 10 to 12 feet. They were beautiful, like undulating bunny slopes. Despite the fact that the water in the crossing was relatively shallow — if a mega-yacht turned turtle, her mast would get stuck in the bottom — you could have safely sailed an eight-ft El Toro from St. Kitts to St. Barth in those long-period swells. When we'd gone over to St. Kitts a few days before, the swell wasn't very big, but it was short-period, and you couldn't have made it the mile or so from Gustavia to Pan de Sucre in that same El Toro. Since these two real-life experiences fly directly into the face of your contention that longer-period waves are more dangerous than short-period waves, could you kindly offer an explanation?

A few days later, we made two singlehanded circumnavigations of St. Barth on La Gamelle, both on days that many said had the "biggest swell to hit in 10 years." As these swells had developed far off in the North Atlantic, they were long-period. Once again, they were awe-inspiring giants, and when they hit the rocky shore, the spray exploded 50 to 80 feet in the air. Although the waves were very large, once again they weren't steep because of the long period, and thus posed absolutely no threat as long as we didn't venture into water shallow enough for them to break. Heck, despite their size we only managed to get a couple of short surfs in. How do you explain this?

A couple of days later, we and de Mallorca did a 10-mile St. Barth YC race that took us into the open Atlantic again. Thanks to the fact that the swell was more local and thus the period much shorter, we managed to have more good surfs down swells that were a fraction of the size of the ones on our circumnavigations. How do you explain it?

With all due respect, we can't write an article on why long-period waves are more dangerous than short-period waves because the idea flies in the face of all our experience. Do you have any experience sailing in areas famous for short-period swells? Such as trying to sail north in the Sea of Cortez during a Norther? Or make the beam reach from Cabo to Mazatlan in a Norther? Sailors avoid the former at all costs to avoid beating themselves and their boats up. In the latter, we've had numerous reports of sailors getting thrown around and getting bruised and broken ribs. It's nasty beam reaching in short, steep seas.

Have you ever sailed into the steep, short-period seas of a meltemi in Greece? Nasty. Same thing in the Gulf of Lyon. More locally, ever sailed out the Gate in short-period swells or a nasty ebb? Then you know how boats get launched off waves to slam down in the trough of the next wave. In the first issue of Latitude 38 we wrote about sailors getting injured as a result of being thrown about while flying over waves just outside the Gate.

As for your accusation that mariners on several small boats have been lost because of long-period waves — as opposed to big surf and being in too-shallow water — we'd like to see some documentation. Without other effects, long-period waves



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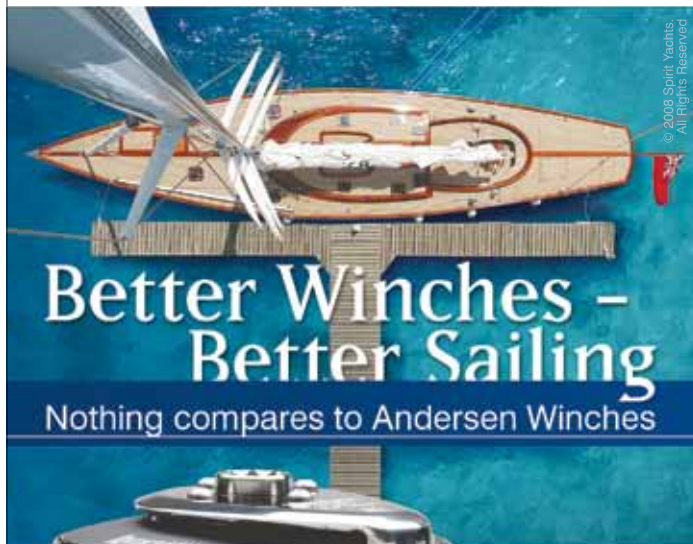
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## LETTERS

are inherently smoother, less steep, and safer than short-period waves.

Frankly, we've had our fill of this subject, so we're going to conclude it as follows: There are two schools of thought with regard to sailing in swells. Tony Badger is of the belief that it is safer and more comfortable to sail when eight-ft swells are coming every eight seconds, while we at Latitude believe that it's safer and more comfortable to sail in eight-ft waves that come every 16 seconds. We'll leave it to readers to decide who they think is right.

### ↑↓ MOONTIDE ROBBERY REPORT

The initial report of our being the victims of armed robbers while at anchor at Caleta de Campos, Michoacan, Mexico, on February 19 appeared in the next day's *Lectronic*. Here's is our more detailed report.

The evening started with a delightful potluck on my partner Bill Lilly's Newport Beach-based Lagoon 470 *Moontide*. The small gathering included Bob Willmann of the Casamance 47 cat *Viva!* and Bob and Deanne Cartwright of the San Francisco-based Hunter Legend 430 *Dos Leos*. *Eagle* and *Jupiter's Smile* came in long after we'd started our *soirée*, so they just anchored down for the night. But there was a total of five boats in the anchorage, with *Viva!* and *Jupiter's Smile* fairly close to *Moontide*.

After a fine evening of socializing, we went to bed with smiles on our faces. At about 1:50 a.m., we were awakened by loud banging on the sliding glass door that separates our salon from the cockpit, and banging on the hull. Thinking there was an emergency, Bill — buck naked — jumped out of bed and up the steps into the salon. As he opened the door, a young Mexican fellow he didn't recognize slipped on a mask and put a gun to Bill's face.

The gunman said something to the effect of "This is a robbery, give us all your money." He motioned for Bill to step back, after which the gunman and two other masked men came into the salon. Bill yelled to me that they had a gun and for me to stay in bed.

While the armed man followed Bill down to our cabin in search of pesos, the other two started to ransack the boat. I saw the masked gunman, as he stood in the doorway to our cabin while Bill got money out of the small bedside desk. They then went back up to the salon, and once again Bill instructed me to stay in the bunk. All I could do was listen, hope they weren't violent, and determine what action I should take if I was called into play.

The armed man spoke broken English, and he was clearly not happy with the sum of money — only about \$1,000 USD — that he'd gotten from Bill. He claimed that there should be more money on such a large boat. Bill, who thinks quickly on his feet, explained that he was just the captain, not the owner, and was delivering the boat from Zihua to Mazatlan. The robber again insisted that we must have more money. Bill said that if we needed money, we got it from an ATM at the next stop.

Bill was then told to sit down, and the gunman kept watch over Bill while the other two went through the starboard hull and salon. It was odd that they never came into the port hull, which is where I was. Bill says they probably didn't want to mess with me, but I guess we'll never know.

The men were in their early 20s, and stood between 5'6" and 5'8". Only the armed man spoke some English, and he gave orders to the other two in Spanish. At one point Bill heard someone call another 'Carlito'. All three were very fit, so they must do some other work for a living.



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## LETTERS

Bill later told me that at the time he was looking at what he might do if the situation deteriorated. He figured he might be able to get a jump on the gunman and take him out. But that would leave the other two, and he had no idea what weapons they might have. If they tried to tie him up, Bill was going to resist and call for whatever help I could provide. At that point we were going to resist as best we could, fearing that once we got tied up, we could be thrown overboard.

Thoughtlessly, the robbers hadn't brought a sack for



LATITUDE / ANDY

**Bill Lilly and Judy Lang were held at gunpoint aboard 'Moontide' while in Mexico.**

what they were stealing, so they emptied one of mine — full of dirty clothes — that they'd found in the starboard cabin. They used the sack to make off with two cameras, two handheld VHF radios, two sets of binoculars, a GPS, a notebook computer, my cell phone, flashlights, gin, te-

quila, two Baja Ha-Ha beer koozies, sunglasses, and a black folder containing some business records.

While the robbery was taking place, Bill got up and said he had to pee — which was the truth. The gunman told him to sit down. Bill insisted that he seriously had to pee. This irritated the man, who told Bill to sit back down.

After about 10 minutes, the two men who had been taking orders from the gunman left and got in a *panga* on the starboard side of our boat. The gunman then put Bill's brimmed hat on and exited the salon. Bill got up to follow him, and was told to stay in the salon — which he did.

As soon as Bill heard the *panga* outboard start up, he yelled for me to come in the salon. Bill was so pumped with adrenaline! He immediately reached for the VHF radio and began to call the other boats on Channel 22. Our fear was that the thieves might be headed to the other boats, and we wanted to warn them. When nobody responded, Bill started firing flares. They did little but light up the sky toward shore. He then grabbed the air horn and gave five blasts.

The air horn blasts brought *Viva!* and *Jupiter's Smile* up on 22. We explained what had happened and warned that the thieves might be headed their way. They said they hadn't seen anyone, but would be on alert. We then tried to hail the port captain at Lazaro Cardenas on Channel 16, but got no response.

Luckily, Bill had taken his cell phone, our Banda Ancha (Telcel's internet access link), and another computer to bed. In the past, I had complained about his nightly practice of sleeping with electronics, as it isn't very romantic and interfered with certain moves. Trust me, I won't be complaining about it again.

We tried calling 066 — supposedly the same as 911 — but could not understand the recording. We called a US Consulate, and their answering service gave us the number of the embassy in Mexico City. The embassy operator told us that 089 was the same as 911, and to call it to get the local police. We tried that, but again could not understand Spanish well enough to understand the recording.

Feeling helpless and without any other method of alerting others or capturing the men, we retired to our cabin. Sleep was impossible, so we talked about what had just happened and tried to calm ourselves down. We also sent emails to cruiser friends that we knew were north and south of us, so



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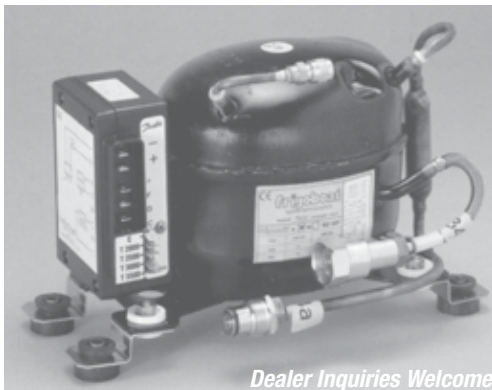
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## LETTERS

they could warn others via the various nets.

After a few hours, we got up and typed up a short report of what had happened, and included a list of stolen items. Bill used Google Translate to translate the report from English to Spanish. We then printed out four copies, along with an English copy, with the printer we have onboard (in our port-side office/cabin).

The other boats checked with us before raising anchor and leaving the next morning. We thought twice about reporting the incident versus just getting out of there. We concluded that we had a responsibility to go ashore and report the incident to the police.

The story of our trying to report the crime is long and doesn't have a happy ending. People were kind and tried to be helpful, but few spoke English and there is little communication and transportation infrastructure on this part of the Mexican coast. After a very long day, we were glad to see that our kayaks were still on the beach and *Moontide* was still at anchor. We hadn't eaten all day and we were dog tired. Nonetheless, we were anxious to leave before dark, and made it out by 6 p.m.

We fully realize the incident could have been much worse. And we were additionally lucky to have Bill's cell phone, computer and Banda Ancha. I'd put my computer in a closet when cleaning for the potluck so that, along with our printer/scanner, wasn't taken either.

While traveling north, Bill and I talked about what had happened, what we'd done right and wrong, and what we would do in the future. We agreed that this disturbing incident was not going to ruin what had been a fabulous cruising season up until then. We both still love Mexico and most of its population, and we fully intend to keep enjoying our cruising here — but with precautions in place.

Although we had to agree that this cove at Caleta looked nice, we noticed that this was not a place that catered to foreign tourists, and we did not see a single *gringo* onshore or in town. No one we came in contact with spoke any English, and aside from the main paved street in that part of town, most of the other roads were dirt. It seemed there might be more economic incentive here to rob, especially since there is no police presence.

Bill and I have managed to avoid any violent threat/armed assault until we were in our 60s. Although I feel we are lucky these young men were inexperienced, as professionals might have been worse. Bill, on the other hand, says it was their inexperience — acting nervous, jumpy, possibly high on something, waving the gun around — that really had him concerned for our safety.

As a result of all of this, we have modified our preparedness plans, and will continue to do so as more ideas are formulated. We have also gathered suggestions from and for other cruisers, which I'll describe in a later email.

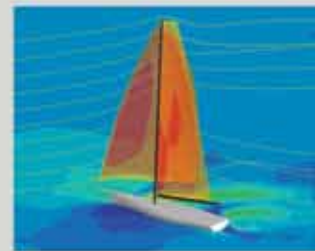
Judy Lang  
*Moontide*, Lagoon 470  
Newport Beach

### ↑↓ IN DEFENSE OF MEXICO

It was unfortunate that our friends Billy Lilly and Judy Lang were the victims of an armed robbery while anchored at Caleta de Campos, Mexico. But in something of a defense of Mexico, during that same time in Orange County, where Bill, Judy, my girlfriend Debbie, and I all live — there was a violent rampage by 20-year-old Ali Syed that resulted in the deaths of four people. First he killed a 20-year-old woman in his parents' house. In the following two hours, he killed two strangers during carjackings, then he killed himself.

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## LETTERS

Speaking for myself, nowhere is completely safe, but I've always felt safer cruising in Mexico than living in the United States. Despite what happened to Bill and Judy, we still feel safe on our boat in Mexico.

Glenn Twitchell  
Beach Access, Lagoon 380  
Newport Beach

### ↑↓ LOCALS WERE APPALLED BY THE INCIDENT

I spent three days anchored at Caleta de Campos, arriving a few days after the armed robbery on *Moontide*. My condolences to them for having to endure such a frightening experience.

However, my experience there was nothing but enjoyable and pleasant. I'm a singlehander, and mine was the only boat there the entire time. The many locals I spoke with were all appalled by the incident and are convinced the perpetrators are from somewhere else. They told me that nothing like this had happened in at least 10 years.

My opinion is that this was a rare incident for the area, and that a cruiser boycott of the Caleta de Campos would do little to solve the crime or bring the perpetrators to justice. The people of Caleta may not notice the difference, as it's not as if cruisers flocked there in the past or contribute substantially to the local economy. But I think it would be a disservice to brand their town as a dangerous place that cruisers should avoid. Besides, cruisers will return with time anyway.

Ron Kucera  
Mar de Luz, Spencer 42 Hull 10  
Currently anchored Zihuatanejo

Ron — Armed robbery of occupied boats might be rare in Caleta de Campos, but it has occurred, which is unusual for almost all of the Pacific Coast of Mexico.

We can't remember the exact year, but about 10 years ago Blair Grinols' 45-ft cat Capricorn Cat was boarded by a man in a uniform with a gun who claimed to be the police. He wanted money. Blair didn't think the gun was loaded and wanted to jump the thief, but another member of his crew wasn't game, and the rest of the crew slept through the entire incident on the forward tramp. The man got away with about \$100.

In 1997, Bob and Jennie Crum, and their kids, of the New Zealand-based CF37 Gumboots, were robbed at Caleta de Campos, but no weapon was brandished.

Three incidents in something like 10 years are certainly not a lot. On the other hand, not many boats stop at Caleta de Campos. And most of even the most popular anchorages on the Pacific Coast of Mexico have never had an armed robbery.

That's the best context we can provide. We'll let everyone make their own decision as to whether to stop there or not.

### ↑↓ KEEPING UP WITH TOURIST NEWS AND EVENTS

I'm the lead editor at [www.touristkilled.com](http://www.touristkilled.com) and [www.latinamericacurrentevents.com](http://www.latinamericacurrentevents.com). I want to thank *Latitude* for mentioning the *touristkilled.com* site in your post about the armed robbery on a boat at Caleta de Campos, Mexico. For the last few years I've been aggregating news and events around the world that impact travelers and or expats. I teach

WEBB LOGG



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# LETTERS

open source intelligence skills to a small group of university students, and our aim is to cover such events the world 24 hours a day.

Nicholas Crowder  
www.touristkilled.com

*Readers — The name of the site is perhaps excessively gruesome and understates the breadth of the information provided. And while the information is far from definitive, we suggest checking it out. If it seems as though a lot of tourists are victims, please remember that there are hundreds of millions of tourists each year.*

## ↑↓ THE PERFECT CARIBBEAN CRUISER

The publisher's Olson 30 in St. Barth sounds like the perfect Caribbean cruiser. It reminds me that back in the '70s somebody sailed a Santa Cruz 27 — with roller furling



SUZIE TODD

and a dodger — from Southern California to Australia, and then back to Hawaii. Based on my experience, the Santa Cruz ultralights were both great sailing boats and very seaworthy.

*'La Gamelle' is better suited to cruising El Carib than crossing oceans.*

When I sailed the Olson 30 back from Hawaii in '81, it was incredibly easy. A reefable #4 and a tuck in the main made things manageable. I had six days of beating into the southeast trades, then 11 more days back to California. The dodger hatch was critical, as it kept the interior dry.

Don Keenan  
Boulder, Colorado

*Don — We're happy to leave the longer Olson 30 passages — particularly six days of beating — to younger sailors. But stripped down and with reduced sail, La Gamelle is the perfect Zen daysailer for the Caribbean. Despite the design's being more than 30 years old, she gets compliments from many top Caribbean sailors.*

## ↑↓ BEFORE THE HURRICANE SURPRISE

The Latitude photos of Ha-Ha couples re-enacting the kiss from the movie *From Here To Eternity* inspired us to share our best attempt. The photo was taken at Sandy Cay near the eastern tip of Jost van Dyke in the British Virgins — one of my favorite places on the planet. I set the camera on a rock with a



MARC FOUNTAIN

10-second delay, and jumped in the water with my then fiancée — now wife — Susan McCauley.

Incidentally, this was late August of 2011. A few days later was the last day of our charter. We woke up in Nanny Cay and decided that we'd sail over to Peter Island for lunch, then return the boat to The Moorings early in the afternoon. That plan was quickly scrapped when we saw darkening skies, and increasing wind, and heard radio warnings about Tropical Storm Irene. We put

*From Here to the BVIs.*

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## LETTERS

the hammer down and headed straight for The Moorings base at Road Town. We got the boat all tied up about a half hour before the sky exploded! Tropical Storm *Irene* became Hurricane *Irene* right over us. We were stuck there for four days because the runway was flooded at the San Juan Airport.

The good folks at The Moorings let us ride out the storm on our charter boat in the harbor at no charge, so we didn't have to pay for a hotel. We had a great time hanging out on the boat, reading books, and listening to the wind howl.

Marc Fountain  
Point Richmond

### ↑↓ ELIZABETHAN COLLARS FOR DOCKLINES

I read the February-issue *Changes* about how Keith Albrecht of the Alamos Bay-based Columbia 36 *Ojo Rojo* was bitten by a snake while at anchor at Tenacatita Bay. Apparently the snake had climbed up the vessel's anchor chain.



KEITH ALBRECHT

***Could an Offboard Vermin Shield have prevented this frightening boarding?***

the idea was that they would prevent rats from boarding ships via the docklines. I think they would work for snakes, too. But they probably have rats down in Baja, too.

John Sutton  
Crew, *Barca a Vela*, Catalina 380  
Moraga

*John — Unless we're mistaken, rats and snakes boarding cruising boats in Mexico have been a relatively minor problem. But if someone wanted to be extra cautious or was going to tie up where rats are a known problem, there's a product made especially for boats called Offboard Vermin Shields. The manufacturer says they keep rats, mice and other vermin off boats. They don't mention snakes, so we're not sure how effective they would be for serpents.*

### ↑↓ WHAT WAS THE CAPTAIN THINKING?

How sad to see the 67-ft schooner *Raindancer* on the reef outside Clark's Court Bay in southern Grenada, as reported in the March 8 *Lectronic*. But what was the captain thinking bringing a deep-keel yacht through that narrow passage at night? We sailed *Suzy Q*, our Wauquiez 45, to Clark's Court Bay once, and we were nervous coming through the pass in the reef. And it was daytime. Sure there are buoys, but they can drift.

Joe & Susan Altmann  
*Suzy Q*, Wauquiez MS45  
Santa Cruz

*Joseph — We suppose the captain thought that since he'd successfully made it through the narrow pass dozens of times, he could do it again.*

### ↑↓ HOW DID THEY NOT FEEL THE IMPACT?

After reading *Latitude's* report on the sinking of the *Leopard*

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## LETTERS

43 catamaran *Palenque* last November in the Caribbean Sea, I read a posting on *multihulls4us.com* by Peter Wiersema. For the last nine years he's been the leading salesman of Leopard catamarans.

According to Wiersema, the catamaran was not a 43, but rather a Leopard 4600, hull #5, which had been built in 2006. Less than a year before, the cat had hit a reef in the Eastern Caribbean, but was able to "limp" all the way back to Ft. Lauderdale Marine Center for repairs.

Wiersema reported that he was surprised that the captain didn't feel the impact of hitting something. "If you ever hit the dock while docking at low speed, you feel the whole boat shake," he wrote, "so I would expect an impact like this would throw one out of his bunk. Or at least the helmsman would notice."

In his report, Wiersema mentioned that another Leopard 46 catamaran went over a reef in Cuba and lost most of both keels and rudders, and had a few holes in the bottom, but still managed to make it back to Lauderdale for repairs.

Larry Smith  
*Harmonia*, Leopard 43  
Sacramento

*Larry — The keels on Leopard catamarans are sacrificial because it's not uncommon for charterers to try to drive the boats over shallow coral reefs. We've witnessed this with our own eyes.*

*Our having bashed our Leopard 45 across the Anegada Passage more than a few times, it comes as no surprise to us that the crew of Palenque were not able to distinguish between a normal bridgedeck bang and the noise made by something that put a hole in the hull. A big underbridge slam causes the whole boat to shudder. It's one reason that there has been a trend to much greater bridgedeck clearance in newer cats.*

*A big difference between our catamarans Profligate and 'ti Profligate is that the former has five separate bilge compartments, including a very large and buoyant engine room compartment, while 'ti has a common bilge for most of the boat. We once accidentally filled the largest bilge of Profligate with water and didn't even notice it because the other four compartments kept her floating so well. We prefer the separate compartments in Profligate, although it pretty much meant that we had to go with saildrives, which otherwise would not have been our preference.*

*We think Capt. Dale Cheek's response to the crisis was so exemplary that we're reprinting a slightly edited version of it:*

*"We departed Barefoot Cay, Roatan, Honduras, bound for Providenciales in the Turks & Caicos on November 27. The crew was Leonard T, Richard W, and Anneli the seadog. Just before midnight on November 28, I was awakened by Richard, who reported that the bilge pump indicator light was remaining 'on' longer than normal. When I got out of my bunk, I immediately saw the cabin sole was awash in both the forward and aft cabins. I awoke the other crewmember and set him to work on the manual bilge pump. I instructed Rick to move the throttle to neutral and then come below to assist. I closed all the below-the-waterline seacocks in the starboard hull. Briefly we used the two shower sump electric pumps to extract the water, but this proved fruitless. The water level was continuing to rise. I then entered the sea with snorkel gear and an underwater flashlight to assess the problem. On the outer side of the starboard hull just forward of the leading edge of the keel, I noticed approximately one square meter of exposed foam coring, as well as scraped bottom paint, indicating there had been a heavy impact. The exposed foam started just below the waterline and extended down to the monolithic laminations at the centerline*

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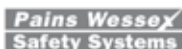


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## LETTERS

of the hull.

"Just before 1 a.m., I activated all our emergency apparatuses, which included a 406 MHz EPIRB, a SPOT transponder, and a DSC VHF emergency alert. I attempted to call the boatowner using the satphone, but was unable to reach him. I called my roommate in Florida to make initial shore contact. At approximately 1 a.m., I received a satphone call from the Spot Coordination Center verifying our emergency.

"We decided to attempt to maneuver the genoa sail over the hull damage. While again snorkeling overboard to effect this, at about 2 a.m. I heard a low-flying aircraft overhead. When the sail maneuver proved unworkable, I exited the water. By this time starboard engine room had been flooded and water was washing into the cockpit.

"Len reported that the Coast Guard had called to verify our names and the situation. I gave the 'prepare to abandon ship' order. At approximately 2:30 a.m., we, including the dog, abandoned ship for the liferaft. Safely in the raft, we cut the painter connecting us to Palenque. By this time she was down heavily by the stern, with water flooding the interior. Within five minutes, the deck light was extinguished and we could no longer see her.

"Thanks to a waterproof VHF handheld radio, we were able to communicate with the U.S. Navy P3 Orion aircraft overhead, and the container vessel Cap Domingo that had been directed to us by the Navy. By 4 a.m. we were safely aboard the Cap Domingo."

### ↑↓ THIS IS REALLY WHY HE WAS CALLED POODLE

With John Selbach and Capt. Greg Paxton having piped in about how the late Chris Corlett acquired the nickname 'Poodle', I might as well make it a trilogy.

Back in the '70s and '80s, when Alameda's Mariner Square was the center of Northern California sailing, Gil and Kitty Guillaume were the brokers for the Newport and Santana lines of boats. Chris was their hot salesman. John would put the boats together. Greg would tune them to perfection. It was a well-oiled machine, as evidenced by all the Tunas and Newports seen on San Francisco Bay.

I worked at NorCal Yachts at the time, and our office was on the other side of the paper-thin walls of the Mariner Square offices. We sold the Pacific Seacraft and Ericson lines. The competition between our two companies was fierce.

Anyway, one afternoon we heard the most unnatural commotion coming from the other side of those paper-thin walls. Yelling, crying and laughing were typical yacht brokerage office noises, but these noises were so different that curiosity drove us next door to investigate.

The sounds were of Gil and Kitty absolutely besides themselves and crazy with tears of joy and laughter. Over and over Gil kept saying, "Who is going to buy a boat from a damn poodle?"

Standing there in the office, wearing his best Chesire Cat smile, was Christopher — with a head full of coil springs. Chris had gone out and, in something of the style of the day — although mostly with African Americans — had gotten a Jeri Curl perm. Man, did it ever look wrong on him! Chris took serious heat.

His curls didn't stick around long, but the 'Poodle' nickname will never die.

Rodney Morgan  
The City

### ↑↓ TIME IS THE BEST CURE TO SEASICKNESS

With regard to Adam Scheuer's letter about trying to cure



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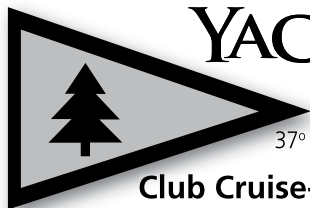
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## LETTERS

his wife's seasickness, I believe the best cure is staying on a boat at anchor in a relatively calm area for an extended period before venturing offshore. I have never been able to go from solid land to a boat without the feeling of queasiness — unless I had time to acclimate to the motion.

But it doesn't work for everyone. I served on a buoy tender where the Chief Warrant Officer had 17 years of sea duty. He threw up the entire time we were at sea. I don't know how he could take it.

I work on a dredge and skipper a dredge tender. After the constant motion, all sensation of movement seems to disappear and I become 'immune' to seasickness.

I think it's asking a lot of the average person to go from land to anything with constant motion without their feeling queasy. In my experience, allowing yourself to build up to that in small increments seems to be the best 'medicine'.

I still stand by the remedy that the best cure for seasickness is to sit under an oak tree for an hour.

Sandy Tucker  
Santa Cruz

### ↑↓ GOING FROM 26 TO 65 FEET IS A BIG CHANGE

I just happened to read Tom van Dyke's letter from February 2012 about the MacGregor 65 *Andiamo* at Moss Landing.



TOM VAN DYKE

**Many fond memories were made aboard 'Andiamo' during daysails.**

This is the same boat that used to do day charters out of Pier 39 between 1993 and 1995. At the time, Jeff Davis, a good friend, worked in the harbor-master's office during the week and crewed on *Andiamo* during the weekends. My ex-wife and I spent many weekends as guest crew for the experience.

I can attest that it's a big change going from sailing a Clipper Marine 26 to a Mac 65.

I was glad to see van Dyke's letter, as I always wondered what happened to *Andiamo*.

Jerry Barker  
Ex-Alisoun, Cal 29  
Suisun City

### ↑↓ ANCHORING CONFUSION

Thanks for the thoughtful reply to my advice-seeking letter about anchoring that appeared in the February issue. My anchor is actually one size above that recommended for my boat size, but I'll probably go up one more.

Regarding scope and chain, Don Casey had this to say in the March 2013 *SAIL*: "Under normal conditions — in winds under 40 knots — 4:1 should be sufficient. If you drag with this much scope, refer to rule #1 — you need a bigger anchor."

Casey went on to say that no anchoring test he's seen in the last three decades has proved that increasing scope beyond 4:1 actually increases holding power. "To the contrary," he wrote, "increasing scope sometimes may even reduce holding power."

Lastly, he said that chain might have catenary effects that rope doesn't, but more chain on the bottom doesn't increase holding power.

Mr. Casey's conclusions are: 1) Big anchor (I can agree with that); 2) Four-to-one scope; 3) Forget all chain.

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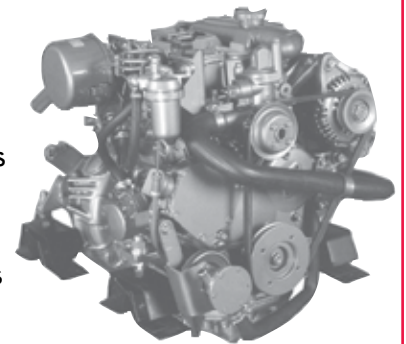
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## LETTERS

Now I'm really confused.

Brian Bouch  
Albatross, Norseman 447  
Lying Mazatlan

*Brian — It's easy to be confused. If you get on the net, anchoring opinions are like elbows, everybody has a couple.*

*We're no experts, but it seems to us that 'holding power' is just one factor in the anchoring equation. Getting your anchor to set, getting it to set in different bottoms, having it reset by itself, its resistance to breaking free, and its resistance to being cut by rock and coral are a few others. Furthermore, some anchor manufacturers say their anchors need 7:1 to reach full efficiency.*

*Science aside, if the wind is blowing 35 knots, and Casey is taking his own advice, we don't want to be to leeward of his boat. Indeed, see this month's Changes about a Cal 29 that drifted ashore after her nylon anchor rode wore through.*

### ↑↓A PASSION FOR ANCHORING

Proper anchoring is a passion of mine. Having circumnavigated on a Mason 53, it's my belief that few sailors seem to understand or appreciate the need for properly sized anchors, the correct length of rode (chain, of course), proper scope for the conditions, and proper setting techniques.

I agree with *Latitude's* editorial response to 'The Not Always Happy Hooker' letter in the February issue. But based on my discussions with hundreds of cruisers, and on anchoring myself thousands of times in all sorts of bottoms in all sorts of weather conditions in a total of 56 countries, I'd like to add to it.

In the thousands of times that I anchored, I dragged only three times. Once at Bequia in the Eastern Caribbean — as did the publisher of *Latitude*. Once in Bodrum, Turkey — as did the publisher of *Latitude*. And once in Cefalu, Sicily, because I did not let out enough scope. There was a good reason I didn't let out more scope — I was distracted by the two naked women on the boat next to me.

Sailors need to remember that the sole purpose of anchoring is to ensure that you wake up in the same anchorage you went to sleep in. Therefore, there is no such thing as an anchor that is too big. You need a minimum of two pounds of plow anchor per foot of boat length. Nor is there any such thing as too much rode — always chain. Three hundred feet of chain is the minimum.

Sailors also need to remember that to be of any value, anchor chain has to be put out. There are no prizes for surviving the night on the least scope in the anchorage.

I have been known to let out 250 feet of chain attached to my 105-lb CQR in 15 feet of water, just to be certain I stayed where I wanted to be. I had this much out in Bequia and still dragged. But unlike the boats around mine that dragged at nearly hull speed, my boat dragged at the rate of 100 feet per hour.

Of course, the actual physical conditions of the anchorage and the number and type of other boats in the anchorage have to be taken into account. However, the fact that those around you have let out only a 5:1 scope is no reason for you to be equally foolish. Set what you think is correct, and then dinghy around to your neighbors telling them what you have done and why. Chances are your acumen will make you the anchorage's resident anchoring guru, and lead to all sorts of cocktail invitations.

On the other hand, you might also be vilified or assaulted. Either way, you will sleep well.

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# LETTERS

In problem conditions, I always have an anchor watch, and use my radar as the position-recording device. I prefer this, as it shows me precisely where I am, where everyone else is, and the way out should I need it. If I know that conditions will get bad, I always speak to the boats anchored upwind of me and politely ask them what they are doing, anchor-wise, so that I can learn from their experience, but primarily so I can decide whether they are likely to be a problem. A couple of times their responses caused me to up anchor and move, but better safe than sorry.

Laurie Pane  
*Dolphin Spirit*, Mason 53  
 Brisbane, Australia / Marina del Rey

*Laurie — We agree that big and long are best.*

*Indeed, we suspect that a contributing factor to the Uncontrollable Urge tragedy in the Islands Race might — we repeat might — have been that she probably was carrying the absolute minimum of what was required in terms of anchor size and length of rode. When racing a boat where weight is critical and the use of the anchor is unlikely, that's understandable. But when trying to grab the bottom in moderately strong winds and eight-ft seas, it's also understandable that the minimum size anchor and rode might not be up to the job.*

*In our experience, it's the other boats in the anchorage that are usually the problem. Either there are too many of them or their captains don't care that they are inadequately anchored.*

*When we anchor Profligate in Mexico, where there is often all the room in the world in the anchorages and the depths aren't too great, we let it all hang out. That means the biggest Fortress anchor made at the end of 150 feet of chain, even when in just 15 feet of water. After all, as you say, the chain doesn't do any good sitting in the chain locker.*

*The reason we can't do this in crowded places — such as the Caribbean — is that the water is deeper, you've got moored boats mixed with anchored boats, 100-ft boats mixed in with 30-ft boats, cats mixed with monohulls, and sailors who either don't speak the same language as you or are in town getting smashed. In those cases, you have to make a decision. Either try to find a better place to anchor — which may not be possible — or do the best you can and not sleep as soundly as you might have wanted.*

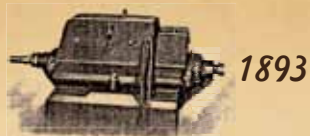
## ↑↓ THE USE OF CATENARY WEIGHTS EXPLAINED

Thanks for the kind words about me, but comparing what Peter says about catenary curve to my remarks about catenary weights is comparing apples to oranges.

The use of catenary weights to increase scope is such a basic physics concept that when you mentioned that Peter Smith did not see the benefit of it, I looked at his website. I could not find any mention of additional catenary weights by him. It seems clear to me he was only referring to the catenary curve that forms in an anchor chain.

He believes the benefits from just the curve may be offset by using rope instead of chain, and applying the saved weight by carrying a bigger anchor with rope. And we can all agree that an anchor chain can jerk and snap — if the boat is able to stretch it tight. Using lighter rope and a heavier anchor is a different choice, and I have no dispute with that. He seems to be promoting larger anchors with rope, but I prefer chain simply because rope, regardless of size, chafes on sharp rock or coral.

It is an absolute fact that adding additional weight to the middle of a chain or cable makes it more difficult — or even impossible — to straighten it out. If you put enough weight



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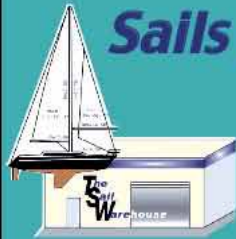
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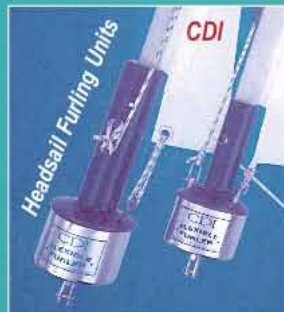
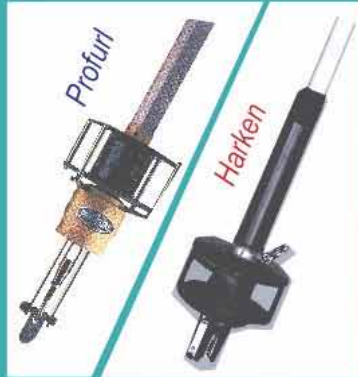
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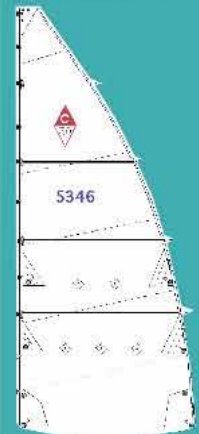


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## LETTERS

on it, it will break before it straightens out. Since the scope is calculated from the catenary weight to the anchor, the scope is increased by the weight's being lower than the bow roller.

The additional force required to straighten out a weighted chain is roughly the reverse of the reduced force required to use a lever arm to lift a weight. It is easy to pick up a 22-lb weight by lifting it straight up, but trying to lift it when it is at the far end of a 20-ft lever is much more difficult. I attach my weight close enough to the boat that it does not reach the sea bottom, but it would be of even more help to let it out closer to the middle of the chain.

I carry five different anchors, but generally use the 75-lb CQR with 3/8" chain on my 50-ft boat. I have been anchored in conditions that bent the shank on that very strong, forged, anchor, and I feel the catenary weights add a huge safety factor. I carry additional weights, but have never felt the need for more than the one 22-lb weight. I do not use it in normal weather except in situations where there is very limited room to swing.

Ernie Copp  
*Orient Star, Cheoy Lee Offshore 50*  
Long Beach

### ↑↓ SURVIVING HURRICANE INIKI

I recently unearthed some footage I had from when we were anchored in Lahaina, Maui, during Hurricane *Iniki* in 1992. I



JULIUS HANAK

posted it on YouTube at [goo.gl/gyWyX](http://goo.gl/gyWyX).

Many boats were destroyed, and I believe you will find it very interesting and educational.

Julius Hanak  
*Emerald Steel,*  
Spray 38  
San Diego

**Hanak's footage of 'Iniki'-generated waves destroying boats isn't for the faint of heart.**

Julius — Very interesting footage. That's one condition in which we think it might be better to have some nylon rode instead of all chain rode.

### ↑↓ "EPAINT HAS EXCEEDED MY EXPECTATIONS"

I'm responding to the letter by David Miller and the results he had with ePaint bottom paint.

I applied ePaint's SN1 bottom paint in June, 2012, and the paint has exceeded my expectations. After eight months, with no cleaning, I have no growth on the bottom. The paint adhered to the bottom much better than any previous paints I have used, and there is much less growth.

My old bottom paint was thoroughly sanded, then wiped down with alcohol before the paint was applied. There was no loose or flaking paint, and I applied two+ coats of the ePaint in dry weather conditions at about 60 degrees.

Mr. Miller did not state whether he used the water-based paint (EP 2000) or solvent-based bottom paint (SN1), and did not go into any detail about the prep and previous paint. Personally, I prefer solvent-based paints.

Of course, the true test of the effectiveness of a bottom paint is the condition at the next haulout, which for me will be 2014 or 2015, but so far I am extremely satisfied with this paint.

John Sprouse,  
*Beach Party, Farr 46*  
Indianola, WA



PHOTO: DAVE TOWLE



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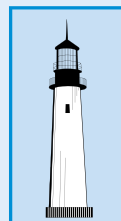
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## LETTERS

Readers — The subject of ePaint came up when we got photos of La Gamelle on the hard in St. Kitts, showing areas of the ePaint chipping off the bottom. When we finally got to the boat, we discovered that the chipping was limited to certain areas. Nonetheless, having had to buy replacement bottom paint prior to getting to St. Kitts — where no bottom paint or any other supplies are available — we decided to go with Petit's Vivid. Why? Because it was the only white bottom paint we could find in St. Martin.



DION BERRY

**'La Gamelle' may get another application of ePaint for further testing.**

By the way, the nice folks at ePaint, having learned of our problem, were very responsive and generously offered to supply us with what we needed to give their product another try.

↑↓ **THE TRAGIC LOSS OF CRAIG WILLIAMS**

When we lost Craig Williams on the night of March 8, we lost a great man, father, sailor and friend.

I sailed with Craig for a few seasons aboard his Olson 40 *Uproarious*. He had all the qualities of a great skipper — he was fair, mild-mannered, generous with the helm, and most importantly he kept a cool head even during the most intense situations. He lived to race that Olson 40.

I did the Islands Race a couple of years ago with Craig on *Uproarious*, and I count it as one of the highlights of my sailing life. We sailed balls out, all night, through what I recall as an exceptionally dark night. After we left the lee of the south end of San Clemente Island, it was blowing 20 to 25 knots. We had the big kite up and were hitting close to 16 knots in surfs. The Olson 40 loves to surf! We were also on the edge of control. But that feeling of being on the edge is part of the game. That's why we buy the ticket and take the ride. If you've raced sailboats offshore, you know the feeling. Craig absolutely lived for this. Even though we'd been 25 minutes late to the start, we got second in class for our efforts. It was an amazing experience that night, one I'll never forget.

This year Craig sailed the Islands Race on the brand-new Columbia 32 *Uncontrollable Urge*. The boat's rudder failed near the north end of San Clemente Island. The vessel was eventually set inside the surf, the boat broke apart, and Craig lost his life in the large surf.

He leaves behind a wife, young daughter, and baby on the way. His wife and friends have set up a website for those wishing to make a financial contribution to help this family along in the short term: <http://goo.gl/8ydL5>. Craig will be forever missed.

Michael Migdol  
Encinitas

Michael — One of the things that makes it hard to accept this sailing tragedy is that Craig and the others were such good seamen that they felt they didn't need the outside assistance offered by the Coast Guard and other participants — until it was too late. In hindsight, they should have been more selfish.

↑↓ **MORE CRACKED ICOM INSULATION**

Add me to the list of sailors who have had the insulation on an Icom radio crap out on me after six months. It was back in 2010. I called headquarters and got a 'yawn' response. I told

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## LETTERS

them I'd buy a new one and offered to send the original back for their geniuses to analyze. I got another 'yawn' response.

Pat Tilson  
 Shaboom, Westsail 32  
 Annapolis, MD

### ↑↓ SAILING AND A SHOW

It was a glorious day on the Bay today, and we were



COURTESY TRY BABY TRI

**An AC45 gave sailors a treat in mid-March by practicing near Treasure Island.**

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bleeding by the unexpected sight of an AC45 out practicing — rounding the marks, tacking, jibing, massive winch grinding. Whoooooah, what a thrill!

P.S. I used to own a sistership to the Leopard 45 owned by the owner of *Latitude 38*. I sold her in October and got my current boat, a Telstar 28. What fun!

Laurie Chaikin  
 Tri Baby Tri, Telstar 28  
 San Francisco Bay

### ↑↓ FINDING FAULT

I know that I'm a little late with this, but did anyone witness a collision between two sailboats in The Slot on February 17 at about 3:30 p.m.? We're looking for someone who can tell us more about the incident.

My wife and I had sailed *Fandango*, our Hunter 36, from Sausalito to the Cityfront on a day when not many boats were out. We were returning on port tack when a boat came out from behind our jib and struck our boat. My wife, who had been at the helm, said she had maybe two or three seconds to let out a yell and turn the wheel to get our boat out of the path of the other boat.

The other boat hit our starboard stern quarter right on the corner of our transom. His anchor caught our starboard aft pulpit, ripping it, our stern seat, and outboard motor aft. Our stanchions bent over on the entire side of the boat, and the bow pulpit broke as the lifelines eventually snapped. Our starboard wishbone backstay was sheared off at the base.

Once my wife and I checked to see that we were both all right, we turned the boat into the wind to drop the sails, jury rig the backstay, and lift the outboard.



BRUCE HAMADY

**'Fandango's stern pulpit was torn off in the collision.**

After the other boat struck us, he sailed off a distance, circled once or twice, then sailed away to the Cityfront. We did notice the name on his boat, and once our boat was in order, I tried to raise him on the VHF.

He did not respond. Once we began to motor back, he sailed relatively close to us and yelled, "What happened?"

"You hit us," I replied.

"No, you hit me," he responded.

I told him our slip and asked his, which he gave to me.

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## LETTERS

He then tacked away from us.

"Besides," he said before taking off for the City, "I was on starboard."

"But that doesn't mean you can hit us," I said.

I know, we'd been on port tack, and hadn't recently checked under the jib, which obscured our view of that side. Rule 12 says he has right-of-way, but Rule 8 says you shall not hit another boat if you can avoid it. It was a clear day, there were no other boats near us, and yet someone who had a clear view of our boat ran right into it. He made no visible attempt to avoid us, and continued on his way without so much as even coming back to see if we were injured or needed assistance.

We suspect he must have been below in the head or getting food or drink with the tiller locked off. We can't imagine his ramming us with the tiller in his hand.

So we're asking, did anyone see this accident? We think not, since nobody else came to our assistance, but we'd really like to know if the guy was even in the cockpit.

Bruce Hamady  
Fandango, Hunter 35.5  
Sausalito

*Bruce — We're glad to hear that nobody was hurt, and we admire your obvious honesty, but with all due respect we think your position is all but indefensible.*

*First, you were on port, and thus it was your responsibility to keep clear of all boats on starboard. You didn't. The other guy was on starboard, so his responsibility was to sail a constant course so boats on port, like yours, would have no trouble avoiding him.*

*Second, it's the responsibility of all skippers to keep a proper lookout "by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision." You didn't have a proper lookout.*

*It seems to us that you violated the two most elemental rules of safe navigation, and thus don't have a leg to stand on. Even if the other guy didn't have a proper lookout — and at this point there is no evidence of that — at least he was on starboard.*

*You keep mentioning that the other boat "hit" your boat. But just because it was the bow of his boat that made contact with your transom doesn't mean that you weren't responsible for the contact. After all, it's entirely possible that, realizing you were about to t-bone him, he made a desperation attempt, as required by Rule 8, to duck you, but didn't quite make it. Also, from your description it sounds as if the other boat appeared to leeward of you, heading in the opposite direction. If that's true, and your wife swung the wheel hard to windward, that action may have brought your "starboard stern quarter" right into the bow of the oncoming boat.*

*The insurance companies will work it out, but our feeling is that your company is going to pay for the majority of the damage to both boats. But did we mention that we admire your honesty?*

*When sailing — especially where there are often lots of boats, such as San Francisco Bay, Newport Harbor, and San Diego Bay — you have to assume everybody is out to hit you, either on purpose or because they're not paying attention or are having some kind of gear failure. No matter what tack you're on, you have to be monitoring the ever-changing situation constantly.*

### ↑↓ REMEMBERING FARALLONES TRAGEDIES

I raced on the Bay back in the late '70s and early '80s. Reading the news accounts of the terrible accident at the Farallones last year, I remembered starting a Doublehanded

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## LETTERS

Farallones Race one year in a full gale and turning back because the conditions were too dangerous for my crew and me on my Catalina 27. We were the first boat to quit. Many more followed us. The rest of the fleet continued out into the open sea.

As I recall, three boats were lost that day and 11 sailors perished. Can you tell me if my memory is accurate, and if so, what year it occurred? When I did not see any references to that race in the news accounts from last year, I started to question my memory.

To prevent another tragedy like the one last year, how hard would it be to place a temporary buoy a mile off the Farallones and make it the rounding mark for future races?

Michael McDermott  
Palmas del Mar Marina  
Humacao, PR

*Michael — We think you're referring to the 1982 Doublehanded Farallones Race. Nearly 130 boats started, but only 39 finished, with four sailors and eight boats lost. It was a terrible tragedy.*

*With regard to a limiting buoy off the Farallon Islands, the US Sailing expert investigative panel considered it and rejected it as not being feasible. Even if it were feasible, if you stop to think about it, one limiting buoy would not do it; you'd need a number of them.*

### ↑↓ WHO NEEDS A BOAT?

*Latitude* was suggested as a good source to reach out to in regards to a swim I'm going to do across the Sea of Cortez. My friend Paul Kent, who is on my crew this year, pretty much demanded I contact you, saying that if anyone knew anything about the Sea of Cortez, it was *Latitude*.

I made an attempt last year, and swam against a current for 24 hours, covering only 31 miles. At one point I swam for one hour and made only 100 yards. After consulting the Navy via a friend from NOAA, I discovered I'd gone the wrong way.

This year, with a new crew, boats and knowledge, I hope to break a world record with the longest unassisted ocean water swim. I plan to start on June 30, and swim from San Carlos to the Baja peninsula. I figure Baja is a big enough target, but Punta Chivato would be the shortest distance. Last year I started from Punta Chivato.

Last year I started three weeks earlier, but this time I want to bring my twin 7-year-old boys. Shamelessly, I'll use them



SCOTT ROKIS

*Paul's kids will be his motivation to keep swimming.*

as a target to swim toward. I've also assigned my wife as crew chief, and knowing the boys are where we're going, she'll make sure we get there. You have probably heard of a coastal-locked wave (CLW) or coastal-trapped wave (CTW). It's a periodic wave that comes up the eastern coast of the Sea of Cortez and heads west just around San Carlos. Based on satellite images from the Navy, on June 11 of last year, I found myself swimming smack dab right into one of those suckers. I think they are hard to predict, but I might find indicators that would show one forming in the south so I could time my launch appropriately. Unfortunately, with a crew of 12, chartered boats, and limited funds, I could only find a window of three days for launch. But, it's okay, and I'm much better than last year in terms of understanding currents.

As with sailing, there are numerous elements related to this





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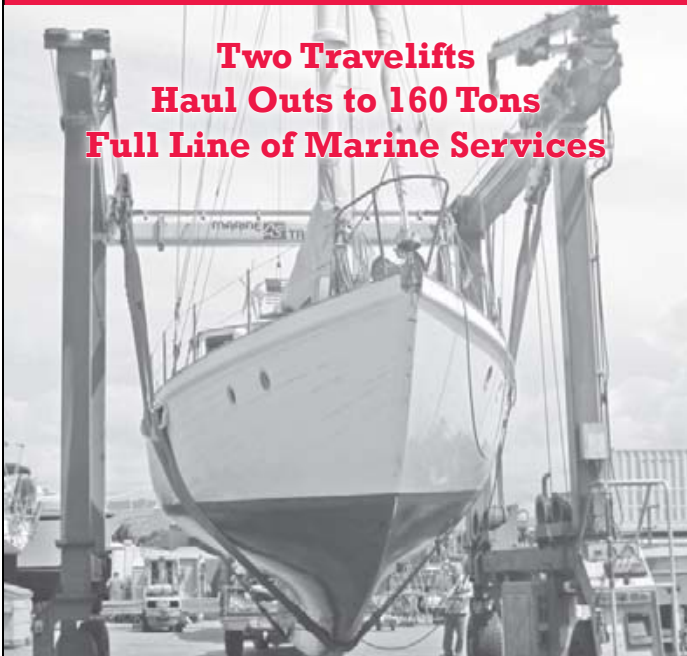


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## LETTERS

expedition that could go wrong. Navigation, nutrition, support boats, crew, weather and planning all play an important role. In reaching out to you, I hope at the very least to alert you to the swim so that you might mention it. If you were interested, I would love to bend your ear to see if you have any ideas or might point me in the right direction.

Paul Lundgren  
[www.SoloCortez.com](http://www.SoloCortez.com)

Paul — Thank you for the kind words. We have a good overall knowledge of the Sea of Cortez, but not the kind of detail or depth — other than that the water should be warm in June and the wind generally light and out of the south — that would help you. As all experienced sailors know, sailing to a schedule is frequently a recipe for disappointment. A three-day window for swimming the Sea of Cortez isn't a long one. We wish you luck.



SCOTT ROKIS

The last time Paul tried the swim, he was going against the current.

### LOOKING FOR A GOOD NAVIGATION COURSE

As a very satisfied reader of your amazing publication, I was wondering if you could recommend a source for navigation courses. I live in San Luis Obispo, but am willing to travel. Also, do you know of any online courses?

Mike Manchak  
San Luis Obispo

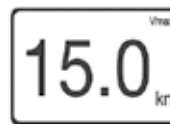
Mike — The Coast Guard Auxiliary offers a number of navigation courses for all levels, and they make it easy to find one near you at [www.cgaux.org/boatinged](http://www.cgaux.org/boatinged).

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Axel Ulrich  
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# SIGHTINGS

## joyon going for a 'grand slam'

One of the complaints about the current America's Cup boats is that very little of the technological advances will trickle down to regular boats. We suppose that's mostly true, but then we learned that Frenchman Francis Joyon has equipped his 33-meter trimaran

*IDEC* with foils such as those found on the AC boats. That should make *IDEC* faster still — and a little more sensitive.

For those not familiar with French sailors, Joyon is something special, a soulful single-hander admired by all, who nonetheless has an astonishing record of achievements. We won't go into his whole history, but in the early days it was marked by around-the-world records set with an ancient boat, worn sails, and no outside help — not even a weather router.

Joyon currently holds three of the biggest records in singlehanded racing: First, there is the big one, the singlehanded nonstop around-the-world record of 57 days. That's not too far off the crewed record of 45 days. Last year he

improved on the singlehanded 24-hour distance record, 666.2 nm, averaging 27.75 knots. Recently he set a new Columbus Route — Cadiz to San Salvador — record of 8d, 16h (all aboard the 95-ft tri *IDEC*). No sailor has ever held these three prestigious records at the same time.

And now Joyon — and his foils — has his sights set on the fourth record in what would give him an unprecedented Grand Slam. That record is the New York-to-Lizard record, currently held by Thomas Colville and his slightly larger and much more sophisticated and comfortable 105-ft trimaran *Sodebo*. The record will be difficult to beat, as Colville did the 2,980-mile (rhumbline) route in just 5d, 19h, an average of 21 knots on the rhumbline.

The following is a list of TransAtlantic sailing records. Note what a tremendous improvement in times there have been in just 21 years.

### Solo North Atlantic records

- 1987: Bruno Peyron, *Explorer*, catamaran, 11d, 11h, 46m, 36s
- 1990: Florence Arthaud, *Pierre Premier*, trimaran, 9d, 21h, 42m
- 1992: Bruno Peyron, *Explorer*, catamaran, 9d, 19h, 22m
- 1994: Laurent Bourgnon, *Primagaz*, trimaran, 7d, 2h, 34m, 42s
- 2005: Francis Joyon, *IDEC 1*, trimaran, 6d, 4h, 1m, 37s
- 2008: Thomas Coville, *Sodebo*, trimaran, 5d, 19h, 29m, 20s

The publicity-shy Joyon is a true sailing hero of ours, and we wish him the best of luck. He plans to make his attempt sometime in May.

— richard

## sailor lost in islands race

It's unfortunate that California sailors have become far too accustomed to losing friends and competitors in offshore yacht races, but the fact is that offshore sailing is a dangerous sport. This was driven home last month when San Diego sailor Craig Williams died on March 8 while crewing aboard James Gilmore's brand-new, all-carbon Columbia 32 *Uncontrollable Urge* in the Islands Race, a 139-mile race from Long Beach to San Diego, leaving Catalina and San Clemente Islands to port. While her crew consisted of very experienced offshore racers, this was the first offshore race for the boat and the design itself (her builder, Vince Valdes, was aboard as well).

Caught in the trough of compression between an east-moving low-pressure area and the dominant Pacific High, the fourth edition of this now-annual race would be a breeze-on affair with upwind sailing for the beat to Catalina, demanding reaching conditions between the islands and high-speed downwind surfing conditions to the finish. (See this month's *Racing Sheet* for a full race report.) After rounding

continued on outside column of next sightings page

## find it all at

With America's Cup Fever sweeping across the Bay Area, there's no doubt that this year's Strictly Sail Pacific is going to be one of the most exciting in recent years. Once again held at Oakland's Jack London Square (April 11-14), the show is packed to the gills (or is that Gill?) with enough to see and do to entertain the entire family.

A guide to the boat show is tucked into the pages of this issue, and in it you'll find details on everything from VIP Day (Friday, April 12), to seminars (free, advanced and on-the-water), to exhibitor parties (including *Latitude's* party), to the spectacular new America's Cup Pavilion



Joyon may be media shy, but he's bold on the water.

French sailing hero Francis Joyon is going for the Grand Slam of sailing records.



## strictly sail pacific

(in the old Barnes & Noble). But before you go tear it out and start planning your assault, keep reading for a few other goodies you won't want to miss.

We'll start at the exhibition hall, the same two-story structure used last year. Both floors will be filled with the latest in boat gear, from high-tech marine electronics to those adorable boat shoes your first mate has had her eye on for months. If you've been researching a big upgrade, the show is a perfect opportunity to pick the brains of bona fide experts who know the ins and outs of such a project.

Speaking of educating yourself, you'll

continued in middle column of next sightings page

## williams — cont'd

Catalina's West End, *Uncontrollable Urge* began reaching south, but a strong west-to-east set forced boats to steer up 10 degrees to effectively stay on course.

With the breeze solidly in the 20s and the fleet required to sail a tight angle, both boats and crews were being pushed to their limits. The punishing conditions caused *Uncontrollable Urge's* rudder to explode after landing off a large wave at high speed. With no steering, the boat began drifting toward San Clemente Island, the southernmost of the Channel Islands.

At 9:26 p.m., the crew of *Uncontrollable Urge* issued a *pan pan* call over VHF radio to inform the Coast Guard of their situation, and activated their radio's digital selective calling (DSC) feature. *Urge* was offered a Coast Guard rescue, but declined, noting they were in no immediate danger. It's clear that the crew believed the situation to be under control, especially since they'd contacted a commercial

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PHOTOS: JEAN-MARIE LIOT

# SIGHTINGS

## williams — cont'd

tow service to assist them. Unfortunately the tow boat was unable to leave port due to the rough conditions: up to 30 knots of breeze and 8- to 10-ft mixed swells.

By 11 p.m., the disabled boat had drifted closer to the island and the crew unsuccessfully attempted to set an anchor, leaving them drifting closer and closer to the beach and the pounding surf. To understand the situation, it's important to take into account the rough conditions and San Clemente's inhospitable topography. The western shore of the island is a rocky, steep coastline known for its large kelp forests and sharp rise from the depths of the ocean floor. With no sand, mud or anything else that would allow an anchor to set, anchoring to windward of San Clemente Island was impossible given the conditions, which included steep breaking waves. In other words, anchoring was impossible and being swept ashore inevitable.

Just before midnight, *Uncontrollable Urge* rolled twice in the surf zone, breaking the mast in the process. One unconfirmed third-hand report claimed that Williams, who was apparently tethered to the boat when it rolled in the surf, was caught by the mast as it came down. Shortly after midnight, all six crew members — including an

continued on outside column of next sightings page

## strictly sail

want to set aside some time to attend some of the 110 free seminars organizers have scheduled. Jimmy Cornell and his daughter Doina, John and Amanda Neal, Brion Toss, Kame Richards, Lee Chesneau and many, many other knowledgeable presenters will be speaking on any number of subjects. Back for a return engagement is *Latitude's* Managing Editor Andy Turpin for three talks: Friday, April 12, 'Baja Ha-Ha How-To' (3:30-4:30 p.m., E Pavilion); Saturday, 'Baja Ha-Ha How-To' (same time and location), immediately followed by 'Tahiti & The Pacific Puddle Jump' at 4:45. Advanced seminars are also available for a fee.

Many of the speakers are accomplished authors, and they'll be stationed at the Author's Corner, where you can



SPREAD: JOHN FULLER; INSET: USCG

## — cont'd

meet them in person, chat about their expertise, and buy autographed copies of their books.

New this year is the AC Pavilion, where show attendees will learn more about the 'Summer of Racing', meet Oracle and Artemis team members, and even view the oldest trophy in sports (Saturday and Sunday only). Ambassadors will help you figure out the best place to watch the Louis Vuitton Cup, the Red Bull Youth America's Cup and the America's Cup Finals, and VIP seating tickets will be available for purchase.

Attendees also have the opportunity to go for free sails during the show. Head down to the Discover Sailing Center on the docks to hop a 45-minute ride, or pop on over to the schooner *Seaward*

continued in middle column of next sightings page



The brand-new 'Uncontrollable Urge' at the start of the Islands Race. Inset, USCG footage of her after she rolled.



## williams — cont'd

unresponsive Williams — were hoisted into a Coast Guard helo and transported to a San Diego hospital, where Williams was pronounced dead. The San Diego Medical Examiner's Office later reported his cause of death was hypothermia and drowning.

Roll back the clock to 2009. It was a beautiful fall day on San Diego Bay and this writer had just finished a race aboard Craig Williams' Olson 40 *Uproarious*. It was still early in the afternoon, so Craig asked who wanted to sail out of the harbor, put up a spinnaker and then sail back to the yacht club. My arm didn't need to be twisted, so we pointed the big ultralight's bow for the ocean and sailed on.

Craig asked if I'd ever packed a spinnaker before. I replied no, so Craig proceeded to completely remove the kite from its bag, run all of the tapes, locate each corner and then carefully pack it back into the bag to ensure that it launched as it's supposed to. Back on deck, we hoisted the kite and he handed me the

tiller. It was the first time I'd ever driven a big boat with a kite up. It's a feeling I try to re-create as often as possible.

This was the effect that Craig had on others and the lasting impression that I, and many others, have of this incredible man. His infectious enthusiasm and love for the sport rubbed off on everyone. He didn't just share his boat with us, he shared a love of sailing. A love that he had learned from his father, who served in the Coast Guard and was an accomplished sailor himself.

In addition to being an ambassador for the sport, Craig was also a devoted husband and father. He is survived by his beautiful wife Kjersti and their two-year old daughter Claire. Their second child is due this summer. A memorial fund has been set up to pay for expensive memorial and burial costs, with anything left over to be rolled into a college account for the kids. You can donate to the Craig Williams Memorial Fund at <http://goo.gl/8ydL5>.

— ronnie simpson



WILLIAMS FAMILY

Craig Williams, 36, is survived by his wife Kjersti, daughter Claire, and another baby due this summer.

## banderas bay xxi

The 21st Banderas Bay Regatta lived up to its reputation this year as one of the best cruisers' regattas in the world. The 52 competing boats not only enjoyed incredible racing conditions, but were treated to four days of great parties and live music at the Vallarta YC and Paradise Village Resort. The regatta was kicked off with an opening ceremony celebrating traditional Mexican dance, music and tequila, and was followed by a Cuban night, a *ceviche* festival, a fish fry, and a spectacular sunset beach party and awards ceremony. Those who still had the stamina attended an after-race pool party and jazz concert at the beautiful Los Arroyos Verdes Eco Resort, hosted by owner Lupe Dipp.

This year's regatta was the first event outside the United States to join Sailors for the Seas' Clean Regatta program. As part of registration, each vessel was given two reusable water bottles and unlimited fresh water refills during the week. The race committee offered redress for any boat who picked up trash they found in the water, and everyone was encouraged to reduce, reuse and recycle during the event.

As usual, participants in the BBR ranged from performance cruisers and multihulls to traditional classics. Spectators in boats and on the beaches were as excited to see Tom Siebel's Sig 45 *Vamanos!* fly a hull as they were to see Mike and Dawn Hilliard's 85-ft schooner

continued on outside column of next sightings page

# SIGHTINGS

## bbr — cont'd

*Destiny* majestically work her way up the course. *Destiny's* former owner, Howard Hughes, would've been proud.

This year saw a larger number of multihulls than in past years, including David Crowe's *Humu Humu*, Bob Smith's *Pantera* and Cam McCannel's *Dream Chaser*. New entrants this year included Australians Lionel and Irene Bass, who are doing the Puddle Jump in a couple of weeks, in their Gunboat 52 *Kiapa*. Brian Charette's *Cat2Fold* made a point of proving to the committee boat that she could be on port and starboard tack at the same time.



'Destiny' wowed spectators during the Banderas Bay Regatta last month.

Racing conditions this year were classic Banderas Bay: Afternoon thermals touching 18 knots with a little swell to get those in the smaller boats surfing. PRO and VYC Rear Commodore Randy 'The Fun Guy' Hough set excellent courses for the three days of racing, giving the performance boats a chance to show off their speed while allowing for some nice long reaches so crews on the cruising boats wouldn't spill their cocktails.

Awards this year also included a Glitter Award for those boats that did something to demonstrate the corinthian spirit of the BBR. Three First Place Glitter Awards were handed out: *Destiny* received a trophy because the Hilliards smiled their way through a port-starboard conflict, Siebel's *Vamanos!* got one for accepting a -45 handicap just to make it a little more fair for the other performance multihulls, and Thomas Brown's *Wind Trekker* received one for retrieving a refrigerator floating in the bay and handing it over to the Mexican Navy. We're pretty sure the crew thought it was full of beer, but we still gave them kudos for removing trash from the bay.

Unfortunately, the event was not without incident. Sailmaker Mike Danielson was seriously injured during an incident at the start on Day Two. He is now recovering, and took the time to wish all competitors a good regatta from his hospital bed. We all wish him a speedy recovery.

Full results can be found at [www.banderasbayregatta.com](http://www.banderasbayregatta.com).

— andy barrow

## special jury assembled for bbr incident

As we reported in a special *Lectronic* report on March 23 (and as Commodore Andy Barrow reported above), there was a starting line collision — with a severe injury — in the second race of the Banderas Bay Regatta in mid-March. The collision was between the Hunter 54 *Camelot*, owned by Howard Shaw of Portland, and the J/160 *Blue*, which is based out of La Cruz and owned by Ken and Cheryl Sears of Nashville.

In our special issue of *Lectronic*, we reported that it was our understanding *Camelot* had been luffed up by the 44-ft *Variana Olas Lindas*, as she had the right to do. With *Camelot's* having been brought up into the wind, the question was whether there was enough room for the 54-ft long, 16-ft wide *Blue* to fit in between *Camelot* and the race committee boat without being guilty of barging. Barging is when a boat tries to squeeze between a boat to leeward and the committee boat at the start of a race when there isn't enough room to do so safely.

While the collision — there might have been two bumps — between the two boats wasn't that severe, somehow sailmaker Mike Danielson

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## strictly sail

for a free 30-minute dockside class and sail for up to 40 kids (see page 26 of the show guide for the schedule).

When you're done sailing, stroll the docks to see the newest in yacht design, from the sleek McConaghy 38 to the high-performance Nacra 17 to the luxurious Jeanneau Sun Odyssey 469 to the humble 16-ft RS Venture sailing dinghy. Touring boats is encouraged, though you'll need to take your shoes off, so slip-ons are highly encouraged. While you're touring the basin, be sure to stop and chat with the fine folks aboard the research vessel *Derek M. Bayliss*, as well as ex-AC challenger *USA 76*. If you're more into one-design racing than cruising, check out the Small Boat Zone, where you can find out how to get started in the Bay racing scene.





## — cont'd

Kids will again have their own 'Fun Zone' to let them blow off some steam. In addition to fun sailing-related activities, they can test their rock wall-climbing skills and scream their way down a zipline. Trust us, they'll be telling all their friends about it!

Before you leave the show, drop by the *Latitude* booth (#219-21) to say hi. If you attend Friday, stick around after the show closes for our Baja Ha-Ha, PPJ, Delta Doo Dah, SoCal Ta-Ta & Circumnavigators' Reunion Party. Participants in any of our events are encouraged to join us for some free wine, beer and snacks, but everyone is welcome. Pose with our model Crissy Fields, chat with the editors, buy a t-shirt, or simply grab some grog. We can't wait to see you there!

— *ladonna*

## jury — cont'd

fell aboard *Blue*, and ended up getting his legs in "just the wrong place." One leg was broken in two places between the knee and the ankle, the other leg was broken just above the ankle. We've been told by several people that Danielson had *not* been trying to use his legs to keep the boats apart, which is one of the first lessons you learn when sailing.

Based on information from Vallarta YC Commodore Barrow, Randy Hough, the principle race officer, witnesses on three other boats, and the fact that *Blue* didn't immediately file a protest after the incident or within the stated time limit to file protests, we initially reported that *Blue* had been guilty of barging.

We were subsequently informed that despite their not filing a protest on time, *Blue* never admitted fault. In fact, after the protest period was over, the Searses requested additional time to file a protest based on the fact that *Blue* was equipped with a masthead GoPro camera that had recorded part or all of the incident. Because of the new evidence, Randy Hough agreed to the protest period's being extended, as per the racing rules regarding situations such as this.

As we go to press, we have not seen *Blue*'s protest, and thus don't know the nature of it. One possible basis is that *Blue* believes they have

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**Banderas Bay Regatta — (clockwise from below) DeLayne Brin's Sabre 38 Mk1 'At Last' (foreground) and Larry Burton's Columbia 9.6 'Just Right' duke it out; J-World made a serious splash; cruisers such as Dan and Kelly Freeman on their Seattle-based Slocum 43 'Papillon' were who this regatta was designed for; barefoot hiking; Gregory Parfitt's Scappoose, OR-based Westsail 32 'Otter' proves the stout cruiser can race with the best of them; the bikini-clad mutineers aboard 'Moontide' did their best to distract fellow racers; is the future of 'cruiser racing' in jeopardy?**



ALL PHOTOS JAY ALLWORTH

# SIGHTINGS

## jury — cont'd

evidence that *Camelot* went above head to wind when luffing, which would have been illegal. Another possibility is that *Blue* will protest *Camelot* under Rule 14, which would be a claim that *Camelot* didn't do enough to avoid a collision. Even in cases where a boat has the right-of-way, she still has an obligation to make good effort to avoid a collision.

The sponsoring Vallarta YC organized a three-person jury to listen to the evidence on March 27. The head of the jury was Dan Becker of Newport, who was being flown down for this purpose. Two other sailors, described as "experts," made up the rest of the panel.

The hearing date and our absolute deadline date were the same, so we were unable to report the results in this piece. We will publish them in *Lectronic* as soon as we learn them.

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## delta doo dah

Since its inception in 2009, the Delta Doo Dah — a laid-back rally from San Francisco Bay to the San Joaquin Delta — has evolved every year. We started out with a 30-boat roster but quickly grew to 50 boats. So many Bay Area sailors wanted to join the fun we had to move to a lottery system for selecting participants. Sailors begged us to allow more boats to join but the small marinas and tight anchorages of the Delta limited any expansion.

This year, a big wrench known as the America's Cup 'Summer of Sailing' was



PHOTOS LATITUDE / ANDY

## registration opens

thrown into the scheduling works. Planning a 10-day cruise during the middle of it all proved tricky, so instead of asking 50 boats and more than 100 sailors to forego watching this historic event firsthand, we came up with an alternate plan that would not only allow for a flexible schedule, but would also include anyone who wanted to join: The Delta Doo Dah DIY.

The concept is based on another of our events, the Pacific Puddle Jump. Boaters register as a participant for free, leave

*continued in middle column of next sightings page*



**From the beginning, the Ha-Ha Rally Committee has always done their best to keep the event PG-rated from start to finish. That's why so many families bring along their kids.**

## jury — cont'd

Unless the new evidence from the GoPro is conclusive, it's likely that the 'loser' will be unhappy. For one thing, concepts such as adequate room for safety and making a reasonable effort to avoid a collision are subjective, not objective. In addition, just as in the case of traffic accidents, testimony of witnesses seeing the same thing often differs. It's also possible that the decision can be appealed, which means the situation could drag on even longer.

*Our view:*

While others disagree, it's our belief that this incident has the potential to undermine cruiser racing in Mexico. We say this as someone who has organized and participated in countless cruiser races between La Paz and Zihua for the last 30 years, and someone who has long-encouraged tentative cruisers to participate. If serious injury, boat damage and acrimony are the price of friends trying to enjoy a little friendly competition sailing their homes, it doesn't seem worth it. At least not to us.

— richard

## 20 years of ha-ha hilarity

To its Rally Committee members, running the 750-mile Baja Ha-Ha cruisers' rally every year sometimes seems a bit reminiscent of Bill Murray's famous film *Groundhog Day* — no sooner do the memories of one event begin to fade, than it's time to organize the next one. But unlike Murray's disdain for greeting the weather-indicating groundhog Punxsutawney Phil, the Rally Committee thoroughly enjoys each and every San Diego-to-Cabo San Lucas rally, because each one introduces them to a new batch of sailors from all walks of life, and each one is chock full of exhilarating, outdoor fun.

Because this fall's rally — slated to begin October 27 — will be the 20th, it's expected to be a humdinger. Not only are many Ha-Ha vets from previous years threatening to re-run the course just for the fun of it, but the Mexican government has promised to facilitate some special embellishments to the two-week event's customary activities.

Among those who've been chomping at the bit to do the rally, there's always a frenzied rush to get their boat listed at the top of the entry roster. If you're in that category, circle May 1 on your calendar, as online registration will begin at noon that day at [www.baja-haha.com](http://www.baja-haha.com). As in years past, preference for slips at Cabo Marina will be based on the signup order — the higher your boat is on the entry list, the better your chance of getting a slip. Sometimes there is room for all, but not always.

As always the 750-mile course will be broken into three legs: San Diego to Bahia Tortugas, on to Bahia Santa Maria, then on to Cabo. Due to a newly enacted Mexican immigration law, however, it is possible that the fleet may have to dip into Ensenada this year to clear in. But the Committee is working on a solution to avoid that.

What sort of boats and crews can enter? Any boat of 27 feet or longer that was built, has been maintained, and is equipped for offshore sailing. Singlehanders are not allowed, and while many couples doublehand, taking additional crew is highly encouraged. (See *Latitude's* online *Crew List* to find willing watch-standers.)

You'll find updates here in the coming months, and boatloads of Ha-Ha info on the website. So what do you say? Anybody up for a cruise to Cabo?

— andy



**Creatively costumed cruisers crowd Shelter Island's West Marine for the kick-off party.**

## making offshore racing safer

The *Low Speed Chase* tragedy last April in which five sailors perished happened in our home waters, so it's appropriate that the principal response has been local as well. A collaboration among yacht clubs and race organizations has resulted in the Northern California Ocean Racing Council (NorCalORC). Organized at the urging of US Sailing's investigation panel, the group — made up of members from the OYRA, BAMA, SSS, USCG and others — is only advisory, but it has delivered in ways that are having a significant impact on offshore racing locally and beyond.

NorCalORC decided to look well beyond the specifics of the *LSC* accident and address a range of offshore race issues, working toward a stronger and safer set of ocean races. Improvements include greater consistency in race practices, education and information about core safety issues such as wave formation, gear lists that are practical and effective, and communications methods.

The items developed by NorCalORC are being integrated by race organizations into their programs and have been reviewed with the Coast Guard. USCG Port of San Francisco Captain Cynthia Stowe is pleased with the council's efforts. "The Coast Guard's main priority is protecting the safety of life at sea," she notes, "and the council has already enhanced the safety of offshore racing through improvements to safety gear and the education of skippers and sailors."

NorCalORC's activities fall into four categories.

**The Gear List** (found at [NorCalORC.org](http://NorCalORC.org)), has the biggest impact on racers. A committee that includes OYRA's Andy Newell and US Sailing Offshore Safety Chair Chuck Hawley threw out the complex 19-page ISAF document and worked from existing races and well-understood practices to come up with a three-page list, in clear simple language covering structure, required gear, and educational requirements. This list, with some modifications, has been adopted by all the local race organizations. Hawley is working with his US Sailing committee to get a version of the list adopted nationally, in lieu of the ISAF tome.

The list is not, of course, without controversy. Some requirements, such as lifelines, stanchion placement, and even depth sounders and VHF's, have irked some fleets. In a few cases, organizers have waived or modified these, and in other cases the discussion continues.

**Training**, long mandatory under US Sailing/ISAF rules, is being adopted by the local organizations effective in 2014. One finding of the *LSC* incident, also demonstrated in other cases, is that racers sometimes ignore or are unaware of some core safety issues, like staying out of shallow water. (The rule is 2.5 times significant wave height, by the way).

Safety at Sea seminars, and a new half-day version for local coastal racing, are provided by NorCalORC and other groups and will be mandatory for 2014. The inaugural half-day seminar will be provided at the Strictly Sail Seminar on April 14. A full-day NorCalORC SAS seminar, organized in February by Pat Lowther, sold out.

**Race Management and Communications** have been matters lacking consistency. US Sailing Area G Race Officer Nancy DeMauro has put together guidelines and in February presented a training seminar for 40 ocean race PROs. Key points are that inspections take place, ocean races have a consistent pre-race check-in, required information be collected, and racers demonstrate a working VHF radio. Plans are also in the works for a longer-range VHF capability to be made available to race committees, though that is farther off.

The work continues. As the first boats are being inspected under the new gear lists, racers have been incredibly supportive, but some areas, such as effective dates and certain gear specifics, need more publicity. NorCalORC and its member organizations will continue to work to keep our shared passion vibrant, competitive, fair, and reasonably safe.

— michael moradzadeh

## doo dah

whenever they want, stay up-Delta as long as they want, and go wherever they want. Registered participants are invited to a grand Kick-Off/Meet & Greet Party at Berkeley YC on May 10 and a Reunion Party at Richmond YC on October 10, and will receive all sorts of great discounts from Bay Area and Delta marine businesses, including marinas!

Officially, the window of opportunity for enjoying the sizzling pleasures of the Delta will be May 24 (Memorial Day Weekend) through September 9 (just after Labor Day), but this is the Delta, so if you're off by a few days — or even a few weeks — we won't mind. We'll collect photos and stories from Doo Dah'ers for



The rudder was also severely damaged.



## — cont'd

our recap article in the October issue.

Registration for the event starts April 8 at noon, so mark your calendars to check *Lectronic Latitude* ([www.latitude38.com](http://www.latitude38.com)) for details on signing up. Official swag, from burgees to t-shirts, will be available for purchase at [www.deltadoodah.com](http://www.deltadoodah.com), where newbies can learn more about all things Delta, from anchoring tips to the best restaurants.

So in between all the AC drama this summer, plan a cruise-out with friends to the Delta — yacht club cruise-out participants are welcome to register, too — then join us at some cool parties to share your photos and stories. See you in the sun!

— *ladonna*

## the bizarre theft of *darling*

Last month, the bizarre theft of John Fruth's Sausalito-based Oyster 82 *Darling* and her subsequent grounding at Pacifica's Linda Mar Beach gripped the nation. And why not? The very idea of someone stealing one of the Bay Area's most valuable — and identifiable — private yachts for a casual cruise down the coast to Mexico seemed unfathomable. But that's what authorities say happened.

On the morning of March 4, Leslie Gardner, Dario Mira and Lisa Modawell were plucked off the grounded *Darling* as Linda Mar's killer surf pounded *Darling's* previously immaculate form farther and farther up the beach. The trio was subsequently arrested and charged with grand theft and other charges, though Mira and Modawell were released two days later after prosecutors determined there wasn't sufficient evidence to prove they were aware they were stealing a boat. *Darling* was salvaged by Sausalito's Parker Diving Service and delivered to Bay Marine Boatworks in Pt. Richmond for repairs, which could easily cost upward of a cool half-mill.

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Quite a party was had aboard *'Darling'*.



The keel came loose from the pounding on the beach.



SPREAD: TIM SELL / WWW.SAUSALITODIVING.COM; INSETS: GEORGE LYTHCOTT

# SIGHTINGS

## *darling* — cont'd

But the story started much earlier than that. Word on the docks has it that Gardner had apparently been stalking the boat for some time, hanging around it and even climbing aboard a time or two. We weren't able to confirm this, but the story Mira and Modawell told after they were released goes a long way toward showing Gardner had intimate knowledge of the boat, including the exact location of the spare companionway key.

According to the couple, they'd met Gardner, of Gillette, Wyoming, a few days earlier in Santa Cruz. They say he claimed he'd inherited a fortune, which included *Darling*, and invited them to go sailing. They reported partying aboard all day on March 3 at Sausalito Yacht Harbor, which independent witnesses later confirmed, before heading out in

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## maine lobster

It's easy to imagine holding a crab feed at Angel Island — when they're in season, of course — but a Maine lobster feed? That's exactly what I, along with 29 other guests, was treated to when we were invited aboard the 79-ft gaff charter schooner *Freda B* recently.

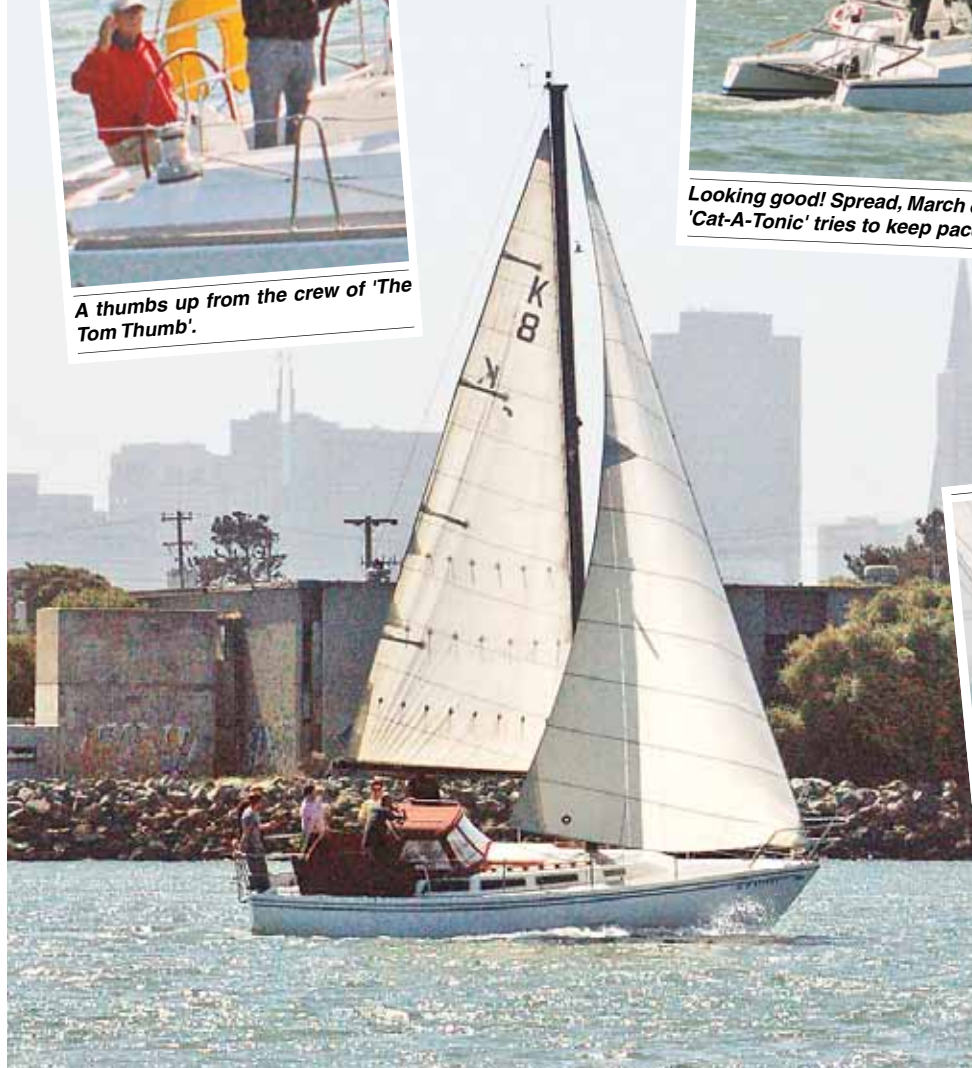
We were invited aboard as a test group for the new charter concept for Sausalito's Bay Adventures, owned by Paul Dines and Marina O'Neil. They plan to offer such 'feeds' during charter season and wanted to gauge our reactions. It came as no



A thumbs up from the crew of 'The Tom Thumb'.



Looking good! Spread, March offered up some gorgeous spring sailing. Above, 'Cat-A-Tonic' tries to keep pace with an AC45 cat but doesn't quite make it.



'Carpe Ventum' seizes the wind, as do a couple hundred other boats on the Bay that day.

## on angel island

surprise at the end of the day when we all gave the idea very enthusiastic thumbs up!

Rather than a fancy presentation, John Sorensen Catering (out of St. Helena) went the other way. I thought it would be a major task to feed 30 of us on Angel Island, after offloading pots, pans, propane burners, utensils, live Maine lobsters, shrimp, artichokes, potatoes, corn on the cob, bread, and lots of Napa and Sonoma county wine from *Freda B*, but I've seen barbecue chefs exert more effort cooking

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Stuart Greenberg's *Senorita Helmsman 'Siduri'*.



The *Slot* proved unusually mild this day.

## darling — cont'd

the wee hours on a night cruise. The boat's AIS transponder showed a loop-the-loop off Daly City — a course that had Vessel Traffic Service calling the Coast Guard to alert them of the wonky track — before ending up on the beach at Pacifica.

The latest reports note that an unnamed fourth person drove the trio to Sausalito from Santa Cruz. Reader Victor Vesey, who keeps his *Winga 862 Swedish Promise* at South Beach, sent us the following just days after *Darling's* theft.

"On Monday March 4, I passed through Pacifica and witnessed a large sailboat aground in the surf. I studied the tragedy and drove off full of questions.

"They were answered in the form of a scruffy but decently mannered hitchhiker I picked up in Half Moon Bay. Like many thumbers, he came with the stench of a career drinker. I asked him how his day was and he let out a sigh and started telling me his tale.

"He'd been partying hard on a boat that he'd been hired to crew on by a very unpleasant character named Les, who claimed to have recently inherited \$270 million. Things became stressful on board and my passenger was yelled at for having drunk the last of the beer, which he said was really unfair since he hadn't been having any of the speed.

"At 2 a.m., Les, who was not a sailor, said he was going to start the engines and take the boat down to Half Moon Bay. He ordered my passenger to drive Les' Ford 350 truck down the coast to meet them. My passenger refused, saying he was too drunk and at least needed to sleep first. He was told to sleep in the truck and, after a few hours of sleep, he set off without a driver's license or much trust in the state of his borrowed vehicle. He also noted how lucky he had been that they'd removed all the swords and other weapons from the truck, 16 in all, considering what transpired.

"At Devil's Slide his brakes gave out, and he ended up putting out flames on the left wheel as he ditched it in a stub of highway construction road. He then hitchhiked to Half Moon Bay, where the harbor master had no sign of his friends, but did have a report of a grounded boat in Pacifica. However, the boat in Pacifica was blue, and my passenger insisted that the boat his friends were piloting was brown.

"Besides a clumsy radio check with the Coast Guard, there was no understanding or use of regular navigation instruments aboard. That radio check, during which Les did not want to reveal their position, reinforced the unease that my passenger had about the actual ownership of the vessel. 'I think he jacked it. I mean, why else would you leave in the middle of the night if you don't even know how to sail.' He said Les was so high he was chewing his own face.

"It seemed all too obvious that the boat in Pacifica was the one his friends had been on, so I recalled some details, like the scripted single word '*Darling*' on the white boom. That convinced him it was the right vessel, and that he has just been dead wrong about the color. That mistake probably saved him from sustained police attention.

"By this time my passenger was very upset, hoping that the other crew, for whom he cared, were okay, and wondering what to do about the truck he had abandoned.

"Then something strange happened. There was the sound of another voice in the van with us. At first I thought it was the radio, but it wasn't on. Yet the sound of a very different voice continued, incoherent. Then my passenger apologized for his outburst, and quickly moved on to asking about the sage growing on the hills around us. I took this as a clue that my passenger might have a multiple-personality disorder, with the tension causing his other personalities to break through.

"The stress was obvious on him, and I did my best to comfort him before dropping him on the west side of Santa Cruz. I told him he was lucky to have been paid and be alive, gave him a couple of beers for

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Lesley Gardner.

SAN MATEO SHERIFF

## *darling* — cont'd

the rights to report the story, and we were quits."

Gardner, 63, is being held in San Mateo County Jail on \$1 million bail. In late March, a psychological evaluation was ordered by the judge in the case when his attorney voiced his doubts about Gardner's mental competency. The next hearing is scheduled for April 30.

— *latitude / ladonna*

## **gearing up for the pac cup**

It's only in the pre-entry stage, but early indications are that the 2014 Pacific Cup race from San Francisco to Oahu's Kaneohe Bay will buck the low-turnout blues that have afflicted many a West Coast long-distance ocean race in recent years.

With limited space for post-race berths at Kaneohe Bay Yacht Club in Hawaii, next summer's race may well be a sell-out. "We're cautiously optimistic

about the entry pace, and hoping this year will again see a wait-list," says Steve Chamberlin, commodore of the Pacific Cup YC.

Race organizers have reason to be pleased. Although registration doesn't open until May, already 26 boats have put down \$100 to reserve a place on the entry list of next summer's event. Early adopters range in size from 27 to 60 feet, both race veterans and rookies — some whose keels have yet to ever touch water. Now that's planning ahead!

Nearly half of the entries to date plan to sail doublehanded, eight will start in the inaugural cruising class, and seven are signed up as fully crewed race boats.

"Four of our doublehanders are Santa Cruz 27s. We hope to get more and offer them a one-design division and their own trophy," says Chamberlin. "Clearly it's easier for the double-

handed boats to pull the trigger. But I've spoken with several fully crewed race boats that will also be going." If the local Beneteau dealer has her way, there will even be a division for some of those boats.

Although it's still early days, the cruising class appears to be a popular addition for the 16th biennial race. The Pac Cup has long been promoted as the 'Fun Race to Hawaii', but shrinking entry lists in recent years gave rise to concern that the scales were a little too biased to the 'race' aspect and away from the 'fun' part.

Suspecting that there are sailors who want the adventure of a 2,070-nautical-mile, mostly downhill ocean race to warmer climes but who could do without the fuss of a full race campaign, the cruising class was born.

Cruising class participants will sail under their own rules — or shall we say, rule: outside of the race's training, equipment and safety regulations, there are no rules. If you want to turn on the engine because you're in a lull and tired of hearing the sails slat, go for it. Not keen to fly the spinnaker after sunset? No problem.

"Basically, this is for those who want to put down the winch handle and pick up the wine glass at sundown," explains Chamberlin. "Same fun. Less stress. Good company."

And while ardent racers may think such an idea is worthy of being burned at the stake, boats in this division don't even need a rating certificate.

Sound like your kind of 'race'? Although the first start isn't until July 6, 2014, you'll want to get your act together soon. Only two of the initially allocated spaces in the cruising class remain. If it takes a little longer for you to get your ducks in a row, worry not — the PCYC plans to start a division waiting list if interest warrants it.

Regardless of your score on the hard-core-racer-o-meter, if you have

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## *freda b*

up a few steaks. The cooking is timed to the minute, and when it's ready, it's simply dumped onto a plastic-and-paper-covered picnic table. No plates and no utensils, which turns out to be the easiest way to eat this feast.

After the lobster feed, we enjoyed a glorious daysail on the Bay. At the end of it we were all pinching ourselves to make sure it had really happened. "Thank you so much for coming," said Paul and Marina as we disembarked from the lovely *Freda B*. I would have paid a king's ransom for a trip like this, and here they

LATITUDE / ROB G.



**Can't you just see yourself sailing across the Molokai Channel?**



**The pros efficiently cooked up enough grub for 30 hungry sailors.**



**Marina O'Neil is a gracious and charming hostess.**



## — cont'd

were thanking *me!*

I've had the pleasure of sailing aboard *Freda B* many times, and I'm always impressed by the hospitality offered by the crew. Whether it's a Cordon Bleu dinner on board, a lobster feed at Angel Island, 'grub' at a pirate festival, hot dogs and beer at a Giants game, or even a local history and wildlife tour of San Francisco Bay, *Freda B* has become synonymous with great sailing and fun on the Bay. You can find more about her chartering schedule at [www.sfbayadventures.com](http://www.sfbayadventures.com).

— john skoriak

## pac cup — cont'd

even an inkling of interest in the 2014 event, be sure to sign up for the next US Sailing Safety at Sea course on May 19. (At least 30% of crew, or two — whichever is more — must have completed an authorized safety program within the previous five years of the race start.)

You'll also want to register for the first Pacific Offshore Academy, planned for June 23. The half-day seminar covers essential skills and knowledge applicable to any offshore passage. You can register for both at the Pacific Cup website: [www.pacificcup.org](http://www.pacificcup.org). While you're there, download the Notice of Race and pre-enter.

If you need more convincing that the 2014 Pac Cup is for you, stop by the 'Let's Go to Hawaii' seminar at Strictly Sail on April 12. Following the talk, PCYC will host a Mai Tai party. Use the day to chat with previous racers, or perhaps start planning your sundowner rotation.

— ss



*It's always a grand party aboard 'Freda B'.*



*Only the lack of down jackets and snow prove this photo wasn't taken in Maine.*



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