

Latitude 38

# Latitude 38

VOLUME 431 May 2013

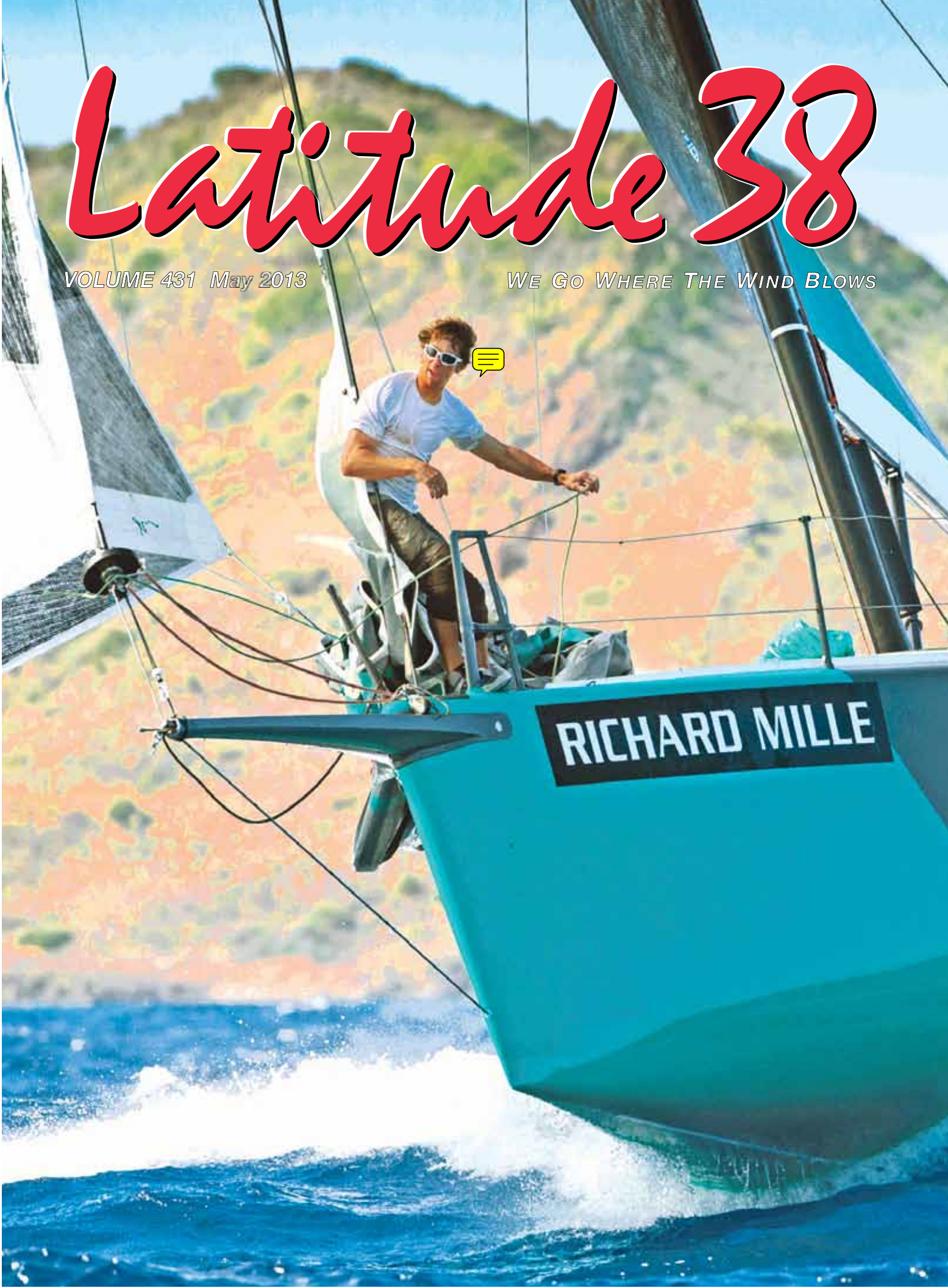
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MAY 2013

**RICHARD MILLE**

VOLUME 431





# You Picked Your Boat With Great Care...



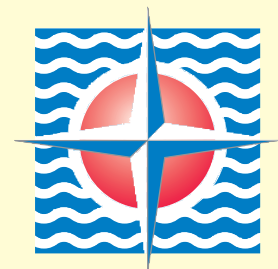
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# A BIRD'S EYE VIEW - FROM THE FRONT

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*Oriole\**

Jock McLean works in a boat yard and can probably fix anything. But he'd rather fix an old wood boat than anything else. The 1929 Bird Boat *Oriole* is owned by Jock and partner Hugh Harris, and is the latest of Jock's re-fits.

Last weekend's "Woodie" regatta had the old, traditional wood boats out at it again, racing off the Cityfront. Jock had *Oriole* flying around the course with her shiny new suit of Pineapple Sails.

Bird Boat sails aren't simple. The main is huge; the boom sticks out way past the transom. The little jib has an aluminum headboard, like most mainsails. But Pineapple Sails is up to the task, sensitive to the requirements of the Bird Boat's class specifications and wooden spars.

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Cover: Jim Swartz's TP 52 *Vesper*, managed by Kenny Keefe of KKMI, rides the wild surf to all bullets in the Voiles de St. Barth.

Photo by Tim Wright/Voiles de St. Barth

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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).



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46'	Beneteau Oceanis 46	2008	289,000
46'	Beneteau Oceanis 461	1998	174,000
45'	Jeanneau Sun Odyssey	2007	290,000
42'	Beneteau First 42s7	1994	138,000
42'	Beneteau 423	2004	175,000
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 36.7	2010	144,000
36'	Islander 36	1972	39,995
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36'	Pearson 36-II	1985	57,900
36'	Catalina	1989	47,500
36'	Hunter sloop	2004	94,500
35'	Gemini 105	2000	109,500
35'	Island Packet	1991	139,000
34'	Catalina	1988	39,900
33'	Beneteau 331	2003	79,900
33'	Alerion Express	2009	209,000
32'	Freedom	1984	44,000
30'	Beneteau First 30	2011	149,000
28'	Alerion Express	2011	124,000

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61'	Mikelson PH Sportfisher	2002	995,000
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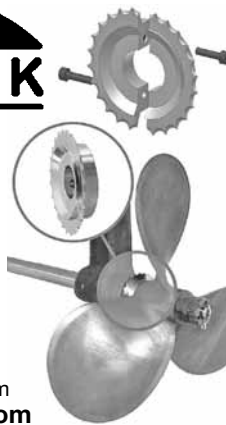
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# Latitude 38

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Publisher/Exec. Editor .....	Richard Spindler .....	richard@latitude38.com
Associate Publisher.....	John Arndt.....	john@latitude38.com ..... ext. 108
Managing Editor .....	Andy Turpin .....	andy@latitude38.com ..... ext. 112
Editor.....	LaDonna Bubak.....	ladonna@latitude38.com ..... ext. 109
Racing Desk .....	.....	racing@latitude38.com ..... ext. 105
Contributing Editors .....	John Riise, Paul Kamen	.....
Special Events .....	Donna Andre.....	donna@latitude38.com
Advertising Sales .....	John Arndt.....	john@latitude38.com ..... ext. 108
Advertising Sales .....	Mike Zwiebach .....	mikez@latitude38.com ..... ext. 107
General Manager .....	Colleen Levine .....	colleen@latitude38.com ..... ext. 102
Production/Web .....	Christine Weaver .....	chris@latitude38.com ..... ext. 103
Production/Photos.....	Annie Bates-Winship .....	annie@latitude38.com ..... ext. 106
Bookkeeping.....	Penny Clayton.....	penny@latitude38.com ..... ext. 101
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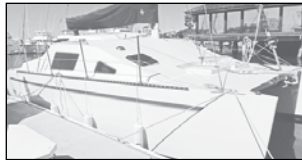
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### Non-Race

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

**May 1-29** — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under the 'Events' tab at [www.stfyc.com](http://www.stfyc.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 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.hiddenportyachtclub.com](http://www.hiddenportyachtclub.com).

**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** — 16th annual Delta Loop Fest, the kick-off to Andrus Island's summer season. Info, [www.deltaloop.com](http://www.deltaloop.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** — 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).

**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 5** — Take your best amigos out for a sail on Cinco de Mayo (just leave the cervezas till after you get back).

**May 5-26** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**May 7** — Clipper Race sailor Elaina Breen will speak at the Women Sailors Speaker Series at Bow Yoga in San Rafael, 6-8 p.m. \$30. RSVP, [yogaforu2009@gmail.com](mailto:yogaforu2009@gmail.com).

**May 9, 1974** — After 243 days, Bruce Webb and Hugh Welbourne finished the world's fastest doublehanded circumnavigation aboard the 47-ft schooner *Gazelle* when they returned to Portsmouth, England.

**May 9** — 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.

**May 9** — Tam Sailing Team fundraiser at Sausalito YC, 6-9 p.m. Featuring The Uncle Buffett Band. Space limited. Info, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**May 11** — Chinese Cannery Workers walking tour aboard *Balclutha* at Hyde St. Pier, 3 p.m. Vessel admission (under 16 free). Info, (415) 447-5000.

**May 11** — 'Music of the Sea for Kids' aboard *Balclutha* at Hyde St. Pier, 3 p.m. Vessel admission (under 16 free). Info, (415) 447-5000.

**May 11** — Sailing Education Adventure Sail Camp Open House at Marin YC, 12-3 p.m. Learn about the summer programs, sail in 14-ft Picos (free) and enjoy some BBQ (\$5-10). Info, [info@sfsailing.org](mailto:info@sfsailing.org).

**May 12** — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

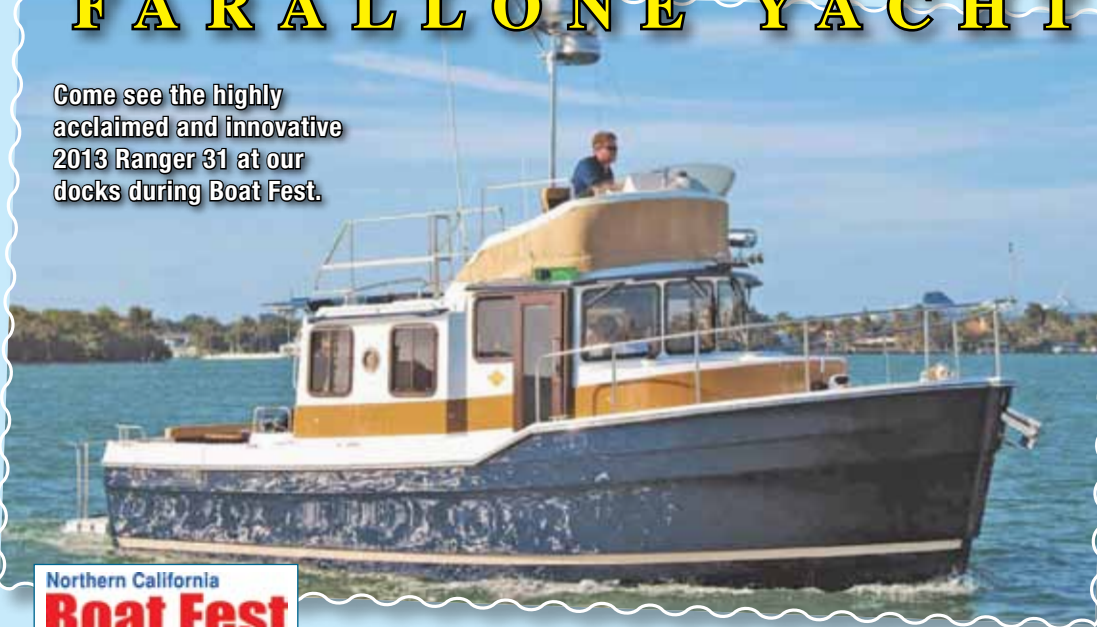
**May 12** — Let Mom take the helm today.

**May 14** — Intro to Ship Modeling at Maritime Library at Ft. Mason, 6 p.m. \$5. Info, (415) 651-7040.



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2011 Catalina 470 *Liquid Assets* \$365,000



1999 Island Packet 380 *Great Escape* \$209,000



2001 Catalina 36 *Home Free* \$95,000

**Preowned Catalina Yachts at Our Docks**

Catalina 470, 2011 .....	\$365,000
Catalina 470, 2005 .....	<b>REDUCED!</b> 317,000
Catalina 42 MkII, 2006 .....	<b>SOLD!</b>
Catalina 42 MkII, 2005 .....	199,900
Catalina 42 MkII, 2000 .....	149,900
Catalina 400 MkII, 2003 .....	192,000
Catalina 400, 2001 .....	<b>REDUCED!</b> 164,900
Catalina 380, 1998 .....	139,900
Catalina 375, 2009 .....	223,000
Catalina 36 MkII, 2006 .....	<b>SOLD!</b>
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 .....	<b>REDUCED!</b> 30,000

**Preowned Sailing Yachts**

Beneteau 473, 2006 .....	288,500
Norseman 447, 1984 .....	<b>REDUCED!</b> 189,000
Tartan 4100, 2004 .....	<b>REDUCED!</b> 324,500
Beneteau 393, 2006 .....	139,500
Island Packet 380, 1999 .....	209,000
C&C 38, 1979 .....	41,000
Hunter Legend 37, 1987 .....	49,000
Hunter 356, 2003 .....	<b>REDUCED!</b> 84,995
O'Day 34, 1982 .....	32,000
Ericson 32, 1970 .....	<b>REDUCED!</b> 27,500
Hunter 306, 2002 .....	48,000

**New Ranger Tugs (base price)**

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 .....	<b>SOLD!</b>

**Preowned Ranger Tugs**

Ranger 29 Tug, 2011 .....	224,000
Ranger 29 Tug, 2011 .....	<b>NEW LISTING!</b> 210,000
Ranger 29 Tug, 2010, in Washington State .....	189,900
Ranger 25SC Tug, 2010, incl. trailer .....	<b>SOLD!</b>
Ranger 25 Tug, 2009 .....	110,000
Ranger 25 Tug, 2008 .....	<b>REDUCED!</b> 110,000
Ranger 21EC Tug, 2009 .....	<b>SOLD!</b>
Ranger 21 Tug, 2006 .....	39,950

**Preowned Power Yachts**

Stephens 70 Classic Motor Yacht, 1966 .....	1,100,000
Cheoy Lee 66 Ocean Trawler, 1987 .....	<b>SOLD!</b>
Ocean Alexander 44 .....	165,000



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## CALENDAR

**May 16** — Silent auction and fundraiser for the American Youth Sailing Force at Richmond YC, 6:30 p.m. Have dinner with the team, hear a CupDate from Tom Ehman, and bid on items such as a signed Jim DeWitt print of an AC45. \$65, includes dinner. RSVP at [events@americanyouthsailingforce.com](mailto:events@americanyouthsailingforce.com).

**May 18** — Gary Jobson will present on who looks strong for the upcoming America's Cup at Oakland YC, 7:30 p.m. \$20 for talk, add \$15 for BBQ dinner. Reservations required, <http://oycjobsononevent.eventbrite.com> or (510) 522-6868.

**May 18** — Open House at Oakland YC, 12-4 p.m. Info, [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**May 18** — Living on the Water on a Yacht by Valerie Field at KKMI's Boat House in Pt. Richmond, 9:30 a.m.-12:30 p.m. \$49 (\$69/couple). Info, [livingonayacht@aol.com](mailto:livingonayacht@aol.com).

**May 18** — Marine Swap Meet at Marina Bay Yacht Harbor in Richmond, 8 a.m.-noon. Info, (510) 236-1013.

**May 18** — Marine Swap Meet at Stockton SC, 7 a.m. Pancake breakfast! Info, [www.stocktonsc.org](http://www.stocktonsc.org).

**May 18** — Marine Swap Meet at Channel Islands Landing in Oxnard, 8 a.m.-3 p.m. Info, (805) 985-6269.

**May 18** — Opening Day on the 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** — Safe Boating Day at Treasure Island SC, 11 a.m.-4 p.m. Free safety demos, games, BBQ and sailboat rides. First 100 visitors get a free PFD! Info, [www.tisailing.org](http://www.tisailing.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).

**May 19** — Nautical Swap Meet at Elkhorn YC in Moss Landing, 7 a.m. Info, [eyc@elkhornyc.com](mailto:eyc@elkhornyc.com).

**May 19** — US Sailing Safety at Sea Seminar at Berkeley YC, 8 a.m. \$100-105. Includes lunch. Contact Pat Lowther at [plowther@mindspring.com](mailto:plowther@mindspring.com) or (925) 407-5507.

**May 23** — 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).

**May 24** — Sail under the full moon on a Friday night.

**May 25** — 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.

**May 25** — Nautical Flea Market at Santa Cruz West Marine, 9 a.m.-3 p.m. Info, (831) 476-1800.

**May 25-27** — Organize a cruise-out with friends for the long Memorial Day weekend.

**June 2** — Laserpalooza II with Laser champ and Rig Shop manager Ryan Nelson at Alameda West Marine, 11 a.m.-3 p.m. Free! Bring your Laser to get free expert advice and help to rig it. RSVP to [nburke@skysail.com](mailto:nburke@skysail.com) or [ryann@westmarine.com](mailto:ryann@westmarine.com).

**June 2** — Minney's Marine Swap Meet, daylight to noon in Costa Mesa. Info, (949) 548-4192 or [minneys@aol.com](mailto:minneys@aol.com).

**June 6** — Tall Ships & Educational Sailing Programs at Corinthian YC presented by Call of the Sea and Educational Tall Ship, 7 p.m. Co-hosted by CYC and Modern Sailing School and Club. RSVP at [www.cyc.org](http://www.cyc.org) or (415) 435-4771.

**June 6-27** — 'America's Cup, America's What?' four-part lecture series by Kimball Livingston at UC Berkeley, 10 a.m.-noon. \$95 + membership. Register at [olli.berkeley.edu](http://olli.berkeley.edu).

**June 22** — Bay sailors are invited to the big Summer Sailstice event at Encinal YC, 10 a.m.-8 p.m. Live music, food, seminars and a boat-building contest will keep the whole family entertained. Find out more at [www.summersailstice.com/sf](http://www.summersailstice.com/sf).

**June 22-23** — Celebrate with sailors around the Northern Hemisphere during Summer Sailstice. Sign up for prizes and



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## CALENDAR

see who'll be sailing in your area at [www.summersailstice.com](http://www.summersailstice.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.pacificpuddlejump.com](http://www.pacificpuddlejump.com).

### Racing

**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 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 3-5** — 41st annual San Diego Yachting Cup. Info, [www.sdyac.org/yachtingcup](http://www.sdyac.org/yachtingcup).

**May 4** — Long Distance #2. 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 5** — Spring Series #6. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**May 5** — Spring #2 on Fremont Lake. Fremont Sailing Club, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**May 7, 1934** — Famed yacht designer William Gardner died in Bay Head, New Jersey.

**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, a cross-Bay race starting in the Central Bay and finishing at SBYC. CYC/SBYC, [www.cyc.org](http://www.cyc.org) or [www.southbeachyc.org](http://www.southbeachyc.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 11** — Behrens Regatta. TYC, [www.tyc.org](http://www.tyc.org).

**May 11, 18** — May Regatta at Spring Lake. Santa Rosa SC, [www.santarosasailingclub.org](http://www.santarosasailingclub.org).

**May 16, 1992** — *America*<sup>3</sup> successfully defended the America's Cup by handily defeating *Il Moro di Venezia V*.

**May 17-19** — Aldo Alessio Regatta. StFYC, [www.stfyc.com](http://www.stfyc.com).

**May 18** — YRA WBRA #3. CYC, [www.yra.org](http://www.yra.org).

**May 18** — Singlehanded Farallones Race, a rite of passage for local solo sailors. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**May 18** — NBC #2. VYC, [www.vyc.org](http://www.vyc.org).

**May 18** — Spring One Design #2. SCYC, [www.scyc.org](http://www.scyc.org).

**May 18** — Otter Cup, from Moss Landing to Monterey and back. SCYC, [www.scyc.org](http://www.scyc.org).

**May 18-19** — Elite Keel (Etchells, Express 27, J/24, Knarr, IOD & Open 5.70). SFYC, [www.sfyac.org](http://www.sfyac.org) or (415) 563-6363.

**May 18-19** — BAYS Summer Series #1 for Optis, Lasers, 420s & FJs. PYSF, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

**May 18-19** — 15th annual Lake Yosemite Sailing Association Regatta. Info, [www.lakeyosemitesailing.org](http://www.lakeyosemitesailing.org).

**May 19** — Fremont Relays, relay racing in El Toros. Info, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**May 19** — Baxter/Judson #2. PresYC, [www.presidioyachtclub.org](http://www.presidioyachtclub.org).



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25' Coronado	CF 9975 EC	25' Catalina	CF 0266 GA
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## CALENDAR

**May 19** — Spring Series #7. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**May 19** — Spring #5 & 6 One Design. MPYC, [www.mpyc.org](http://www.mpyc.org).

**May 24** — Spinnaker Cup, leaving Knox Buoy at 11 a.m. and arriving in Monterey by midnight (hopefully). SFYC, (415) 789-5647 or [www.sfyf.org](http://www.sfyf.org).

**May 25** — Master Mariners Regatta, hosted by Sausalito YC. A must for woody-philes. Info, [www.mastermariners.org](http://www.mastermariners.org).

**May 25-26** — 49th annual Whiskeytown Memorial Day Regatta on Whiskeytown Lake in Redding. Info, [www.whiskeytownsailing.org](http://www.whiskeytownsailing.org).

**May 25-27** — 70th Swiftsure International Yacht Race, the big one for Northwest sailors. Four different race courses ranging from 80 to 138 miles. Info, [www.swiftsure.org](http://www.swiftsure.org).

**May 26-June 2** — Made in Santa Cruz Race Week, including the Moore 24 Nationals and Santa Cruz 27 Nationals (see below). Info, [www.madeinsantacruzraceweek.com](http://www.madeinsantacruzraceweek.com).

**May 31-June 2** — Woodies Invitational. StFYC, [www.stfyf.com](http://www.stfyf.com).

**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 1** — YRA-OYRA Duxship. SBYC, [www.yra.org](http://www.yra.org).

**June 1** — Small Boat Spring #2. EYC, [www.encinal.org](http://www.encinal.org).

**June 1** — Melges Silver Cup/Etchells Series. SFYC, [www.sfyf.org](http://www.sfyf.org).

**June 1** — Summer #3. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**June 1-2** — Cal Race Week in Marina del Rey. Cal YC, [www.calyachtclub.com](http://www.calyachtclub.com).

**June 2** — Ladies Day Race. MPYC, [www.mpyc.org](http://www.mpyc.org).

**June 8** — YRA Series Race 2. SYC, [www.yra.org](http://www.yra.org).

**June 8** — YRA WBRA #4. BYC, [www.yra.org](http://www.yra.org).

**June 8** — Delta Ditch Run, from Richmond to Stockton. RYC/SSC, [www.richmondyc.org](http://www.richmondyc.org) or [www.stocktonsc.org](http://www.stocktonsc.org).

**June 8** — Mercury Series #4. EYC, [www.encinal.org](http://www.encinal.org).

**June 8-9** — June Invitational. SFYC, [www.sfyf.org](http://www.sfyf.org).

**June 8-9** — 32nd annual Go for the Gold regatta on Scotts Flat Lake in Nevada City. All classes invited. Gold Country YC, [www.gcyc.net](http://www.gcyc.net).

**June 8-9** — 30th Classic Mariners' Regatta in Port Townsend, WA. Info, [www.woodenboat.org](http://www.woodenboat.org).

**June 9** — SF Classic & UN Challenge. StFYC, [www.stfyf.com](http://www.stfyf.com).

**June 12-15** — Coastal Cup Race from the Bay to Catalina Island. Limited to 50 entries! EYC, (510) 823-5175 or [www.encinal.org](http://www.encinal.org).

**June 13-16** — Corsair US Nationals & Rendezvous at Balena Bay YC. Info, [www.corsairnationals-usa.com](http://www.corsairnationals-usa.com).

**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)

**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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- 2001 40' C&C 121 \$210K
- 2010 39' Jeanneau 39i (TX) \$210K
- 2006 36' J/109 LANUI \$186K
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# CALENDAR

## Summer Beer Can Regattas

**BALLENA BAY YC** — Friday Night Grillers: 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: 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 through 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 through 8/30. Info, [racing@cyc.org](mailto:racing@cyc.org).

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

**ELKHORN YC** — Saturday Beer Can Series: 6/6, 7/13, 8/10, 8/20. John Herne, (831) 840-0200 or [johnherne@gmail.com](mailto:johnherne@gmail.com).

**ENCINAL YC** — Friday Night Spring Twilight Series: 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 [gسالvo@pacbell.net](mailto:gسالvo@pacbell.net)

**ISLAND YC** — Spring Island Nights on Fridays: 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 [oycracecom@gmail.com](mailto:oycracecom@gmail.com).

**RICHMOND YC** — Wednesday nights: 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) 841-6022 or [ericarens@comcast.net](mailto:ericarens@comcast.net).

**ST. FRANCIS YC** — Wednesday Night Series through 6/26 & 8/7-21. Thursday Night Kiting Series: 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: 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 through 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: 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 through 10/9. Dan Lockwood, (650) 326-6783 or [dan@hnlockwood.com](mailto:dan@hnlockwood.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.

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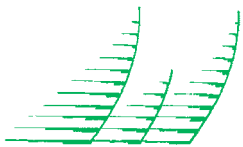
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- ★ Friday, June 21 - Sunday, June 23
- ★ Friday, June 28 - Sunday, June 30

Final Exam: Tuesday, July 2, 7-10 p.m.

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# CALENDAR

Info, [www.sierrapointyc.org](http://www.sierrapointyc.org).

**SOUTH BEACH YC** — Friday Night Series: 5/3, 5/17, 5/31, 6/7, 6/21, 6/28, 7/19, 7/26, 8/2, 8/16, 8/23. Info, [rearcommander@southbeachyc.org](mailto:rearcommander@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 through 9/10. Dan Altreuter, [daltreuter@gmail.com](mailto:daltreuter@gmail.com). Lasers & V15s every Thursday night through 9/12. Al Sargent, [asargent@standfordalumni.org](mailto:asargent@standfordalumni.org).

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

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.

### May Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	LOW	HIGH	LOW	HIGH
5/04Sat	0212/1.4	0806/4.5	1401/0.5	2101/5.5
5/05Sun	0310/0.9	0918/4.5	1452/0.8	2141/5.7
		<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>
5/11Sat	0023/5.7	0708/-0.7	1423/4.4	1900/2.5
5/12Sun	0056/5.6	0744/-0.6	1506/4.3	1941/2.7
	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>
5/18Sat	0039/2.4	0554/4.0	1215/0.7	1933/4.9
5/19Sun	0138/1.9	0711/3.9	1308/1.0	2012/5.2
5/25Sat	0615/-1.7	1326/4.8	1803/2.2	
	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>
5/26Sun	0019/6.7	0703/-1.9	1418/4.9	1856/2.3
5/27Mon	0108/6.6	0752/-1.8	1510/5.0	1954/2.3

### May Weekend Currents

date/day	slack	max	slack	max
5/04Sat	0956 2235	0047/2.9E 1253/3.2E	0421 1631	0716/2.6F 1941/3.4F
5/05Sun	1102 2317	0145/3.5E 1357/3.1E	0517 1722	0818/3.1F 2027/3.4F
5/11Sat	0216 1548	0528/4.7E 1759/2.3E	0926 2116	1225/3.6F 0606/4.5E
5/12Sun	1004 2151	0002/2.4F 1302/3.3F	0249 1631	1839/2.2E
5/18Sat	0256 1452	0519/1.4F 1757/2.6F	0806 2117	1104/2.8E 2351/2.6E
5/19Sun	0356 1545	0627/1.8F 1847/2.7F	0921 2159	1204/2.7E
5/25Sat	0121 1502	0442/6.0E 1718/3.1E	0833 2023	1135/4.7F 2318/3.4F
5/26Sun	0206 1552	0530/6.1E 1807/3.0E	0921 2113	1223/4.7F
5/27Mon	1011 2208	0007/3.3F 1314/4.5F	0254 1644	0618/5.9E 1858/2.8E





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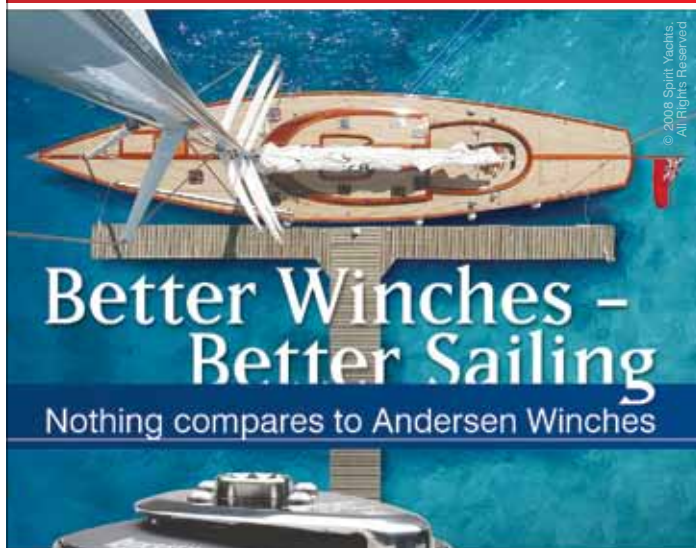


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## LETTERS

### ↑↓SIGNING UP FOR THE BAJA HA-HA

When does the sign-up begin for this fall's Baja Ha-Ha Rally from San Diego to Cabo San Lucas?

Joseph Helfand  
Jolin, Nonsuch 30  
Alameda

Joseph — You can sign up for this fall's milestone Baja Ha-Ha — it's going to be the 20th — online starting on May 1 when 'Lectronic Latitude is posted, usually around noon. Keep an eye out at [www.latitude38.com](http://www.latitude38.com) or, after May 1, head straight on over to [www.baja-haha.com](http://www.baja-haha.com).



LATITUDE ARCHIVES

**Depending on where the fleet must check in to Mexico, the departure date will be either October 27 or 28. Flexibility is a must.**

While we're excited about this fall's rally, we have to caution everyone to be a little flexible with the starting date. Right now, our plan is to depart San Diego on Monday, October 28, with the Kick-Off Party at West Marine the day before. However, it's possible that the schedule for both events will have to be moved up one day.

The situation is that, while Mexico Tourism has promised to be far more supportive of the event than ever before — details once we can get confirmation — changes in Mexican immigration law, combined with a lack of facilities in Ensenada, are making things a little uncertain. In years past, it wasn't a problem for the Ha-Ha fleet to make stops at Turtle Bay and Bahía Santa María before actually checking into Mexico at Cabo San Lucas. That is now against Mexican law, as you have to check in at a Port of Entry — Ensenada is the only POE north of Cabo — before you can make a stop anywhere along the coast of Mexico. So it's possible the Ha-Ha fleet will have to start a day early to allow everyone time to check into Mexico at Ensenada.

The problem with this is that the Port Captain, Customs and Immigration in Ensenada don't have the facilities or manpower to handle what would be an onslaught of Ha-Ha paperwork with any kind of dispatch. As a result, we're working on alternative solutions. Could Mexican officials come to San Diego so boats could check in ahead of time? Could 90% of the paperwork be done in advance so that it would take only 10 minutes per boat to check in if everyone absolutely had to stop in Ensenada? Could members of the Ha-Ha fleet be granted an exemption from the law and not clear in until Cabo, as before?

The answers aren't clear at this point, in part because it's hard to know who has authority in each of the Mexican departments and ultimate authority overall. We have some things in our favor, however. The participants in both the upcoming Ensenada Race and Little Ensenada Race face similar, but not identical, problems. Plus, we have excellent relations with Jorge Gamboa, director of the Mexico Tourism Board, as well as the mayor of Ensenada, who sees the Ha-Ha as very important for Baja and Mexico.

We hope to get definitive answers about the starting date





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## LETTERS

and check-in procedures as soon as possible, but until we do, everyone is going to have to be flexible. Flexible means that we may depart on the 28th or we may depart on the 27th. The one thing we're going to make certain is that all boats should be able to arrive in Cabo by Friday, November 8 at the very latest, giving all crews time to have fun in Cabo but still get back to work by Monday, November 11.

### ↑↓ **DISAPPOINTED OVER SUNSAIL'S CLOSURE**

I want to comment on the unfortunate timing of Sunsail's decision to close their Sausalito base. Less than a year after it opened, they decided to pull the plug — with the America's Cup coming up and just as business was building. I've worked closely with Sunsail base manager Travis Lund over the past



COURTESY SUNSAIL

**The eight identical Sunsail/Beneteau F40s are being liquidated as quickly as possible.**

year, and have the highest regard for the work he did. I managed Club Nautique through the financial crisis of 2008-09, and came out on the other side with an intact fleet and a sailing school that was stronger than

ever. From my experience, I think that Travis was doing all the right things. He kept his costs down, promoted the business at every opportunity, and was friendly and respectful to the people working for him. His hand-picked list of skippers represented some of the best sailors and sailing instructors on the Bay.

I can only speculate on Sunsail's reasons for closing the Sausalito base after such a short time, but what frustrated and astonished so many of us who were involved with Sunsail was the failure at the corporate level to market the base effectively via the internet. Their web presence for the typical Google search was virtually nonexistent.

The eight new Beneteau F40s that Sunsail brought to the Bay last May were powerful high-performance racer/cruisers. They were fast, fun and physical — if a bit intimidating for novice sailors. Sunsail's concept in bringing the boats to San Francisco was to charter them for teambuilding events and private racing campaigns, following their model in Port Solent, England. I liked both the concept and the boats, and, as one of their most active skippers, I had high hopes for what Sunsail could accomplish in the Bay Area. Everyone I know who came in contact with the boats was excited by them and the potential of the fleet.

It was with great disappointment that many of us received the news of Sunsail's plans to leave the Bay Area. But there are still people who recognize the promise of the Sunsail fleet, so don't be too surprised if a phoenix rises from the Sunsail ashes!

Jim Hancock  
Former General Manager, Club Nautique  
Sunsail Skipper / *Solstice*, *Freya 39*  
Alameda

*Jim — We're also disappointed to see Sunsail close the San Francisco base. We don't know why management made that decision, but we assume that they weren't seeing the returns they needed on their considerable investment. You can read more about the closure and new offers by the company in World of Charter. But we'll pull for your phoenix.*



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## LETTERS

### ↑↓ TEN GALLONS OF FUEL IN 30 YEARS

A reader asked if an Olson 30 was a good boat for cruising on San Francisco Bay. In my opinion, the Olson 30 is a great boat for cruising the Bay.

I bought my Olson 30 *Killer Rabbit* new in the late '70s, and actively raced her in the one-design fleet for many years. I'm now in my 80s, and when I do get on the water, it's more than likely with older, inexperienced crew. Since I use the smaller storm sail sheeted to the cabin-top winches, there are few, if any, keel boats that are easier to sail. With the storm sail rigged to the cabin-top, the jib sheets are very accessible in the center of the boat. And flying a very small jib means it can be trimmed quickly and easily by inexperienced or unathletic crew. With a main and even a storm jib, the Olson 30 is very easy to sail in light or very heavy wind.

The publisher wrote that if you singlehand an Olson 30 up The Slot when it's blowing, you will get trashed. With a small enough headsail, I don't think you'll get trashed on an Olson in any condition.

With the Olson's sails properly set, the tiller can be controlled with very little effort. Although it was in the distant past, I singlehanded *Killer Rabbit* home from Tinsley Island — about 70 miles, mostly upwind — several times. To make it easy to drive, I simply tied a bungee cord to the tiller, attaching the free end to each side. This enabled me to relax in the cockpit for extended periods, change sails, or tack her effortlessly.

I hate to motor and love the fact that the Olson 30 will move through the water in only a few knots of wind. As a result, I don't think I've used more than 10 gallons of gas in the 30+ years I've owned my boat.

The cockpit of the Olson 30 is the most comfortable of any boat I have sailed on. It's due to the angle and height of the backrest and the distance from the opposing seat walls. The absence of headroom in the cabin has never been a problem for me, since I never go below while sailing on a boat of any size. The Olson is a comfortable boat to sleep on alone — or with a partner.

When I initially was looking for a boat to buy, I heard that the Olson 30 was too light and therefore didn't sail to weather worth a damn. While I was discussing this concern with someone, an owner of an Olson 30 happened to overhear me. Based on Don Keenan's letter in the February issue, I think it was him. My recollection of the conversation that took place 30-plus years ago — with a Santa Cruz sailor I didn't know and never saw again — was that he had sailed his Olson 30 to Hawaii in the Singlehanded TransPac, and after crossing the finish line, reversed course without having set foot on shore, and sailed all the way back to California. Without a motor.

This sailor rhapsodized about the windward ability of the Olson during this return trip. I recall his saying the size of the boat and performance seemed in perfect harmony with the waves, and the delivery had been an extremely enjoyable experience. I bought my Olson as a result of that unsolicited endorsement.

When I raced my Olson, the boat had a PHRF rating of 96, and usually was the first start in the one-design racing fleets. With a full crew and a spinnaker, the Olsons really scream in strong winds. In fact, on a reach in flat seas they are capable of planing in excess of 20 knots. I did this about three times with my boat, and it was a thrilling experience. That said, you need an experienced crew to race an Olson 30, and certainly when carrying a chute in strong winds.

Numerous Olson 30s have raced to Hawaii, and several times Olsons were the first boats to finish. What a terrific,



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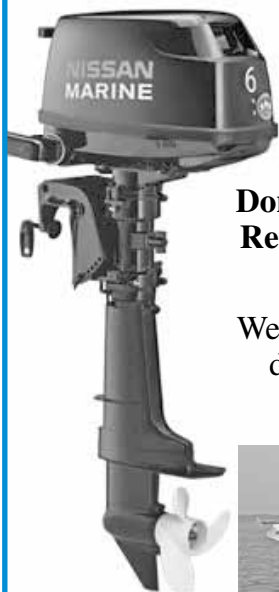
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## LETTERS

seaworthy and fun boat!

Bill Coverdale  
Killer Rabbit, Olson 30  
San Francisco Bay

William — Your report brought back fond memories of racing against you in Olsons many years ago. We probably got trashed singlehanding in The Slot because we always



COURTESY LA GAMELLE

tried to fly too big a headsail. We're re-learning that when singlehanding, a tiny bit of headsail is all that you need in even moderate winds.

The only point on which we'd have to disagree with you is the viability of sleeping on the Olson. We destroyed a disc in our back from bend-

**We have a lot of sailing to do aboard 'La Gamelle' before we leave St. Barth.**

ing over so much while cruising one of our previous Olsons in the Sea of Cortez. And while we've found the quarter berths to be comfortable, we've also found them very difficult to get into and out of. Of course, we're 6'4".

One of the great things about having the Olson La Gamelle in the Caribbean is how much attention she attracts. A few Sundays ago we singlehanded La Gamelle at high speed to, through and around the packed Columbie anchorage at St. Barth, and the captains and crews of all the glitzy big boats hooted and hollered. As we whizzed by one big fellow enjoying a cocktail while floating in an inner tube, he gave the boat an appreciative glance and asked what she was. The fellow was Sir Bobby Velasquez, owner of Bobby's Marina for about a zillion years, and a nearly unbeatable sailor with his Beneteau First 45f5 L'Esperance. We wish George Olson could have been there to bask in the appreciation.

But less than 10 gallons of gas in more than 30 years of sailing? If that's not Zen sailing, we don't know what is. Please send us your address so we can send you a Zen Sailing Federation T-shirt.

### ↑↓ ELEVEN CRUISES UNDER OUR BELTS



HANS ROEBEN

Like *Latitude*, 'we go where the wind blows' — and where *Latitudes* are very much in demand. Keep up the good work, *Latitude*, because you have worldwide readership.

**Hans Roeben and Sally Huse (far right) are treated 'royally' when they bring 'Latitudes' on their Royal Clipper cruises.**

With 11 cruises on Royal Clippers under our belt, the officers and crew now know when a stack of *Latitudes* is coming their

way. They treat us royally as a reward for bringing them. We're sending this from aboard the Royal Clipper in the Windward Islands of the Caribbean.

Hans Roeben & Sally Huse  
Helgoland, Baba 35  
Corinthian YC, Tiburon



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## LETTERS

*Hans and Sally — Thanks for the kind words and for helping distribute Latitude.*

*In 2006, Tom Perkins invited us to the launching of his 289-ft Maltese Falcon at Portovenere, Italy. Our table companions at the launch dinner included an interesting Swedish couple. At one time they had owned a small shipping company, but the man's dream had always been to design, build and operate large clipper ships. So when they sold the shipping company, they went all in, with him designing the first of several Royal Clipper ships. And he designed everything, including all the plumbing and the entire electrical system. No wonder he looked a little tired.*

*While Perkins was still trying to decide whether to build Falcon, with her unique and unproven Dyna-Rig, he spotted the clipper at Antibes or some other port in the South of France. Noticing that the vessel had automated sail trim, he asked permission to come aboard. He was welcomed, and the owner/designer, who just happened to be aboard, was happy to go through the automated sail setting, trimming and striking process for him. The two dynamic men naturally became good friends.*



HANS ROEBEN

**The owners of Royal Clippers are very involved with every aspect of the business.**

*The Swedish couple — we're sorry we can't recall their names — went on to build four or five more clipper ships, which as you know are operating in the Med, the Caribbean and the Far East.*

*We remember asking the man's wife if she was involved in the company. "Oh, yes," she replied, "I'm often on our vessels, and I know the names of every one of the crewmembers." No wonder the company has been so successful. We also asked her what kind of occupancy their clipper ships had. She briefly seemed a little insulted before replying, "Every cruise is sold out."*

*↑ I LUSTED AFTER HER EVERY WEEKEND*

I was heartened to read that someone — Deyess Payne of Santa Cruz — has rescued the Marples 55 catamaran *Crystal Blue Persuasion* from what seemed to be imminent demise.



MONTY BEED

**'Crystal Blue Persuasion' during her construction.**

When she was in her homeport of Charleston, Oregon, a number of years ago, I used to lust after her every weekend as I walked the docks looking for a sailboat to buy. Eventually she sailed south and had some adventures and misadventures. She was later brought back to Santa Cruz in pretty bad

shape and left on a mooring to pretty much fend for herself.

CBP was built by Brian Skallerud of Skallerud Marine using nothing but the best materials and techniques. Her fit and finish reflected the high standards Brian adheres to when building all his boats. It took a crew of five 16 months to build the 55-ft cat out of five layers of four-mil akume plywood using epoxy/vacuum bag technique. Her hulls were finished off with two layers of glass and a beautiful Awlgrip paint job. Her rudders were a combination of stainless steel





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# LETTERS

and high-density foam. During the construction, Brian worked with John Marples to make some aesthetic changes to the stern and house windows. She was launched in April, 2001.

Had *CBP* not been built so well, I fear that she would not have survived the time she broke free of her mooring and went onto the beach at Capitola.

Anyway, I thought *Latitude* readers and the cat's new owner might appreciate the accompanying photo of *CBP* during her construction and launching. By the way, I recently talked with Brian, and he said he would be happy to help the young man who purchased the boat with design and repair advice. He can be reached at [skallerudb@gmail.com](mailto:skallerudb@gmail.com).

Monty Beed  
Sarrina, Ericson 35 Mk II  
Charleston, Oregon

Monty — Thanks for the photo. Owners Larry and Gary Burgin sailed *CBP* in the 2008 Ha-Ha, then Gary continued on with her to the Caribbean side of Mexico, where he had been led to believe he could start a lucrative charter business. He had been misled, and the already underfinanced endeavor continued to go downhill.

Gary and the cat did make it back to Santa Cruz, but by that time the boat needed a lot of help that, for whatever reasons, Gary was unable to give her. *CBP*'s engines were neglected and in bad shape, and her rudders were badly damaged when she went onto the beach. It's a sad story, as we always thought she was a fine-looking cat, and the Burgin family had a long and proud sailing history.

Deyess told us he was able to buy *CBP* 'where is, as is' for just \$5,000. We're not sure he has the big bucks to make a complete restoration quickly, but we're hoping he can at least do it over time. And we're glad to hear that her builder is happy to share knowledgeable advice.

## ↑↓ THE WEAKEST LINK — LITERALLY

I've seen lots of discussion in *Latitude* about anchors, chain, scope and so forth, but I haven't read about what happened to us while pulling up our anchor at Anegada in the British Virgins. Our 3/8-inch chain broke!

At the end of our chain, buried in sand, was a 121-lb (!) Rocna anchor that didn't budge under whatever force it took to part the chain. Fortunately, we had put a buoy on our anchor to keep others from dropping onto our tackle in the crowded anchorage, so recovering our beloved Rocna was no problem.

The chain break happened as we were raising the anchor in 8.5 feet of water. We motored forward and had brought in all but about 25 feet of the chain. While we were picking up

the buoy with a boat hook, *Moonshadow* drifted back on the slack chain in a gust. The wind was blowing 20 with gusts to 25. The combination of the short scope, sharp impact, unyielding anchor and 14-year-old chain was evidently what was needed for one link to fail. (The chain has been well-used. In the last year alone, *Moonshadow* spent 190 nights on the hook.)

The weak link, about eight feet from the anchor, parted at the weld. There was some discoloration at the weld, which may have suggested corrosion within the weld. Sorry I can't give any particulars on the chain manufacturer, as there were no markings. It had been put on the boat in New Zealand many



JOHN ROGERS

**'Moonshadow's chain mysteriously broke eight feet from the anchor.'**



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## LETTERS

years ago.

Despite the fact that we still have almost all our chain, I suppose we'll be getting new chain.

John & Deb Rogers  
Moonshadow, Deerfoot 2-62  
San Diego / Caribbean

*John and Deb — As we recall, some anchor chains broke in the storm of '82 in Cabo San Lucas, initiating a chain reaction — pardon the pun — that put a lot of boats onto the beach. But other than that, we can't remember any other instances.*

*The thing that is disconcerting to us is that, unlike some of the rusty chain we've used on our boats over the years, your chain looks — at least on the surface — to be in excellent condition.*

*How long is anchor chain good? Certainly it's going to depend on what kind of chain you buy, as the quality varies tremendously. But we don't have any idea, and didn't find much guidance on the internet. Indeed, one poster recommended stainless chain as being the longest lasting. But at the terrific Ship Chandlery in St. Barth, there is a big sign in the*

JOHN ROGERS



**What is the lifespan of anchor chain anyway?**

*stainless chain bin warning that the chain is not for overnight anchoring.*

*Can we get some informed answers on this question?*

### ↑↓ **THERE IS LUCK INVOLVED WHEN ANCHORING, TOO**

I read with interest the letters in the April issue on anchoring techniques. I agree that anchor size and scope are very important, but the letter writers forgot one aspect — luck. Or the lack of it. I have two examples.

A tropical depression came through once while we were anchored in Pago Pago Harbor. Although we stayed put, many other boats dragged. When I tried to raise our anchor, I discovered that it was hooked on a one-inch steel cable. It took some time to bring the anchor to the surface and free it.

JULIUS HANAK



**A fouled anchor occasionally can be a lucky thing.**

In this case, the size and type of anchor, and the amount of scope, weren't really factors. It was the cable that kept us in place.

The second time we were anchored off Hawaii in February, and the forecast called for a Kona storm. I put out our storm anchor with plenty of scope. It held for awhile, but then the wind started blowing in earnest. The wind, combined with the chop that developed, caused us to drag. I quickly deployed our second anchor, a 66-lb Bruce with 3/8-inch chain. That stopped the dragging. Or so I thought. The next day, when the winds had subsided, I raised my main anchor to find out that it was badly fouled on an engine block encased in concrete.

The lesson we learned is that the only safe way to anchor is to keep a good watch when it starts to blow.

Julius Hanak  
Emerald Steel, 38-ft Spray  
San Diego



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## LETTERS

### ↑↓ CAN'T DISPLACE THE WINE SUPPLY WITH ANCHORS

I've followed the comments and suggestions on anchoring in recent *Latitudes*. As a singlehander who enjoys anchoring in the more isolated spots, I'd like to offer my insight into what has worked for me, and what might be applicable for other sailors.

There are endless combinations of anchors, rodes, sea-beds, boats, wind and sea conditions. *Arcturus* carries four anchors and rodes, three of which are rigged. None of them is oversized, as that would reduce the room I have for wine.

While some skippers seem to get away with almost any choice of gear and very little effort — anchoring roulette? — I believe that applying a back-down load is an essential step that is often ignored. If the force applied by my boat in reverse exceeds that night's expected blow, I can sleep well. Occasionally skipping that step, or more commonly "not reefing when blah, blah, blah," allows me to retest my strength, endurance, vocabulary and, sometimes, night vision.

Paul J. Wall  
*Arcturus*, Endeavour 32  
Huntington Beach

*Paul — That's a great reminder, as failure to back down — and pretty hard — is perhaps the leading cause of dragging. In the Caribbean, home to thousands of bareboat charters, it's not uncommon to see anchors deployed while the boat is still moving forward at three to four knots. If the captain and crew are really good, they get the dinghy in the water and take off to the nearest watering hole before the wind has a chance to blow the boat to leeward to see if the anchor is holding.*

### ↑↓ "WE GOT OUR TICKETS!"

I have to say that I've found the official America's Cup website to be about as useless as they come. I couldn't find any of the info I wanted about tickets to the venues I wanted. Who designed that thing?

Thanks to *Latitude* for coming to the rescue and keeping us out-of-towners up to date on what was going on sale when. We are now proud owners — well, buyers — of pre-sale tickets to the first two days of the Cup proper. We can't wait!

Bass Sears  
Hailey, Idaho

*Bass — We're glad we could be of assistance.*

*We're a little alarmed that a 'season ticket' for the entire event can cost \$999 — ouch! — although it's claimed that one-third of them have already been sold. There had better be plenty of places to watch the racing for free — standing is fine — or we're going to have a philosophical problem with this.*

### ↑↓ WE'RE A DUTCH COUPLE LOOKING FOR A BERTH

My wife and I are cruisers on *Witte Raaf*, our 46-ft sailboat. We left The Netherlands seven years ago, crossed the Atlantic to the Caribbean, then continued on to Alaska via the Panama Canal, Mexico and Hawaii. We fell in love with Alaska, so we spent two summers there, returning to Bellingham, Washington for the winters.

This summer we will explore British Columbia, and at the end of summer sail to San Francisco. We would very much like to spend four to five months — October to February? — in the Bay Area, and are looking for a berth to rent. Can you or anybody give us advice or help us get a berth?

Jan & Joanneke Buurma  
*Witte Raaf*, 46-ft sloop  
The Netherlands





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## LETTERS

*Jan and Joanneke — Thanks to the America's Cup, there is going to be a big demand for slips on San Francisco Bay this summer. But you're in luck because the Cup racing ends in September, which is before you plan to get here. Plus, October is the time of year when many San Francisco Bay boats take off for the tropical waters of Mexico. That being the case, we don't think you'll have any trouble getting a berth.*

*You might not get a slip in San Francisco proper for a month at a time, but surely you'll be able to find one in Marin or in the East Bay, both of which have great transportation options to San Francisco. Like wine? October would be a great time to take a slip up the Napa River and do some day trips to the wine country.*

*How to find marinas with slips available? The pages of Latitude 38 have great ads.*

### ↑↓ I HAVE TO SIDE WITH MR. BADGER

I've been following your debate with Tony Badger about the relative danger of long-period swells with interest and amusement. In your April issue response, you left it at "we'll leave it to the readers to decide who they think is right."

I, for one, think you both make valid points, but overall, I have to side with Mr. Badger. I think you actually agree on the key points: 1) Long-period swells are technically more powerful (i.e., have more energy) than shorter-period swells of the same height, but 2) in deep water, long-period swells are much safer and more comfortable (and in fact, may barely be felt).

The recent letters I read — from Tony Badger in December and Pat Nance in February — never said anything about its being safer and more comfortable to sail in 8-ft waves at 8 seconds vs. 16 seconds. Both these writers referred to the danger of long-period swells in shoaling water, such as the Farallon Bank.

When approaching shore, long-period swells break at a greater depth than short-period swells of the same height (and they approach more quickly). For this reason, it does seem worth warning mariners that if there is an extremely long-period swell, they should stay farther from shallow water (e.g., farther from the Farallon Islands or the Potato Patch) than they would under 'normal' (shorter wave period) conditions.

I also agree with Mr. Badger that an article on waves — with input from a physical oceanographer — would be interesting. For example, some oceanographer should be able to tell us under what combination of wave height and wave period the Potato Patch or South Bar will break.

The debate about 'sneaker waves' seems like mostly a matter of semantics. My impression is that the NWS is using this term — which I've noticed myself in weather forecasts — to refer to the fact that with long-period swells — which are generated far away — the wave trains are more likely to separate out into groups with significant lulls between. It would be good to have an oceanographer confirm that as well. Thus beachgoers, or mariners close to shore, might mistakenly believe the waves aren't very big (during the lulls), only to be taken by surprise when a big set comes in. It seems that this is a good thing for the NWS to warn the public about, and 'sneaker waves' seems to be a term that the public can easily understand.

Although I think you've been coming across as unreasonably stubborn in this discussion, I wouldn't have followed the debate if I didn't read *Latitude* every month, which I do because it is such a great magazine. Keep up the good work!

Laird Henkel  
Corralitos



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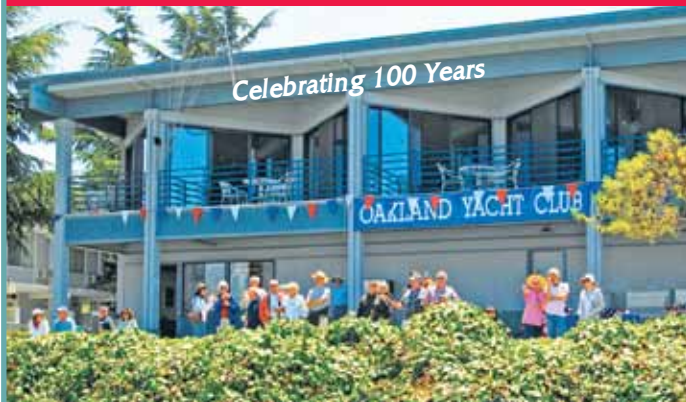


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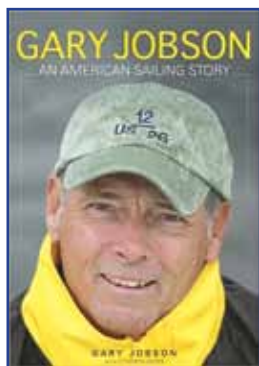
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## LETTERS

*Laird — Thanks for the kind words. This lamentable brouhaha started when a reader asked when it would be the safest and most comfortable to sail outside the Gate. As we recall, we wrote that the safest conditions were when there were long-period swells, the swells weren't too big, and the wind wasn't too strong, and there wasn't too much wind against the tide. Sorry if we come across as stubborn, but that's what we've always believed in, and what we continue to believe in.*

*Alas, the narrative somehow turned from sailing in general into a shoal water-only issue, and some people seeming to think we're responsible for the deaths of people who drown chasing their poodles into big surf.*

*We sail under the premise that in order to be safe, you must stay in water deep enough so that it doesn't make any difference how big the swell is or how long or short the periods of the waves are. If you're in deep enough water, you don't have to worry about either of those things. And frankly, we find it easier to determine the depth of the water than to try to calculate the danger presented by some combination of swell size and direction/wind wave size and direction/wave period/ebb and other factors. To our way of thinking, deep water, and plenty of it, is the simple and safe solution.*

*How deep is deep enough? All-universe navigator Stan Honey says the minimum for him is 2.5 times the sum of the maximum forecast swell and wind wave heights. If there's a 10-foot swell running and three feet of wind waves, he wants to be in more than 30 feet of water — which means he doesn't want to be on the Potato Patch or the South Bar. Sounds good to us. And we presume that he would factor in a greater margin of error if there were a significant ebb. The US Sailing investigating committee for the Low Speed Chase tragedy cited another commonly used rule of thumb for minimum depth, which is to multiply the deep-water significant wave height by three. Or four for a greater margin of error. In the case of a 10-ft swell, that's 30 to 40 feet. That's another rule of thumb we believe we can live with.*

*However, even if you're in deep water, some of the things that can make you miserable, injure you, and break your boat are — who would have thought? — short-period waves. You know, flying off the top of 'eight by eights' that have no backs, breaking human and boat ribs, destroying blocks, snapping sheets, and dropping masts. And if that's not good enough for you, try getting violently thrown head first from one side of the salon to the other in a short-period beam swell.*

*So as we said, if you or anyone else prefers to sail in short-period swells, be our guest. But our choice will always be adequately deep water, and the longer the period of the swell, the better.*

*(See this month's Cruise Notes for reports on two boats that were wrecked as a result of being in shallow water, killing some crewmembers and some rescue personnel.)*

*If the National Weather Service wants to warn people about big waves by giving them a special name besides 'bigger than normal waves', we think they can do better than 'sneaker waves'. After all, 'sneak' has sort of a fun connotation and makes such waves sound like attractive nuisances. We suggest 'killer waves' or 'death waves'.*

*This thread is closed until July 2015.*

### ↑↓ **HE GOT ALL VAGUE AND EVASIVE**

I dug your coverage of the theft and beaching of the Oyster 82 *Darling*, but I have a serious course correction for you. The three perpetrators were not "partying" aboard *Darling* all day, Sunday, March 3. Far from it. At about 3:30 p.m. that afternoon I spoke to the one who looked like a pirate. I believe



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## LETTERS

the Sausalito Police have phone/video footage to back me up.

Anyway, the one I believe to be Les — not the one "with the bionic leg" — met me on the ramp to Pelican Yacht Harbor, and asked me if I knew where Slip 52 was. I explained that there are two docks at Pelican, the A Dock and the B Dock, so the slips are numbered A34, B25, and so forth. When I asked about the kind of boat he was looking for and who the owner was, he got all vague and evasive. He said his friend with the bionic leg knew the boat, but was waiting in the truck because he didn't want to "stump around" looking for the slip.

There's more detail that I won't go into, but those clowns certainly weren't partying aboard *Darling* as of 4-4:30 on Sunday afternoon. Quite the contrary, they were searching for a specific slip in a different marina.

Jim Nisbet  
Argo, H-28  
Sausalito

*Jim — According to prosecutors, the Darling theft was the case of one mastermind and two innocent but seemingly not-very-bright acquaintances. We're not sure we believe that. We're not sure the authorities believe it either, but what they believe and what they can prove beyond a reasonable doubt to a jury are probably two different things.*

### ↑↓ THEFT FROM BOATS IN THE PACIFIC NORTHWEST?!

Thefts of and from recreational boats and other vessels don't seem limited to any particular locale. It's dangerous up here in the Northwest, too.

In the April 11 *Olympian*, reporter John Dodge wrote that the steering wheel from the 100-year-old tall ship *Adventuress* had been stolen last October while she was docked at



Percival Landing in Olympia. The schooner has long taken students and the general public out on sailing trips, serving as a floating environmental classroom.

### ***The gorgeous 'Adventuress' lost her steering wheel to thieves in Olympia.***

Sound Experience, the non-profit group that owns and operates the *Adventuress*, found a replacement in a nautical antique store in Seattle. Roger Ottenbach, the store's owner, loaned the non-profit the wheel, and agreed to sell it to them at cost — \$900 — if the original wheel couldn't be found.

Despite a search by divers, the original wheel was never found, at which point Olympia-area Rotary Clubs took over. One member had a machine shop, and took care of re-machining the wheel's hub so it would fit. That meant only one public sailing event was missed. Other Rotary Club members conducted an information fundraising drive to pay for the wheel.

Rob Murray  
Vancouver, B.C.

### ↑↓ WEREN'T ALL THE J CLASS YACHTS SCRAPPED?

In reading the April 3 *Lectronic* report on the St. Barth Bucket and the five J Class yachts that participated, I find it hard to accept the idea that the original *Rainbow* and *Ranger* have survived. Might the participating boats be replicas?





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## LETTERS

Since the 1950s, my impression has been that they — along with *Shamrock*, *Endeavour* and other J Class yachts — were scrapped for World War II. What's the story?

By the way, while in the Bay of Naples, Italy, in 1956, Lowell North and I noticed a large sloop about a mile away and thought that she might be an M Boat such as *Patolita* or *Windward*, the largest sloops that we knew were still afloat. We headed over to find out, and the mystery boat turned out to be a J Class boat owned by a Brazilian and based in the Med. Is it fair to say that she was about 50% longer and taller than any other boat that existed at the time?

Jim Hill  
Palo Alto / Sayulita

*Jim — It is confusing, as some of today's J Class yachts are originals, some are replicas, and some are new builds to old designs that had never been used.*

*Between 1930 and 1937, a total of 10 J Class yachts were built, six here in the United States and four in Great Britain. Three*



LATITUDE / RICHARD

*of those 10 — Shamrock V, Endeavour and Velsheda — survived and are being sailed and raced today. All of the survivors were Brit boats designed by Charles Nicholson.*

*Three other boats that had been built to the International Rule 23mR also raced in J Class regattas or were converted to J Class boats. Three of these — Astra, Cambria and Candida — survived and sail today. We remember seeing Cambria sail in the 2005 St. Barth Bucket.*

*John Williams' 2004 launch of a replica of Ranger, with help from Reichel/Pugh and John Elliot, revived the J Class. The next new build was Jim Clark's Hanuman in 2009, a replica of Endeavour II with help from Gerard Dijkstra. A year later, Harold Goddijn launched Lionheart, a Starling Burgess and Olin Stephens design refined by Andre Hoek. Last year saw the launch of Rainbow by Chris Congriep. The original design had been done by Burgess, but was updated by Dijkstra.*

*There are three J Class yachts currently in build. One is Atlantis, a Frank Cabot Paine design being updated by Hoek. Another is Cheveyo, a Burgess and Stephens design that is being redone by Sparkman & Stephens. And finally, there is*



LATITUDE / RICHARD

*Brittania, a George Leonard Watson design being tweaked by Steffano Fagrioni for Sigurd Coates.*

*J Class boats differ significantly in overall length, waterline length and displacement. As a result, they don't have the same rating, so the first J that crossed the finish line in St. Barth wasn't necessarily the winner. But they rate pretty close to each other, so the racing was spectacular.*

*The 181-ft schooner 'Adela', launched in 1903, took top honors at the Bucket.*

*There were bigger boats than J Class yachts that survived World War II. For example, the 181-ft schooner Adela, which was built in 1918 and also raced in this year's Bucket. We're*



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## LETTERS

told that Hanuman and Adela will both be at least stopping at San Francisco Bay this summer.

### ⇅ **BOATS AT REST IS OUR FAVORITE**

I want to make sure *Latitude* readers are aware of our upcoming opening of 'Impressionists on the Water' at the Legion of Honor Museum, June 1-October 13, which coincides with this summer's America's Cup on San Francisco Bay. The exhibition celebrates the French Impressionists' fascination



**Claude Monet's 1874 painting will be on display at the Legion of Honor.**

with recreational and competitive sailing, and offers numerous models — some life-sized — in addition to fantastic paintings and detailed works on paper that illustrate the artistry and technicality of boating and nautical navigation.

To be located in the Legion of Honor's landmark building overlooking the Pacific Ocean and the Golden Gate Bridge, the 'Impressionists on the Water' exhibit will obviously be a lovely complement to the America's Cup experience.

Clara Hatcher  
Fine Arts Museums of San Francisco  
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*Clara — We think the exhibit is a smashing idea, and can't wait to see it. Monet's Boats at Rest at Petit-Gennevilliers is one of our favorites.*

### ⇅ **FOR SAFETY'S SAKE, GOING AGAINST MY GRAIN**

I'm not a big believer in rules, but sometimes they are useful. After being robbed while at anchor at Caleta del Campo, Mexico, earlier this year, Judy and I are now trying to adhere to the following rules every time we find ourselves in an anchorage with a limited number of other cruising boats:

1) During the day, we find a low-power channel — 13, 15, 17, 67, 77 — that is not used in the area. Some of these channels have restrictions on their use or are used by ports, but if in an isolated area, it shouldn't be a problem to find one that isn't used. The idea is to find a channel that has no traffic at night, then have all the boats in the anchorage use it exclusively as a distress or safety channel. If nobody else is using it, we can leave the radio on and not get woken up all the time by non-emergencies. We use low-power to lessen the chances that we will pick up more distant traffic on the channel.

2) When going to bed, we switch to the agreed channel and increase the volume to a level that will wake us up.

3) When we get up in the morning, we switch back to whatever channel is used locally as a hailing channel.

4) We do not use the 'security channel' for anything but safety/distress calls amongst our group. If we want to see if another boat is awake, we call on the hailing channel, not the temporary security channel. This is important, because the idea is any noise on the security channel is an emergency call. If people use it to see if the coffee is ready next door, they will wake up others and defeat the purpose.

So far this idea has met with virtually universal acceptance when we have suggested it to other boats in anchorages with us. It's certainly no assurance of absolute safety, but it does mean others can be made aware of a problem immediately. When we were robbed in Caleta de Campo, two of the other



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## LETTERS

four boats in the anchorage had their radios off, and did not know about the robbery until the morning. If the robbers had decided to hit another boat, there was no way we could have warned them, or gotten medical or other assistance if we had needed it.

How are we coping with the fact that we were robbed while at anchor? We've convinced the Grand Poobah to let us be entry #1 in this fall's Ha-Ha.

Bill Lilly & Judy Lang  
 Moontide, Lagoon 470  
 Chacala, Mexico

*Bill and Judy — We think your idea is a good one. We also suggest having a big "Go ahead and make my day!" flare gun or two handy but out of sight. Not only can it help warn nearby boats of potential danger if you've been robbed, but in some cases it could be waved around preemptively to discourage an uninvited boarding. We know you had one and it didn't help other boats the night you were robbed, but we think several flares might do the trick.*

### ↑↓ FLOATING BOXES

I hadn't been to the British Virgins in about 10 years, but just got back from a bareboat charter. The sailing was as good as ever, although it seems as if there are nearly twice as many bareboats as before. They were everywhere!

But the thing that surprised me the most is how much bigger today's bareboats are than they were 10 years ago. The monohulls are a lot bigger, mainly because the wider-than-ever beam is being carried almost to the transom. But it's nothing like the increase in volume of the interior and exterior of the catamarans. Most of the new cats, even ones as small as 40 feet in length, have some sort of upper steering station. But they are boxy, with none being more boxy than the Lagoons. I can't say that I like the look of the exteriors, but lordy are they comfortable when at anchor!

A feature common on the new cats is hardtops. The whole cockpit is covered with a hardtop rather than a soft bimini, both for protection from the sun, and also so there are places for people to sit on the 'second story'. While it might be a bit of an illusion, the covering makes the cockpits seem even larger than if they were uncovered.

Another apparent recent innovation is forward cockpits. The woman at the charter base told me they were added to the Leopards, Lagoons and some other brands because



THE MOORINGS

**The latest trend in charter cats is forward cockpits to prevent sunburns.**

the combination of the afternoon sun and the easterly trades in the Caribbean meant that all the charter guests were getting burned to a crisp by the late afternoon tropical sun. Some of the Leopards even have hard 'sunscreens' over the forward cockpits, sort of like those found on cars in the '50s. I can't imagine they are very aerodynamic. Indeed, none of these charter cats seemed to be rocketships. Not that any of the charterers seemed to care.

As much as boats have changed, the constant trades, the warm and clear water, and the friendly people are as I remember them from before. The only thing I don't like about the Caribbean is that it's so far away from the West Coast. It



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## LETTERS

makes me wonder why The Moorings or some other big charter outfit doesn't have a base in Banderas Bay, Mexico. La Paz is nice enough, but Banderas Bay seems like the ideal place for one-week charters.

Neil West  
Carson City, NV

Neil — You're absolutely correct; today's charter boats are so much bigger for the same length. All you have to do is compare a 40-ft monohull from the early 1980s with a modern 40-ft monohull. What a difference!

We've never understood the obstacle to bareboat charter fleets operating on Banderas Bay. After all, they've had charter fleets in La Paz for years. The ideal situation would be to have the fleet in Banderas Bay for the winter and then move it to La Paz for the summer. For selfish reasons, we don't mind that Mexico doesn't have big bareboat charter fleets.

### ↑↓ WHY THERE?

What a lucky dog you are to be able to sail the Caribbean for three months a year! I wish I could be you. But why do you seem to spend all your time in St. Barth?

Paul Smith  
Sacramento

Paul — It's not quite as glamorous as it seems. Our typical day is as follows: Dinghy the half-mile or so to shore at 8 a.m. After a shower, pain au chocolat, and coffee, we're in our office — an old tattoo parlor with no windows — by 9 a.m. We work really hard until about 1:30 p.m. We take a half-hour to an hour break for lunch, then it's back to the office until about 4:30 p.m. for a half-hour break. We're back in the office from 5 p.m. until just before it closes at 7:30 p.m. We have a cold beer either while watching Sports Center at Oubli or with friends at Le Select. We dine out on Wednesdays, Fridays and Saturdays. Most nights we get back to the boat between 9 and 11 p.m. When we get back to the boat, we crash immediately. That's our routine about 60% of the time, and includes Saturdays and Sundays just before deadline. We do get more time right after deadline and early in the cycle, but not that much.

Our goal has been to sail La Gamelle around the island 10 times in the three months we're here. After getting everything set up, we got off to a good start, with two circumnavigations in three days. Thanks to the Bucket, the Voiles, deadlines, having to go to St. Martin to buy batteries and fuel, having to make boat repairs, computer screw-ups and internet interruptions, and too much wind, we haven't been around again since. Thus we've got our work cut out for us to achieve our goal.

There are other fine islands in the Caribbean, but the truth of the matter is that all the great boats, and most of the great sailors, come to St. Barth. So it's more efficient to let them come to us rather than try to chase them all over the Caribbean. Then, too, we've already been to the BVIs, St. Martin (several times), and St. Kitts. Plus we've been to all the other islands a number of times over the years. None are as clean, safe or exciting as little St. Barth.

The other influence is that we've had many great friends on St. Barth for years, so it's like a home to us. Plus, St. Barth has more unusual flowers, if you know what we mean, than anywhere we've been before. Nonetheless, if we didn't have to work, we'd love to head down-island and hang out in places like Grenada for a couple of months.

### ↑↓ FIRST NONSTOP SOLO INDIAN CIRCUMNAVIGATOR

I saw the April 12 'Lectronic story about Abhilash Tomy's





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## LETTERS

being the first Indian — East Indian — to circumnavigate. If memory serves, Robin Knox-Johnston, the first person to sail solo and nonstop around the world, built his Atkins 32-ft ketch *Suhaili* in India while serving in the British Army. The Indian skipper says he had been dreaming about circumnavigating for 14 years. I wonder if *Suhaili* played any part in his dreams.

Tim Schaff  
Jetstream, Leopard 45  
Road Town, Tortola

Tim — We have no idea. Knox-Johnston actually served in the Merchant Navy and Royal Navy Reserve, not the Army. After finishing *Suhaili*, he suggested that his wife and daughter join him for the passage from Bombay to England. His wife was so underwhelmed by the suggestion that she left him. But they were remarried several years later and had more children and many grandchildren.

When he got back to England, Knox-Johnston decided to enter the Sunday Times Golden Globe Singlehanded Around the World Race. He was the only one of nine entrants to finish, as Bernard Moitessier famously decided to drop out to follow his bliss. Knox-Johnston donated his prize money to the family of competitor Donald Crowhurst, who had apparently committed



COURTESY MHADEI

suicide during the race. Knox-Johnston has continued to be a relentless adventurer, doing another solo circumnavigation in his late 60s.

Abhilash Tomy is a Lieutenant Commander in the Indian Navy, and he completed his circumnavigation in 156 days, which is exactly half the number of days Knox-Johnston took. Tomy finished just two days after Guo Chuan, the first Chinese citizen to complete a solo circumnavigation. We expect more Asians in their wakes.

### ↑↓ YOU'VE GOT TO KNOW WHEN TO HOLD THEM

I know what would bring more interest to the America's Cup. Gambling.

I don't like casinos, and those Indian casinos in particular. If you're going to gamble, I say go to Vegas and do it right. Better still, if I could afford it, I'd go to Macau.

But I think casino games are a drag. Blackjack, poker, roulette, craps — what a snore. If you're going to gamble, I think gambling on sports is the most fun, because you get to use your brain a little. Since I'm a sailor, I want to be able to gamble on the America's Cup. What are the odds of being able to gamble on the Cup, and what are the odds on the various teams?

Sausalito Slim  
Sausalito

Slim — The odds that you'll be able to gamble on the Cup are good. There are several internet sites based in England that list the America's Cup as an event that can be bet on, although no odds have been posted yet. However, it's illegal for Americans to gamble online, so you might have to go overseas and use an assumed name. Frankly, we think it would be the most fun if there were a 'Gambler's Area' set aside for degenerates at the



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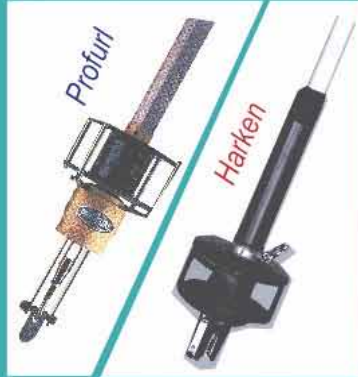
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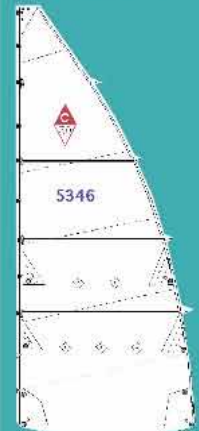


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## LETTERS

*America's Cup Village.*

*As for the odds, most experts seem to favor the Kiwis, although in order to get into the Finals they may have to build a boat more suited to the stronger winds of July and August. Oracle, meanwhile, can concentrate on a boat that will excel in the slightly lighter conditions expected for the Cup itself in September.*

*We're picking Oracle to retain the Cup, primarily on the basis of Jimmy Spithill's being a guy who can get the job done. But we're not betting the ranch, because we don't own a ranch.*

*Anybody remember the year a gambling outfit in Costa Rica promoted gambling on the TransPac? Talk about an event that would be easy to throw. Does anybody know anybody who made a bet on it?*

### ↑↓A DIFFERENT HOTEL CALIFORNIA

I read the April 19 *Electronic* piece about the SC70 *Hotel California* in the Caribbean. I think it's nice that the current owner has not changed the boat's name.

After years of crewing for me and others, my old sailing pal John Wintersteen got a SC40 for the 1983 — I think — TransPac. Then he bought a new SC70 and named her *Hotel California*. It was while he and his crew were doing MOB drills for another TransPac that he dropped dead at the wheel. If a sailor has to go, what better way?

John was a great guy, and seeing the boat name again reminded me of him. He was part of the funniest and best crew there ever was.

Mike Kennedy, Sr.  
Los Angeles

*Mike — Even though there were only something like 22 SC70s built, two of them were named Hotel California. First there was Wintersteen's, and then there was Steve Schmidt's cruising version, the only one of those ever made, named Hotel California, Too. We've got a Changes on Hotel California, Too, in this issue.*

### ↑↓WEAR IT!

A sunny day on the water can turn deadly in seconds. California ranks #2 in the nation for boating accidents and fatalities, with boating mishaps causing more than 50 deaths in the state in 2011 alone. Chances of survival in the water go down drastically with decreasing water temperatures, especially if you aren't wearing a lifejacket.

We're hoping to increase PFD safety awareness, as approximately 84 percent of drowning victims in recreational boating accidents were not wearing a lifejacket. That according to the U.S. Coast Guard 2011 Recreational Boating Safety Statistics.

The North American Safe Boating Campaign — simply known as "Wear It!" — is a year-long effort in the U.S. and Canada focused on spreading the message of boating safety and the critical importance of consistent PFD use. The National Safe Boating Council is a leading partner of the campaign.

Dan Hedman  
Paul Werth Associates

*Readers — Latitude 38 encourages everyone to wear PFDs when on boats or whenever at risk of falling into the water.*

### ↑↓BLUE JOBS AND PINK JOBS

Nice story in the April issue about really good ideas on making the fiberglass cave more homey. I recently tore out the dirty old headliner and painted, then I switched over to





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Jean and Stephanie on SV Le Letty, a Roberts 44 Ketch, in Barra de Navidad, Mexico. Hydrovane mounted with dinghy davits.



Joel on SV Compañera, a Tartan 3800, in La Paz, Mexico. Hydrovane mounted off-center to preserve the swim platform.



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## LETTERS

new LED lights. My girlfriend took over the projects of the bedding, the head and setting up the galley. We will be ready for the season.

Greg Clausen  
 Wisdom, Santana 3030  
 Tiburon

Greg — *If it weren't so great we wouldn't keep saying it, but the 16-ft 12-volt LED strip lights for \$15, and the \$5 dimmers for them, have been brilliant on 'ti Profligate, completely transforming the ambience of the salon. The outdoor version of the lights has done the same for the cockpit. We got ours through Amazon. And we hear that Latitude Editor LaDonna Bubak followed our lead on her boat and is equally thrilled.*

### ↑↓ THROW THEM BOTH OUT?

I have a thought concerning what's supposed to be 'cruiser friendly' racing in the Banderas Bay Regatta. I think the Notice of Race for any future BBRs and similar events should include the following line: "Any — ANY — contact between racing boats will result in the disqualification of both boats." After all, we're supposed to be having fun out there. Alternatively, maybe they should just drop the Class A fleet altogether and keep it a cruisers' race. You know, a 'race your home' regatta. Just my two cents' worth. Thanks for the coverage.

Capt. Debbie Orlando  
 Puerto Vallarta

Capt. Debbie — *We understand your sentiment, but don't think your first suggestion is a viable solution. After all, it means that a cautious, safety-first, rule-abiding sailor whose boat got hit by a reckless, drunken, incompetent fool could be disqualified. That wouldn't be right.*

*We think your second suggestion, chuck Class A — where most of the boats aren't cruising boats — is more reasonable.*

### ↑↓ JUDGE JUDY FOR THE SUPREME COURT

It's too bad our government can't be run with the efficiency with which the Banderas Bay Regatta Protest Committee handled the dispute between *Camelot* and *Blue*. And nice work, *Latitude*, for making the process and results available to your readers. It's the first time I've ever witnessed how a protest is handled, and I found it to be impressive and educational.

Herb Clark  
 Hotel Charlie, Catalina 25  
 Chico YC

Herb — *A summary of that process can be found in this month's Latitude, while the entire report can be found in the April 1 'Lectronic.*

*If everybody in the judging process had been pulling down \$400/hour, we don't think it would have been so efficient. Government, including the judicial system, is inefficient because it's so lucrative for those involved. Judge Judy for Swift Chief Justice!*

### ↑↓ RACERS SHOULDN'T ORGANIZE CRUISER RACES

The incident involving *Blue* and *Camelot* at the Banderas Bay Regatta, which resulted in both of *Blue* tactician Mike Danielson's legs being broken, is exactly why I rarely participate in racing events, even those billed as 'cruising races.'

I know enough about the incident and the players involved to have a strong opinion about who was in the right, but that's not the issue I wish to address. It's not that I don't enjoy racing. I was bowman on a couple of the top Schock 35s during



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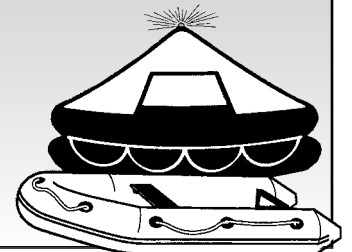
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## LETTERS

their heyday, and then graduated to the Santa Cruz 70s before deciding I wanted to be a cruiser.

I was sorely tempted to participate in this year's Banderas Bay Regatta, but I hadn't been happy with the changes to December's Banderas Bay Blast, also billed as a cruiser regatta. During the Blast, the race organizers actually had the multihulls starting with monohulls of similar ratings. Apparently no consideration was given to the fact that the two types of boats sail and maneuver differently. In addition, the starting line was far too short for cruising multihulls — even if they weren't mixed in with the far more maneuverable monohulls. I feared that the Banderas Bay Regatta would be more of the same, and I think my instincts proved me correct.

I believe that there is a fundamental problem with 'cruiser races' that are organized by sailors who are really racers. It is the distinction between organizing an event that's designed for excitement and competition rather than for safety and fun.

Problems are bound to occur when people who are racing their homes are put into the same class as people who are racing their toys. It's easy for someone on a racing boat to intimidate a cruiser on a cruising boat. Similarly, it can be difficult for a laid-back cruiser who hasn't raced much to anticipate tricky situations he/she may be getting into with an aggressively sailed racing boat. Even if there is no yelling or collision, it's unlikely that the frightened and intimidated cruiser will dare race again.

I have presented the problem, so I will present a solution that I think is the hope of salvaging cruiser racing in Mexico. My solution is that there needs to be separate racing for racers and for cruisers. Those who have to win in order to have fun need to be kept apart from those who just have to sail to have fun. I know 'racer' and 'cruiser' are not mutually exclusive terms, but I think I can make a distinction. If you are living on your boat, you're a cruiser. If you are not living on your boat, she's a toy and you're a racer.

The bottom line is that *Camelot's* cruising plans were put on hold while the BBR incident was resolved, while *Blue* sat empty in her slip as she normally does when she's not out proving she's "the winningest boat on Banderas Bay." As I write this, there are rumors of lawyers getting involved, at which point you know nothing good will come of it.

For me, the attraction of racing was the adrenaline rush of the moment. It was the endless rehashing of the race later at the yacht club, and the maniacally competitive sailors, that bored me silly. I decided to become a cruiser, as it better suited my interest and temperament.

I understand that there are people who feel they have to prove they are better than everyone else, no matter the cost. I avoid them. That's why I don't race. Not even in so-called cruiser regattas, where many of the participants aren't cruisers at all.

Captain Glenn Twitchell  
Beach Access, Lagoon 380  
Newport Beach / Mexico

### ↑↓JUST THE FACTS, JACK

I'm disappointed in your article on the collision and injury that occurred in the Banderas Bay Regatta. There are two sides to most stories, and you only portrayed one.

Without agreeing on who had rights when the Hunter 54 *Camelot* and the J/160 *Blue* collided, we can safely recognize that the captain of *Camelot* failed to comply with "RRS Sect. B, 14 Avoiding Contact: A boat shall avoid contact with another boat if reasonably possible . . ."

And, 16.1 Changing Course. "When the right-of-way boat



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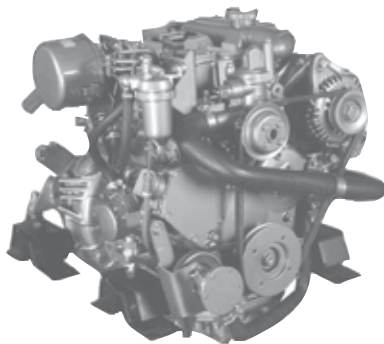
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## LETTERS

changes course, she shall give the other boat room to keep clear."

And Maritime Rules of the Road: Pt B Steering & Sailing 8. Action to avoid collision. "Actions taken to avoid collision should be positive, obvious, made in good time."

I know for a fact the driver of the J/160 had *Blue's* wheel hard right, upwind, to the lock, just before and during the collision. The skipper of *Camelot* did not have control of his vessel at time of collision. He had room to bear off and did not. Serious injury to the tactician on *Blue* was the outcome.

Too many times skippers and crew forget the first rule of maritime safety and racing, as put into law through COLREGS and the Racing Rules of Sailing. That rule is the first responsibility of the skipper is to avoid contact.

Terry Robertson  
PRO and Merchant Marine Master

*Terry — You're correct, of course: it is the responsibility of the skipper of a boat to avoid contact. But your assertion that "we can safely recognize that the captain of Camelot failed to comply" is false. If you'd read the Protest Committee's report in the April 1 'Lectronic, you'd know that it was Blue, not Camelot, that was found guilty of not keeping clear. Blue's GoPro video of the incident was posted on Sailing Anarchy, home to many fervent racers, and the overwhelming majority of them agreed with the Protest Committee's ruling.*

*You also appear to not know that the Protest Committee ruled that Camelot could not have gone down to avoid a collision because there was a boat with rights to leeward of them. There is a good reason that windward boats are required to keep clear of leeward boats. If they weren't, everybody would just reach down the starting line, crashing into one boat after another.*

*With regard to the actual contact, we think you should consider the possibility that it was caused by the helmswoman on Blue putting the wheel hard over, which you seem to think was a good thing. But as you surely know, the turning axis of a sailboat is her keel, so when the helm is put hard over, she's going to 'hip-check' any boat just to leeward of her. Once you get really close to another boat, the only way to avoid contact is for both skippers to very gradually steer away from each other. As intuitive as hard-over might seem to a novice, it's exactly the wrong thing to do in such a situation.*

*When you say that you're a PRO, we presume you mean that you're a qualified Principal Race Officer. If so, how can it be that when we asked how you knew something was a "fact," you replied you knew from the "Testimony of the of J/160 skipper and crew." You're a PRO and you consider the testimony of one side to be fact?! Why then wouldn't the testimony of the other skipper be "fact" also?*

### ⇅ **NO LONGER INTERESTED IN CRUISER RACES**

The collision, serious injury and protests in this year's Banderas Bay Regatta are an example of why I no longer participate in that event. A bunch of assholes who race J Boats and have a profit motive have turned what once was a cruiser regatta into a 'win at all costs' event. We never had protests and the like until sailors who should be competing elsewhere forced their politics on the milquetoast race committee.

How many boats participated this year? There's your answer to the problem.

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PWMN — While we can somewhat agree with your basic



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## LETTERS

thesis, your supporting evidence isn't as strong as it could be, and we think the situation is more nuanced. For instance, this year's fleet consisted of 52 boats. While there may have been a greater turnout in the very early years of the BBR, when it seemed as though every cruiser on Banderas Bay showed up, this year's participation was greater than the average of the previous 10 years.

Secondly, you refer to a "milquetoast race committee." However, the Vallarta YC recently denied entry to a boat that, as we understand it, they felt had been sailed too aggressively in a previous BBR, and whose skipper they felt had been too argumentative for the spirit of the event.

To illustrate the dilemma when hosting a 'cruiser regatta', while the organizers felt the boat may have been sailed too aggressively for the spirit of the event, we have reason to believe that the organizers knew the boat had nonetheless sailed within the racing rules. The problem was the owner of the less-aggressive boat became so angry that, after the race, he grabbed some kind of bat, and he and his crew took off with the intent of letting the other skipper know just how they felt. Fortunately, the other skipper had taken someone to the airport, so there was no violence.

There seems to be a major philosophical divide between mostly more competitive sailors and less competitive sailors — such as ourselves — over the question of whether there can be such a thing as 'toned-down racing'. Their argument is that the rules exist for good reasons, one of the primary ones being to prevent accidents. Our response is yes, the rules do need to be there for safety, for without them there would be chaos.

However, we also believe that boats can be raced with different degrees of intensity, aggressiveness and margins of error. And should be, depending on the type of regatta. When cruisers race their homes with family and friends, it's more likely that things will go wrong than on frequently raced boats with regular crew. For example, somebody's sister may not let the traveller down fast enough to duck a crossing boat. Or a less-experienced skipper with a dirty boat bottom may miss a tack and stall in front of a mark. If some boats are sailing very intensely, these screw-ups could lead to close situations, if not collisions. But if all participants recognize what is supposed to be the light-hearted nature of a cruising event, and maintain generous margins of error, there shouldn't be any yelling or screaming, let alone collisions.

We're confident that toned-down racing can work, because it's been working for years in the multihull class of the BBR, where the boats are much larger and much less maneuverable than smaller monohulls. And because it's been working for years in events such as the Antigua Classic Regatta, the St. Barth Bucket and others, where special rules and 'spirit of regatta' rules have been invoked.

A big issue in cruiser regattas is intimidation. As the owners of a 63-ft long, 30-ft wide, 13-ft tall catamaran that can easily sail in the teens, we're fully aware of our potential to scare the living daylights out of just about anybody else on the course. In the spirit of fair play and caring more about everybody's having fun than winning, we never try to use that advantage. Indeed, we don't believe even the hint of intimidation has any place in a 'cruiser regatta'.

We understand exactly why you've made the decision not to participate in 'cruiser regattas'. We hear it all the time from other sailors, even very talented ones who have raced at the highest levels for many years. Until this philosophical difference of opinion can be settled, we fear cruisers will avoid any kind of racing in droves. After all, the risk/reward equation doesn't compute for them.

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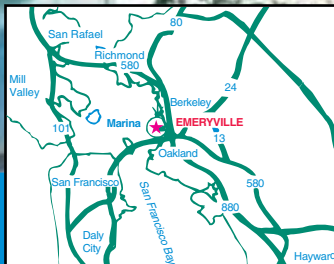
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- Herman Melville, 'Moby Dick', Chapter XXVI



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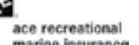
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## LETTERS

### ↑↓ POTSHOTS AT THE MESSENGER

I'd like you to consider the implications of both your *Lectronic* articles on the Banderas Bay Regatta incident between *Camelot* and *Blue*. Your first article seemed to be almost entirely based on rumors and one side of the story. You seem to have made little effort to get *Blue's* side of the story, and the tone of your article placed the blame on them.

I think you also need to appreciate the reach of your publication, and realize that there was potential for those on the jury to have read it, possibly making it harder for them to come into the protest unbiased.

Your second article about the end of cruiser racing in Mexico was alarmist. Yes, the incident was terrible, and no one wants to be involved in anything like that. But to me, your logic is the same as that of somebody who hears of a plane crash and never wants to get on a plane again — forgetting about the millions of flights that land safely each year. Let's remember the many BBR races that have gone on in the past 20 years without incident.

If you want to promote cruiser racing in the bay as you say you do, you should take this opportunity to use your publication to teach cruisers the rules, admit that there are risks in yacht racing, explore how to minimize them, and have the entire cruising community come out as more knowledgeable and safe racers.

Now an article on the Vallarta YC claims that some of your quotes are false. You have certain responsibilities as a journalist, and this protest hearing has severe implications no matter how it ends up.

Max St-Maurice  
La Cruz, Mexico

*Max — You claim our report was ". . . almost entirely based on rumors." We're going to prove you wrong right now.*

*There were five boats in the immediate area of the collision between Camelot and Blue. We received eyewitness accounts from very experienced racers on four of the five boats: 1) Craig Shaw, skipper of Camelot, professional rigger, a sailor with 41 years of racing experience; 2) Eugenie Russell, crewmember on Olas Lindas, which was just to leeward of Camelot, long-time skipper, sailing instructor, and racer; 3) Bill Lilly, skipper of Moontide, longtime racer, who was close to the start and a witness at the protest hearing; and most influentially to us, 4) Randy Hough, Principle Race Officer, on the race committee boat, who sent the following email to the skipper of Camelot:*

*"I'm sorry to have missed you at Vallarta YC tonight. We talked with Ken [Sears] [of Blue] and many witnesses. Blue put herself into a bad position with nowhere to go. They were not aware that Olas Lindas was taking you up and that you had nowhere to go. Eugenie from Olas Lindas was very open, and it was her account that helped everyone understand what happened. From our vantage point on the RC boat, we were not aware of any contact. It looked like a barging/over early "no harm, no foul" sort of thing, and we expected Blue to come charging around the RC boat to restart. I heard that you and the crew were very concerned when you heard Mike was injured and I thought I would bring you up to date."*

*You still want to claim that our *Lectronic* reports were based on rumor? Furthermore, we also received an email from a normally reliable source that Blue had admitted fault. Upon further investigation, it turns out this was a misinterpretation of a person's actions, but it was the information we got.*

*The only boat or person who suggested that Camelot was at fault at the time was . . . well, there wasn't anyone that we knew of. As you might remember, Blue did not file a protest ei-*



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## LETTERS

ther immediately after the incident or within the time prescribed in the race instructions. If anyone had made any statement or taken any action to indicate Blue thought they hadn't been at fault, we would have written the story differently. But when there is a collision between two boats and one boat drops out and doesn't protest, it doesn't take the ghost of Bertrand Russell to deduce that the other boat seemed to think they were at fault.

It is true that we could have attempted to call Mike Danielson and the Seares. But to be honest, we are — or at least were — friends with all three, and given the accounts of others and the lack of a protest, we thought it would have been unnecessarily ghoulish.

Indeed, we'd been through something similar a year or so before in the Pirates for Pupils Spinnaker Run for Charity. There was very light wind at the start, and in an apparent attempt to find more wind or less current, Danielson took Blue far inshore of all the other boats, into what we and many others thought was dangerously shallow water. Well, she hit a reef with such force that we watched a crewmember fly off the bow like Superman. Blue remained trapped in the rocks for something like 15 minutes while we stood by.

We later saw the Seares in the yacht club restaurant and got the kind of smiles that we interpreted to mean, "Thanks, but we really don't want to talk about it." Who could blame them? It had been what tennis players call an 'unforced error' and resulted in the boat's having to have an expensive haulout and inspection. With Danielson badly injured after this year's collision, and everybody in the area saying Blue had clearly been at fault, and without any hint of protest on the part of Blue, we decided not to contact Danielson or the Seares with any of those 'How do you feel?' questions. In retrospect, maybe we should have, but we thought we had good reason not to at the time.

That said, the moment we heard that Blue was planning to file a protest, we published a new 'Electronic citing the reason they were allowed to make a protest after the normal protest deadline, and outlining the grounds on which they might protest.

You accuse us of having taken the tone that Blue had been guilty. We did, and given the information that was available at the time we wrote what we did, we think it was reasonable. Curiously, your letter, written before the protest was held, seems to take the tone that cruiser Camelot was obviously guilty. "You should take this opportunity," you wrote, "to use your publication to teach cruisers the rules." How do you feel now that the protest committee has ruled that it was Blue, not the 'cruiser' Camelot, that was guilty of violating one of the most basic and important of all racing rules? Is it not you who was guilty of judging too soon — and when you, unlike us, knew full well there was another side of the story?

As for your suggestion that our first piece influenced the jury, we find that to be ridiculous and insulting to all three members of the jury. We're confident they had the ability and integrity to determine the facts and make a ruling on their own. Particularly as there was a video of the incident.

You think our saying that the incident might be the end of cruiser racing in Mexico was "alarmist?" Are you aware that Randy Hough, the event PRO, says that after being so generous with his time and boats for 30 years to help racing, he's done? Are you aware that some members of the Vallarta YC have called for the club to disassociate itself with the BBR? Are you aware of the once-good friendships that have been destroyed as a result of the collision and what followed? Are you aware of frequent participants in the cruiser races in Mexico who say they will never sail in an event with certain other boats or

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## LETTERS

sailors again?

Unlike you, we've been responsible for founding and putting on countless cruiser races for charity in Mexico, from Zihua SailFest to Sea of Cortez Sailing Week to the Banderas Bay Blast and more. As such, we think we know more about hosting cruiser races than you do. We can tell you that when something does go wrong, as it did in the BBR, people — and seemingly Americans more than other nationalities — seem to look around for someone else to blame and/or sue. If your name is in any way associated with an event and if you have any assets, you might as well have a big target on your back. Even if people don't follow through on their threats to sue, who needs it? If you put on events, even supposedly 'strictly for fun' charity events, you soon learn that Clare Boothe Luce was right: "No good deed goes unpunished."

As for your saying we want to promote cruiser racing on Banderas Bay, given what's happened, we're not at all sure that we do. We'll be in Banderas Bay this month to discuss the issue with certain people, but if cruiser racing is going to be about risky sailing, unnecessary collisions, injuries, and ensuing bitterness, we don't want any part of it. So maybe you should step up to the plate and put your name behind an event. Then maybe you'll understand what it's like to potentially be accused of being responsible for whatever crazy behavior someone in the fleet might engage in.

As for your condescending comment that we should teach cruisers the racing rules, do we need to remind you that not only was the 'cruiser' in this incident right and the 'racer' found to be wrong, but the helmsman on the 'cruiser' has 41 years of racing experience?

As for the business about quotes. We edit for brevity and clarity. After the protest committee ruled against Blue, Danielson asked that the protest be reopened based on the minor changes. The request was immediately denied.

Just so everybody knows where we stand with regard to Mike Danielson, we don't know of anyone who has promoted sailing as relentlessly as he has, and we've been putting on cruiser events with him, and participating in his events, for years. That said, we've always been at odds, and sometimes to a great extent, over how competitive those events should be.

### ⚡ **CRUISERS WITH A LONG RACING RESUME**

I've tried to keep my mouth shut about the unfortunate incident with *Blue* in the Banderas Bay Regatta, but I would like to respond to some people who seem to dismiss us as 'cruisers' who don't know anything about racing or the racing rules.

My dad and I both started racing 41 years ago. We started with *Shillelagh*, a Luders 16, and raced her in just about every race and series on the Columbia River. When he bought his tall rig Ericson 29 *Donna Gay*, we each raced our own boats, and also raced on other boats. We participated in almost every race there was.

My first Oregon Offshore Race was in 1977, and I subsequently did about 15 of them, most of them on my Columbia 43 *Adios*, and mostly with my mom and dad, who owned her at the time. I've also done three of them on their newer boat, the Hunter 54 *Camelot*. We also won the 1985 Oregon Offshore Overall with *Adios*.

Between *Adios* and *Camelot*, we've also done about 12 Swiftsure Races out of Victoria. Our best was a second with *Adios* on the Long Course. I also skipped *Adios* on my own with my ex and a bunch of friends at Whidbey Island Race Week in 1985. We were written up as the most improved boat for the week. I have to say that I was initially intimidated at

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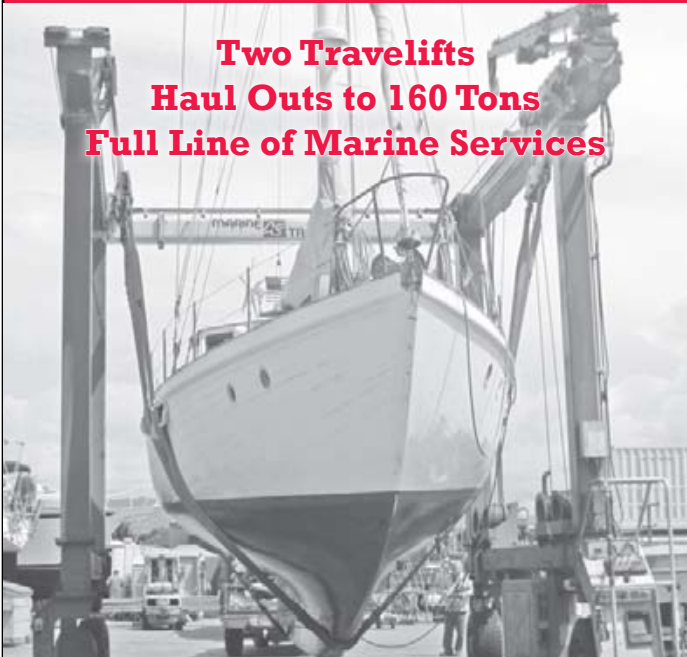


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# LETTERS

the starts by all the hot Seattle sailors, but soon realized that they were almost all barging. So I just did my timed starts, and we did very well.

We also continued to race *Adios* in almost every race on the Columbia River, with Mom, Dad, myself and crew. We also did the week-long Six Pac Race in the summer.

In 1988, we raced *Adios* to Hawaii in the Pacific Cup with Mom cooking an awesome turkey dinner at the halfway point. Dad, a couple of crew and I sailed *Adios* home in 16.5 days.

We also won our class in the Six Pac a few times, and after it got changed to Gorge Race Week in the early '90s, we



LATITUDE / ANDY

**The crew of 'Camelot' are not only experienced sailors, but experienced racers, too.**

took overall honors with *Adios* four times and also got a second overall.

In 1998, we raced *Camelot* to Hawaii in the Pacific Cup, with Mom once again making a full turkey dinner at the halfway point. Once again we came in fourth after 10 days at sea.

I skipped *Camelot* home to Portland with a friend and one pick-up crew in 16 days. Dad also raced in the 1979 TransPac as crew on the Cascade 42 *Nimble*.

In 1998, I sailed about 8,000 offshore miles on Hunter 54s, sailing *Camelot* from Portland to San Francisco, then to Hawaii and back to Portland, then crewing for Hall Palmer on his 54 in the Ha-Ha. I also crewed on *Talion* in the '07 Ha-Ha, and skippered *Adios* in the '09 and '10 Ha-Ha's, as well as skippering *Camelot* in last year's Ha-Ha. I've also bashed *Adios* back to Portland from Cabo twice, and am just getting ready to bash *Camelot* back to Portland for the summer.

I realize that this might be too much information, but I hope it clears up any misconception about our racing experience and our knowledge of the racing rules.

Craig Shaw  
*Adios*, Columbia 43  
Portland

### BYLINE CORRECTION

In an oversight, *Latitude 38* did not credit me as being the author of 'Resurrecting the Golden Rule — The Anti-Nuke Flagship' in the March, 2013 issue. When I called the matter to your attention, you acknowledged that I am the author, and that I hold copyright to the article. You also made a donation to the Golden Rule Project.

The issue has been quickly and amicably resolved, and I remain a *Latitude 38* enthusiast.

Arnold J. Oliver  
Sandusky, Ohio

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

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

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



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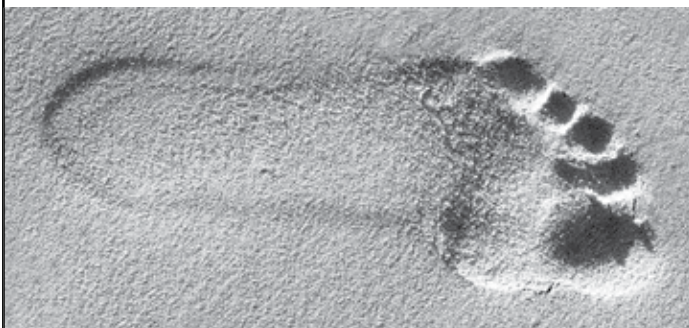
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## multihulls to california

After two winters of successful racing in the Caribbean, San Franciscoan Peter Aschenbrenner's 60-ft Nigel Irens/Benoit Cabaret trimaran *Paradox* is, according to multihull guru and crewmember Cam Lewis, headed for San Francisco. It might have something to do with the fact that the America's Cup is being sailed in multihulls this summer.

*Paradox* took four bullets in last month's Voiles de St. Barth, and prior to that had missed setting a new Caribbean 600 record by just 11 minutes — after 40 hours of racing in typically challenging Caribbean conditions. *Paradox* screamed past us — we were on the Santa Cruz 70 *Hotel California, Too* — four times in the Voiles de St. Barth and looked magnificent doing it.

*Paradox* is a cruising boat, albeit an unusual one. Aschenbrenner wanted a very fast trimaran that he could cruise short-handed across oceans without professional crew, so he, Irens and Caberet dreamed up a tamed-down version of the wild ORMA 60 ocean racing trimarans.

For example, *Paradox* has a much shorter mast and a beam

of 48 feet rather than 60 feet and, because of a modest cruising interior, displaces more. She's also equipped with a hydrogenerator and fuel cells, so the only time she really needs to use her engine is when getting off the hook — to which she always lies stern-to.

Since we had Lewis' ear, we also asked him about his reported association with Thomas Siebel's MOD70 trimaran *Orion*, which is being shipped from Lorient, France to Mexico. A February press release said that *Orion* would be "under the hand" of Lewis, and that he was eager to show Americans "how fast and fantastic these amazing machines are." Although Lewis says that the sailing conditions between California, Hawaii and Mexico are incredible for the MOD70s, he told us his participation in the *Orion* project is anything but certain.

Nonetheless, after tuning and testing on Mexico's Banderas Bay for three months, *Orion* will be brought to San Francisco Bay in July for the America's Cup. We're not sure how Oracle's Larry Ellison is going to feel about Siebel — a former employee, and the owner of a company Oracle bought for billions — showing up at the America's Cup with a much less expensive trimaran that's not only ocean-proven, but nearly as fast as the AC72s. But one can guess.

Another multihull — this one a catamaran — is also now on her way from St. Barth to California. But her ultimate destination is Newport Beach, not San Francisco.

It was only a few years ago that Lloyd Thornburg was attending the prestigious Art Design College in Pasadena and sailing out of Marina del Rey. "I had a Soling named *Chaos* that I would sail all the time, usually to the end of the Santa Monica Pier and back," he told *Latitude*. "I loved it, especially sailing the boat back into her slip."

Lloyd is returning to California — although only briefly — with a much larger and more exotic boat. "I ordered a Gunboat 66 catamaran a few years ago when I was 28," he told *Latitude*. "The Gunboats were being built in South Africa, so I figured I'd fly down, spend a week selecting options, then fly home and wait for her to be completed. I soon learned that having a big boat built is a complicated process. I ending up living in South Africa for a year until *Phaedo* was done."

The jovial Thornburg, who splits time between homes in Santa Fe and St. Barth, didn't waste any time entering his brightly-colored all-carbon *Phaedo* in major races in the Caribbean and Atlantic. We don't have a list of them all, but they included a couple of Caribbean 600s, a Voiles de St. Barth, some races in Antigua, a TransAtlantic and England's classic Fastnet Race. To get an idea of what the hard-

continued on outside column of next sightings page

## 2013 baja haha

Every October, as we watch a new fleet of Baja Ha-Ha ralliers scudding south into the sunny latitudes of Mexico, we're reminded of an old-time ball player's famous quip: "It's déjà vu all over again."

Although every Ha-Ha rally since the first, in 1994, follows the same route from San Diego to Cabo San Lucas, each one seems to have its own distinct qualities, each yields new memories, and each allows us to make a new batch of like-minded friends.

We suspect this year will be particularly memorable, as it's the 20th incarnation of this 750-mile cruise, and the Rally Committee has some special surprises for the fleet. Not only that, but many 'repeat offenders' are expected to re-up for an-



RICHARD LANGDON

Here 'Phaedo'! Good boy!



COURTESY CHARTER WORLD

Lloyd Thornburg and Peter Aschenbrenner are bringing their multies to the West Coast.



'Paradox' has left the Caribbean to catch the hot America's Cup action.



## — the big 2-0

other dose of Ha-Ha hilarity and glorious off-the-wind sailing.

So if you've been procrastinating on casting off your docklines to enjoy a dose of cruising, this could be your year. Online registration officially begins May 1 at noon at [www.baja-haha.com](http://www.baja-haha.com). The price remains the same: \$375 per boat, or \$325 if your boat length or your age is less than 35. Singlehanders are not allowed. On the contrary, even if you're used to running your boat as a mom-and-pop operation, we highly recommend taking additional crew — you'll have more fun and get more sleep! See our online *Crew List* at [www.latitude38.com](http://www.latitude38.com) and make plans to attend our Crew List Party on September 4.

— andy

## multihulls — cont'd

driven *Phaedo* looks like under sail, check out the April 17 *Lectronic*.

The big *Phaedo* news is that she left St. Barth on April 13, under the direction of Aussie skipper Paul Hand, for the Panama Canal and a delivery up to Newport Beach. She'll be hauled in Newport and have her rig pulled in preparation for July's TransPac Race from Los Angeles to Hawaii. It's a pity, but it appears that her only multihull competition will be a Lagoon 450.

When asked where he would be during the delivery, Thornburg laughed. "I sail every mile." Following the TransPac, he and *Phaedo* will continue on around the world — and rather quickly, we suspect.

Thornburg confesses that he sometimes misses those times sailing his smaller and simpler boat ". . . when I didn't need four people to go sailing." That being the case, he's having a Goat Island skiff built in St. Martin, and will have it shipped to Hawaii at the completion of the TransPac. "At just 15 feet, we can store the skiff on *Phaedo's* cabin top during the circumnavigation," said Thornburg. "I'm looking forward to doing lots of sailing."

— richard



TIM WRIGHT / VOILES DE ST BARTH

# SIGHTINGS

## transpac time

Speaking of the TransPac Race, Transpacific YC Commodore Dave Cort says, "It's going to be a great one!" The entry list as we went to press shows 62 entries, including a 100-footer, at least three 'classics', a slew of Santa Cruz 50s, 52s and 70s, TP 52s, R/Ps, and a number of 40-ft rockets. There's still time to get your name on the list, but you'd better hurry because the entry deadline is June 1. Go to [www.transpacrace.com](http://www.transpacrace.com) for details.

— *ladonna*

### 2013 TransPac Race Entry List (as of 4/23)

- 1) *Alchemy*, Andrews 68, Per Peterson, San Diego
- 2) *Alpha Puppy*, 1D35, Alex Farell, Mountain View
- 3) *Amari*, Hanse 63, Damon Fisher, Malibu
- 4) *Bad Pak*, STP 65, Tom Holthus, La Jolla
- 5) *Beecon*, TP 52, Isao Mita, Yokohama, JPN
- 6) *Between the Sheets*, Jeanneau 49, Ross Pearlman, Calabasas
- 7) *Bodacious IV*, SC 52, Jeff Urbina, Elmhurst, IL

continued on outside column of next sightings page

## oracle wins acws,

There was plenty of close racing during the America's Cup World Series event in Naples, Italy last month. But when points for the Series were tallied, Oracle Team USA came out on top yet again by winning the match racing and making a strong showing in the fleet racing, thus succeeding in their bid to sweep the three-venue, ACWS 2012-13 season.

Building on the previous America's Cup World Series successes of Oracle Team USA helmsman Jimmy Spithill, the team's Naples crew, led by helmsman Tom Slingsby, continued the winning momentum by defeating Luna Rossa Swordfish in the match race final.

But in the Super Sunday Fleet Race



LATITUDE / ROB



## launches boat #2

that same day — where possible points are greatly increased — Swordfish's helmsman Francesco Bruni and his crew were determined to redeem themselves. And they did, with an adrenaline-charged win in an AC45 stampede where the lead changed three times. Swordfish came from behind on the final run to the finish line to score a win before an ecstatic crowd.

Although finishing second in that Super Sunday fleet race, Oracle Team USA took fleet honors for the 2012-13 season with a total of 245 points over second place Luna Rossa Piranha (191 points) and JP Morgan BAR (181).

Back on the Bay a couple days later,

continued in middle column of next sightings page



**There's still time to sign up for the Trans-Pac Race, starting from L.A. on July 8.**

## transpac — cont'd

- 8) *B'Quest - Challenged America*, Tripp 40, Urban Miyares, San Diego
- 9) *Bretwalda 3*, Rogers 46, Bob Pethick, Orchard Lake, MI
- 10) *Chasch Mer*, SC 50, Gib Black, Kaneohe, HI
- 11) *Creative*, J/105, Edward Sanford, Poway
- 12) *Crescent III*, S-40, Akimitsu Hirai, Yokohama, JPN
- 13) *Criminal Mischief*, R/P 45, Chip Megeath, Tiburon
- 14) *Crusader 35*, Elliott 35 SS, Anthony Leighs, Christchurch, NZL
- 15) *Deception*, SC50, William Helvestine, Larkspur
- 16) *Dorade*, S&S 52, Matt Brooks, Fremont
- 17) *Et Voila*, Lagoon 450, Theo Teazis, Huntington Beach
- 18) *Foil*, Farr 40, Gordon Leon, Rancho Palos Verde
- 19) *Funnelweb*, Hick 15, Ivan Macfadyen, Teralba, AUS
- 20) *Gefion*, R/P 44, Kazuhiro Nakajima, Mito, JPN
- 21) *Grand Illusion*, SC 70, James McDowell, Honolulu HI
- 22) *Grenade*, Tripp 40, Michael Spies, Gold Coast, AUS
- 23) *Grins*, TP 52, Rick Orchard, Sandpoint, ID
- 24) *Horizon*, SC 50, Jack Taylor, Dana Point
- 25) *Invisible Hand*, Greg Nelsen, Oakland
- 26) *J World's Hula Girl*, SC 50, Wayne Zittel, Oakland
- 27) *Kahuna*, 1D35, John Higham, Kaneohe, HI
- 28) *Kiho*, X-41, Hiroshi Kitada, Shimokita-gun, JPN
- 29) *KLC Bengal7*, Humphreys 54, Yoshihiko Murase, Nagoya, JPN
- 30) *La Sirena*, Beneteau 47.7, John Sandrolini, Seal Beach
- 31) *Lady Godiva 3*, Swan 651, Dean Fargo/John Chamberlain, Solana Beach
- 32) *Lucky*, TP 52, Bryon Ehrhart, Chicago, IL
- 33) *Lucky Duck*, SC 52, Dave MacEwen, Los Altos
- 34) *Manatea*, Seastream 650, Bob Hayward, Pacific Palisades
- 35) *Maserati*, VOR70, Giovanni Soldini, Milan, ITA
- 36) *Maverick*, SC 70, Chris Slagerman, Los Angeles
- 37) *Meanie*, R/P 52, Thomas Akin, Sausalito
- 38) *Medicine Man*, Andrews 63, Bob Lane, Pico Rivera
- 39) *Medusa*, SC 52, Jay Spalding, Carrollton, TX
- 40) *Naos*, Beneteau First 31, Charles Devanneaux, Marina del Rey
- 41) *Natalie J*, TP 52, Philip & Sharon O'Neil, Bloomfield Hills, MI
- 42) *Peligroso*, Kernan 70, Lorenzo Berho, Mexico City, MEX
- 43) *Phaedo*, Gunboat 66, Lloyd Thornburg, Santa Fe, NM
- 44) *Pipe Dream*, Davidson 50, John Davis, Marblehead, MA
- 45) *Prevail*, SC 52, Bill Guilfoyle, Santa Barbara
- 46) *Pyewacket*, Andrews 70, Roy Disney, Burbank
- 47) *Ragamuffin 100*, Elliot 100, Syd Fischer, Sydney, AUS
- 48) *Relentless*, SC 52, D. Woodworth/Sickler/Polcyn, Chicago, IL
- 49) *Resolute*, J/125, Tim Fuller, Murrieta
- 50) *Retro*, SC 70, David Team/Doug Baker, Long Beach
- 51) *Sleeper*, Jeanneau 44, Ron Simonson, Redondo Beach
- 52) *St. Vitus' Dance*, Beneteau First 42, Christopher Haines, San Diego
- 53) *StumpyJ*, Columbia 43 Mk III, Ed Stumpp, Tustin
- 54) *Ten Quarter*, First 40, Yuichi Takahashi, Sendai, JPN
- 55) *Varuna 46*, Rogers 46, Chris Hemans, Costa Mesa
- 56) *Varuna 51*, R/P 52, Jens Kellinghusen, Hamburg, GER
- 57) *Vincitore*, R/P 52, Ricardo Brockmann, Mexico City, MEX
- 58) *West Coast (Warrior)*, J/125, Greg Constable, Nanaimo, CAN
- 59) *Westward*, Lapworth 50, Sam & Willie Bell, Long Beach
- 60) *White Knight*, Farr 40, Zoltan Katinszky, San Pedro
- 61) *Wind Dancer*, Catalina 42, Paul Edwards, Ventura
- 62) *Wizard*, R/P 74, David & Peter Askew, Newport, RI

## in pursuit of perfection

We'd bet that many shipwrights would run for the hills if tasked with rebuilding a vintage, 75-ft wooden schooner from stem to stern. But not Jeff Rutherford. He thrives on such colossal challenges. And while many a wood butcher would be overwhelmed by the complexity

continued on outside column of next sightings page

## perfection — cont'd

of such an undertaking, he seems to take it all in stride: "To me it's just one piece at a time."

The name *Viveka* is well known to many longtime Bay sailors and *Latitude* readers. This 1930 Belknap and Payne schooner was owned from 1957 by Merl Peterson, who based her in Sausalito prior to a long stint in Hawaii and a seven-year circumnavigation. Just before Merl's 90th birthday, however, he finally gave in to the pressures of age and ailments, and somewhat reluctantly agreed to sell his floating mistress to a well-heeled Brit named Rob Gray of Cowes' Royal Yacht Squadron. Gray vowed to rebuild the Marconi schooner to museum-quality specs, and Rutherford got the gig, having completed two previous projects for the English gent: the refit of the Camper-Nicholson *Eager* and a 50-ft British sloop named *Aeolus*.

Now roughly a year into the project, Rutherford gave us a walk-through of the hull, which occupies much of the bustling Rutherford's Boatshop in Richmond. We've seen plenty of wooden classics in all stages of construction and destruction, but it took a few minutes to figure out exactly what we were looking at. The master shipwright explained that while much of the original deadwood is still good, the original stem and horn timber, both oak, had to be replaced (with purple heart). All of the ribs and planking also are being replaced, using a process that's almost the opposite of typical new boat construction. That is, the interior contours of the original hull planking were used as a mold from which new frames were fashioned. Originally, every third frame was sawn, with the two in between being steam-bent. Now every third is laminated oak, while the rest are steam-bent, similar to the originals. At this point all the ribs have been replaced, so the old double-planking is coming off and being replaced by a layer of cedar, covered by a layer of mahogany, all glued together. "This is the third large boat that I've done this way," says Rutherford. "It's a great way to do it."

To our layman's eyes it seems the most time-intensive pieces of this puzzle must have been the new solid-bronze floors. There are 76 of them and no two are alike. A multi-angled template had to be made from each original, so new ones could be forged by a foundry, then polished until they glistened back at the Boatshop. Every frame



**Some of *Viveka's* original oak timbers have been replaced with purple heart, and her original metal floors have been upgraded to solid bronze.**

and the inside of all the cedar planking will be varnished, as perfection is important to owners like Gray, who, we're told, takes great pleasure in occasionally observing the various stages of *Viveka's* resurrection.

Although a tremendous amount of work has already been done, the project is still less than half completed. "After this come the

deck beams, the deck and the interior," says Rutherford, with the nonchalance of someone making a mental checklist of groceries to pick up on the way home from work. Two new masts and booms will also be built from scratch. Naval architect Jim Antrim is working on designs for these, as well as for the new interior. In order to reference *Viveka's* exact hull shape for that process, the entire boat was laser-scanned from stem to stern.

"We're talking about putting in two electric saildrives," explains Rutherford. "Not very traditional, but the owner doesn't want an engine under his salon." If they go ahead with the plan, two genera-

continued on outside column of next sightings page

## oracle

Oracle enjoyed another success: launching their second AC72 at San Francisco's Pier 80. Although the team's CEO Russell Coutts didn't give details about specific differences between the first and second boat, he did acknowledge the monumental effort put forth to produce it, while hinting at its much-improved speed potential: "It represents extreme performance and extreme engineering. It represents a significant improvement in performance over where we've been before. And probably most importantly, this represents the boat that is going to defend the America's Cup, for America, in



**Faced with a refit of such enormity, most shipwrights would be sleepless, but Rutherford has learned to take it all in stride.**



## — cont'd

America.”

In the aftermath of the now-famous capsizing of the team's first boat last October — which resulted in its wing mast breaking up offshore — they went through a frustrating period when on-the-water training was stalled. But now, with two boats on the water, it's obvious that spirits are high and all systems are go: “Now, it really feels like we have everything pointed in the right direction,” said trimmer Joey Newton, “and we're starting to make pretty big steps. We've got high hopes for this boat, and I'm sure it's going to be fast.”

— andy

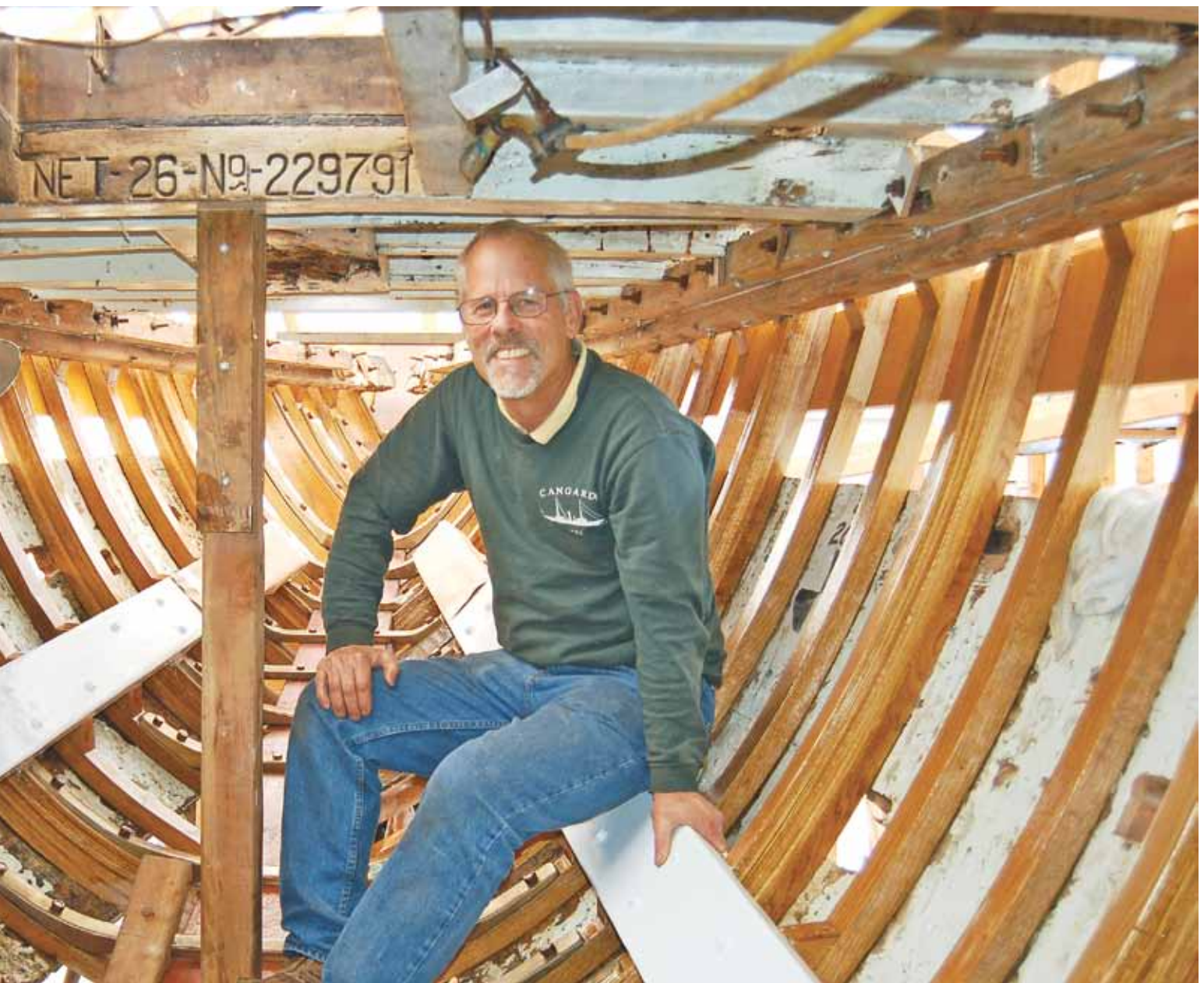
## perfection — cont'd

tors will power the house systems as well as the propulsion motors. “I think it's the way of the future. It's far more efficient.”

Despite the enormity of the work that still lies ahead, this will not be a project that drags on for years and years, because Gray has a very important engagement to keep. The Royal Yacht Squadron is having its 200th birthday in 2015, and to celebrate they're staging a race from Newport, Rhode Island, to Cowes. “We *have* to be in that race,” says Rutherford with conviction. And, of course, the boat has to get to Newport — which will not be accomplished by truck. Add to that the fact that Rutherford splits his time between supervising *Viveka's* transformation here in the Bay, and overseeing the rebuild of the 192-ft (LOA) schooner *Coronet* in Newport.

And you thought completing a do-it-yourself bottom job on your 36-footer was challenging!

— andy



PHOTOS LATITUDE / ANDY



# SIGHTINGS

## looking back on low speed chase

One year after the tragic Low Speed Chase incident during the Full Crew Farallones Race, in which five sailors — Marc Kasanin, Alexis Busch, Elmer Morrissey, Jordan Fromm and Alan Cahill — died, survivor Bryan Chong reflects on that horrific event and the lessons he has taken from it:

There's nothing in life more absolutely devastating than the loss of a loved one. It creates a sudden vacancy once occupied by a meaningful connection, awakens us to our own mortality, and forces us to evaluate who we are, what we've done and where we're headed. For the family, friends and survivors, the April 14, 2012 *Low Speed Chase* accident at the Farallones changed our lives forever.

Alexander Graham Bell said, "When one door closes another door opens; but we often look so long and so regretfully upon the closed

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## chinese & indian

Chinese singlehander Guo Chuan, 48, completed a nonstop lap around the planet on April 4, thus becoming the first of his countrymen to do so. The benchmark he set, from Qingdao to Qingdao, was 137d, 20h, 1m, and will stand as a Class 40 record.

Sailing his 40-ft sloop named for it's homeport, Qingdao, he arrived at the city's Olympic Sailing Center to a huge crowd of well-wishers. According to news reports, he was so anxious to see his wife and two sons that he couldn't wait for his boat to arrive at the dock. Instead, he

**You never know what you're going to see when photographing a sailing event. Jay Ailworth snapped this amazing shot of a whale breaching behind a competitor in the WesMex Regatta, a qualifier for Mexico's Junior Olympics for Sailing. It really is the ultimate regatta photo!**





## circumnavigators

leaped into the water and swam several yards to reach them.

"I'm so on the top of the world," said Chuan at the press conference. "It's such an unbelievable moment. 137 days ago, I wouldn't have imagined I could have a moment like this. It is a moment that could only happen in a dream."

A scientist by profession, trained in aeronautics and astronautics, Chuan was introduced to sailing only 15 years ago. But since then he's been on a fast track, participating in the 2006 Clipper

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## lsc — cont'd

door that we do not see the ones which open for us."

The door that opened for me catapulted me out of my old life and into a new one. It made me reflect on the decisions I've made in life and led me to readjust my priorities. It motivated me to stop procrastinating on things I'd do when I had 'enough time.' Instead of returning to work, I went on the road with my wonderful wife and infant son.

We spent the summer driving 10,000 miles in our yellow Westy Vanagon around the West Coast visiting friends and places I'd always longed to see — Yellowstone, the Tetons, Glacier, Pikes Peak, Telluride and Mt. Rushmore, just to name a few. I finally saw a concert at Red Rocks and a rodeo in South Dakota.

Then in September, instead of going home like responsible adults, we flew to Europe and kept adventuring until we ran out of good weather. All journeys eventually end and, in late January, we finally came back to Marin. The trip afforded me the priceless chance to spend a year bonding with my wife and son. It also gave me time to reflect on life, the accident and those I'd lost. It was the trip of a lifetime and I wish I could have shared it with all my *Low Speed Chase* crewmates.

Not a day passes that I don't think about what went wrong that day at the Farallones, and what can be done to prevent something like this from happening again. I was by no means an expert in safety before the accident, but since I've been home numerous sailing groups have invited me to share my thoughts on this topic. I always bring my tether and lifejacket with me to emphasize the basics, but I prefer to focus on the fundamental concept that safety only exists when everyone becomes a leader.

Safety leadership isn't always easy. It takes a willingness to speak up when others don't. It's choosing the safety of yourself and your crewmates over pride, appearance, comfort, costs or an engraved silver cup. It's leadership by example and can be as simple as showing up early to make sure the safety equipment's primed, double checking a teammate's PFD cartridge and tether, tossing your favorite sailing hat in the water to force an MOB exercise, buying your friend a Spinlock lifejacket for their birthday, or setting the expectation that you'll only crew on boats that take safety seriously. It's investing in yourself by attending training, sharing what you learned with others, and following through when on the water.

Over the past year, I've learned that sailors aren't the only ones shifting their attention to developing a better safety culture. I spoke to the 200-person executive leadership team at PG&E, our local power company, which last year lost five people to accidents that might have been prevented with the proper use of safety equipment.

I now routinely find myself in safety discussions in which I'm called upon to offer my opinion. I'm still not an expert on all the safety practices, but I do see three areas where we can start focusing.

Resolve to be a leader on safety issues. You don't need to own a boat or be the most experienced sailor. You only need to care about the people aboard.

Take a sailing safety class. I recommend finding an interactive one with a small class size that requires attendees to calculate minimum depths using wave forecasts, set off flares, cut rigging, extinguish fires and enter the water with full gear.

If you're in a leadership position for a yacht club or sailing team,

continued on outside column of next sightings page



*The 'Low Speed Chase' tragedy last year has inspired sailors to ensure the safety of their crews.*

DENISE PATTERSON

# SIGHTINGS

## **lsc — cont'd**

recruit a safety instructor to host a seminar for your people.

In 2007, Ashley Perrin and Paul Cunningham, who both specialize in preparing boats for offshore sailing, attempted to host an ISAF-certified safety training class. Not enough people registered. Fast forward to today. In the 12 months since the *Low Speed Chase* accident, they've hosted seven classes at the San Francisco YC, all filled to capacity. Are we evolving as a sailing community? I'd like to believe we are.

A door has opened for sailors to embrace safety. Many have already walked through that door and taken leadership roles on their boats. I've seen others pulled through by spouses demanding they attend a safety class before their next ocean race.

As we remember those we lost at the Farallones, let's also keep in mind that this is our moment to cement a culture of safety by continuing to invest in training and equipment that will save lives. I truly wish for the memory of Alan, Marc, Jordan, Alexis and Elmer to be the spark that transforms this community of sailors.

Be safe.

— bryon chong

*As Bay sailors will recall, in the aftermath of the LSC tragedy, the Coast Guard's Captain of the Port of San Francisco Cynthia Stowe took the unprecedented step of temporarily halting permits for all offshore races until a panel of experts could be convened to scrutinize the incident and make recommendations for safer operations in future offshore races.*

*As explained by Michael Moradzadeh in a Sightings section of last month's Latitude 38, a permanent advisory group called the Northern California Ocean Racing Council (NorCalORC) evolved from that process. "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," reported Moradzadeh.*

*This year's Full Crew Farallones Race is scheduled for June 15.*

— andy

## **25th america's schooner cup**

The 25th anniversary America's Schooner Cup was contested on April 6 — a picture-perfect day — on San Diego Bay. Eight classic schooners were at the start, but Dennis Conner and his crew aboard the lovingly restored B.B. Crownshield-designed 40-ft *Fame* sailed away with the win. "We enjoyed a good start and were in the correct place when the major shift to the right took place," Conner said after the race. "This enabled us to stay ahead of *Rose of Sharon*. *Rose* is the standard of West Coast schooners, so it was a thrill to beat schooner legend Byron Chamberlain and get our name on the beautiful new perpetual trophy."

For his part, Chamberlain was a good sport about crossing the line behind *Fame* and correcting out to fourth overall. "To have the pleasure of racing against the most competent person in sailing history is indeed a challenge and a privilege," he said. "Because of Dennis, we all strive a bit harder to sail a more competitive race. Nothing can be better than racing schooners with good friends aboard against schooners with good friends aboard. Everyone is *always* a winner."

Perc Jones on his 72-ft Crocker-designed *Skookum III* corrected out behind *Fame* after a tense mark rounding with Bart Ziegler's *Shine On*.

continued on outside column of next sightings page

## **circumnavigators**

Round the World Race, the 2008-2009 Volvo Ocean Race, and the Mini Transat (transatlantic) in 2011. He was the first Chinese competitor in all three events. With such momentum we have to wonder what Chuan will tackle next.

Just two days later, Abhilash Tomy, a Lieutenant Commander in the Indian Navy, became the first Indian to circumnavigate solo, nonstop and unassisted.

Tomy, a maritime reconnaissance pilot, set sail from Mumbai on November 1 aboard the 56-ft INSV *Mhadei*, which was built for the Indian Navy. He returned



**America's Schooner Cup — (clockwise from above) 'Witchcraft' and 'Maid of Kent' wowed everyone on San Diego Bay; Dennis Conner's 'Fame' earned her name; 'Allure', 'Witchcraft' and 'Maid of Kent' strut their stuff; 'Skookum III' showed her strength by correcting out to second overall; the lovely 'Rose of Sharon' gave 'Fame' a run for her money — and all the money went to the Navy/Marine Corps Relief Society.**



**A torn sail forced 'Allure' to retire from the America's Schooner Cup last month.**





## — cont'd

150 days later as a national hero, and was welcomed home at a ceremony led by India's president, Pranab Mukherjee. "His epic voyage has placed our nation into the ranks of a few select countries whose citizens have been successful in braving such an arduous voyage," the president said.

Tomy told the Indian press that he had fulfilled a dream he'd held for 14 years — and took four years of preparation. For more, see Tomy's blog at [www.sagarparikrama2.blogspot.com](http://www.sagarparikrama2.blogspot.com).

— andy

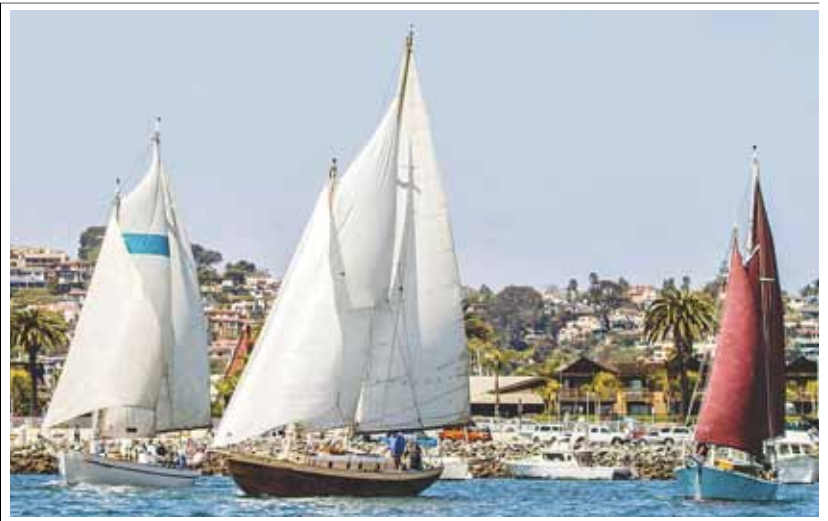
## schooners — cont'd

The boats were close together as they attempted to round the final mark but the current forced them to tack, bear away, and try again. The skilled hands onboard the boats made a sketchy situation go smoothly.

*Maid of Kent*, a William Atkins design which has sailed in nearly every Schooner Race for the past 25 years, was skippered by Jerry Newton and filled out the podium. *Witchcraft*, *Shine On* and *Scrimshaw* rounded out the results, with only one boat — Guy Folsom's 1929 *Allure* — taking a DNF after suffering a torn headsail.

The America's Schooner Cup was hosted by Silver Gate YC, with all proceeds going to the Navy/Marine Corps Relief Society. "It was a fine race," noted Chamberlain, "but allowing all of us to participate in Silver Gate YC's dedication to helping support the military, even in a small way, is most appreciated."

— brad brown & ladonna



ALL PHOTOS CYNTHIA SINCLAIR PHOTOGRAPHY



# SIGHTINGS

## a mid-ocean proposal

Novice sailor Katie Flynn undoubtedly knew in advance that her crewmates aboard the Vancouver-based Beneteau First 40 *Hydroquest* were planning an equator-crossing celebration while en route to French Polynesia. What she didn't know, though, was that her boyfriend, Ben Curry, was going to propose marriage as part of those festivities. We haven't heard when the young couple will actually get hitched, but it seems to us they're already experiencing a world-class honeymoon, having made landfall in French Polynesia's remote Marquesas Islands last month after a fast crossing from Banderas Bay, Mexico.

Upon arrival, Cap'n Will Curry, Ben's brother, wrote: "After 19 days at sea and 2,700 nautical miles (as a crow flies) we have made landfall. We are currently anchored in Taiohae Bay on the island of

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## new federal

If your boat is federally documented — as opposed to simply being registered in your state — expect to start paying a new \$26 annual fee to renew. The fees are based on the actual costs of processing nearly a quarter million renewals annually.

"This doesn't seem like a big fee if they ran the Vessel Documentation Center in a more efficient way," says reader Tom Jeremiason. "By going to an online system, they'd save money on postage and paper. Another way to streamline would be to extend non-commercial/recreational



*Popping the bubbly and the question — (above) Judging by the smiles on their faces and the ring on her finger, we're pretty sure Katie said, 'Yes!' when Ben proposed mid-ocean; (right) Ah, to be young, fit, good-looking and cruising the South Pacific on a comfy sailboat. We can't help being a bit envious of Will and Sarah, but we're thrilled they got 'out there' when they did.*



ALL PHOTOS COURTESY HYDROQUEST



## documentation fee

vessel renewals from one to five years."

We've received a few other emails from readers upset about the new fee but we're having a hard time getting too worked up over it. Not only does it seem very reasonable but, quite honestly, we've always been a little surprised that the feds don't charge for annual renewals. It's also interesting to note that the current fee structure for obtaining a Coast Guard Certificate of Documentation was put in place back in 1993!

— *ladonna*



## proposal — cont'd

Nuku Hiva, which is stunningly beautiful. It has a 'Jurassic Park' feel to it that words can't describe." On their best day they logged 180 miles — a new boat record — and they generally had more wind than many boats typically experience: "Multiple days of 25-knot winds in both the southeast and northeast trades."

As you may have read in our profile of Will and his lovely wife Sarah last month, they've been talking about bluewater voyaging together since their first date six years ago — when they were 26 and 24 respectively.

Check out our second installment of Puddle Jumper profiles starting on page 108. And stay tuned for a recap later this summer of the 200-boat fleet's 3,000-mile crossing.

— *andy*



*It's a thrill to break up the daily routine of a 3,000-mile passage with an equator-crossing celebration.*

## local vendée aspirations

When Ronnie Simpson was lying in a military hospital after nearly being killed by an RPG in Iraq, the last thing on his mind was how he could inspire other wounded veterans by introducing them to sailing. For one thing, his focus was on recovering from massive internal injuries. For another, he'd never been on a sailboat in his life.

Now, nine years later, Ronnie's sailing resume is starting to look like that of a rockstar: Two Singlehanded TransPacs (taking his division in last year's event), a TransPac (with another to soon be added), a Newport-Cabo Race, and more than 30,000 miles at sea, with a handful of class and overall wins in local solo and doublehanded racing, and too many local offshore races to count.

On top of his busy sailing schedule, he's also taken the lead — with the help of the nonprofit Hope for the Warriors — in developing and hosting a series of sailing clinics where combat-wounded vets taste the joys of sailing. One participant — a double-leg amputee — has gone on to compete in paralympic development regattas since learning to sail at one of Ronnie's clinics. The latest was held last month in San Francisco, with the next slated for September in Newport, Rhode Island and two more in the fall in San Francisco. (We'll have more on those clinics in a future edition of *Latitude*.)

"I'm really passionate about trying to inspire these men and women to find a passion and follow it," said Ronnie. "I know what it's like to have your whole future be a big question mark and to feel completely directionless. I honestly don't know if I'd be alive right now if it wasn't for sailing."

Another thing he's passionate about is solo ocean racing. As much as he's enjoyed stints crewing for professional race teams such as *Criminal Mischief* (R/P 45), *Holua* (SC 70) and more, Ronnie loves the challenge of being completely responsible for himself out on the big blue. With two Solo TransPacs under his belt, he's set his sights a little higher for his next big solo race: The 2016 Vendée Globe.

"The Vendée is the pinnacle, the Holy Grail of solo offshore racing," he said. "I flew to Les Sables d'Olonne, France last year to cover the start of the race, and knew this was the next step for me. Just a few days ago, I was in Switzerland at an IMOCA event and I'm really excited to become a part of the class and represent the Bay Area and Hope for the Warriors on a global stage."

Enchanted not only with France but also with the delightfully quirky

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# SIGHTINGS

## vendée — cont'd

competitors in the 2012-13 edition of the solo nonstop around-the-world race, Ronnie's new *raison d'être* is to secure a sponsorship that will allow him to buy and outfit an IMOCA 60. With a hot-shot management team that includes the likes of Bruce Schwab, Brian Caldwell and the Quantum Sails Pacific team, Ronnie is poised to join the very small ranks of Americans to sail in the epic event.



LATITUDE / LADONNA

Ronnie Simpson hopes to find a bigger ride for the 2016 Vendée Globe.

"I very well could be the last boat in, but that'll just give my sponsor plenty of visibility," he laughed. But he quickly grew serious. "I've been very touched by the positive impact our clinics have made on the lives of several wounded veterans. The real goal is to show these vets that they can overcome their newfound challenges to achieve anything they want and lead a meaningful post-injury life."

Ronnie will be talking about his goals and experiences at the St. Francis YC's Yachting Luncheon on May 8. The event is open to members of all PICYA yacht clubs and costs about \$25. Read more about his campaign at [www.ronniesimpsonracing.com](http://www.ronniesimpsonracing.com) or email him at [ronnie@ronniesimpsonracing.com](mailto:ronnie@ronniesimpsonracing.com).

— ladonna

## blue at fault, camelot exonerated

There was a collision between the *J/160 Blue* and the Hunter 54 *Camelot* at the start of the second race of the Banderas Bay Regatta for cruisers on March 22. The incident is significant because Mike Danielson — sailmaker, *Blue's* tactician and the regatta's safety officer — fell between the boats and suffered two broken legs. We can't recall a more serious personal injury as the result of a yacht racing collision, let alone one in a 'cruiser regatta'.

Anyone interested in reading the Protest Committee's report can find it in the April 1 *Lectronic*. Their conclusion was that "*Blue*, the windward boat, failed to keep clear," while "*Camelot* acted to avoid contact when it became clear that *Blue* was not keeping clear."

Following the decision, a video of the start taken by a GoPro mounted on *Blue* was posted on YouTube. In addition, Danielson wrote a postscript to the incident and decision that was published on the discussion forum on *Sailing Anarchy*.

By the middle of April, the video had been viewed over 20,000 times, and there had been more than 500 responses to Danielson's posting. The overwhelming number of responders agreed with the Protest Committee's decision. In addition, several people took Danielson to task for writing that he 'took responsibility on a number of levels' in the first sentence, then spending the rest of the post seemingly trying to explain why others were responsible.

The future of 'cruiser races' on Banderas Bay is unclear. Randy Hough, the dedicated and much-liked PRO at the Vallarta YC, wrote that the fallout from the incident was the last straw for him. Some members of the Vallarta YC have called for the club to disassociate itself from the BBR for liability and other reasons. Some sailors have vowed never to sail against certain other sailors and/or boats again. Some longtime friendships have been destroyed.

Danielson, an indefatigable promoter of all types of sailing on Banderas Bay, tells us that he has learned from the incident and will continue to promote cruiser races on Banderas Bay.

We at *Latitude* have been hosting cruiser races — some in conjunction with Danielson — for charity for decades. Given the unfortunate incident and aftermath, we're taking the off-season to decide whether

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## a love

Of the hundreds of thousands of sailing photographs we've taken over the years, the accompanying one of the wooden boat hauled out of the water is among our favorites. We took it late one afternoon while motoring around St. Martin's Simpson Bay Lagoon in our dinghy.

There are several things we like about it. First, we like the focal point of the photo, a classic wooden yawl in dire need of maintenance, painted in colors probably only available in the Caribbean. What's not so obvious is that the owner, who is working up by the bow, is probably as old and in need of maintenance as his yawl.

It appeared to us to be a love story; a love story as there can only be between



It's a love story between a man and his boat.



**story**

an older guy and his beloved boat. They might not have as much money or be in as in good shape as some other owners and boats in the area, but they have each other. Alas, when one passes on, we fear the other will soon follow.

The other thing we like about the photo is the gentle afternoon light, which softened the greens and yellows. Experienced photographers will tell you that most beautiful scenic photos are taken before 9 a.m. and after 4 p.m., as the light during the middle of the day is too harsh. Those photographers know what they are talking about.

For more photos on Simpson Bay Lagoon, see this month's *Changes*.

— richard

**decision — cont'd**

we want to be part of any such events in the future, and if we do, what additional safety precautions need to be taken.

— richard

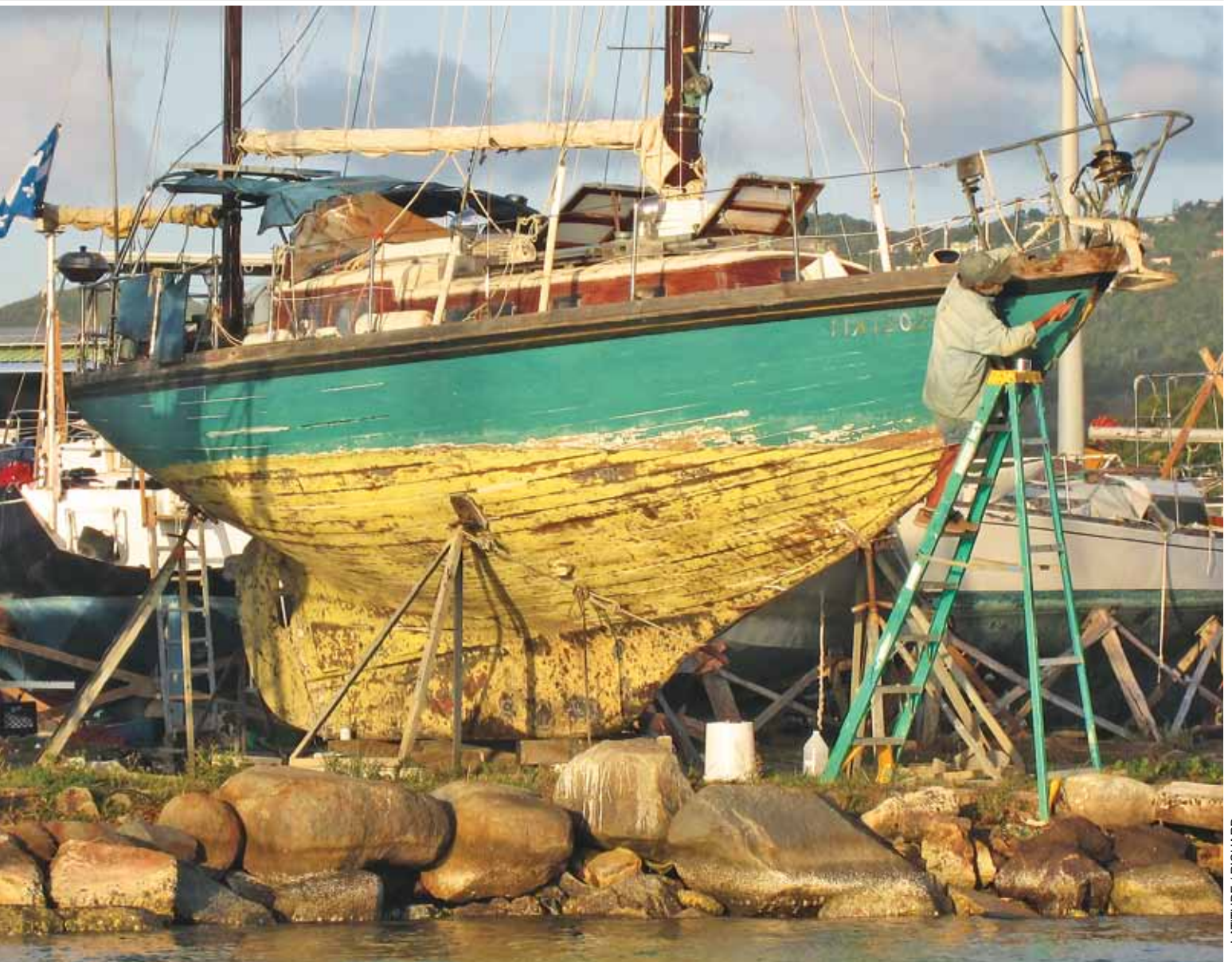
**lessons for beer can races**

With the Beer Can racing season having already started in parts of San Francisco Bay and elsewhere in California, we encourage all participants to take a few lessons from the incident in Mexico.

First, what is the risk/reward of 'pushing it' or 'cutting it close' in a casual race? Losing a few boat lengths is nothing compared to a collision or somebody's getting injured.

Second, we believe beer can racing priorities should be viewed in this order: 1) Crew safety; 2) Boat safety; 3) Having fun; 4) Sailing well; 5) Winning.

— richard



LATITUDE / RICHARD