

Latitude 38

Latitude 38

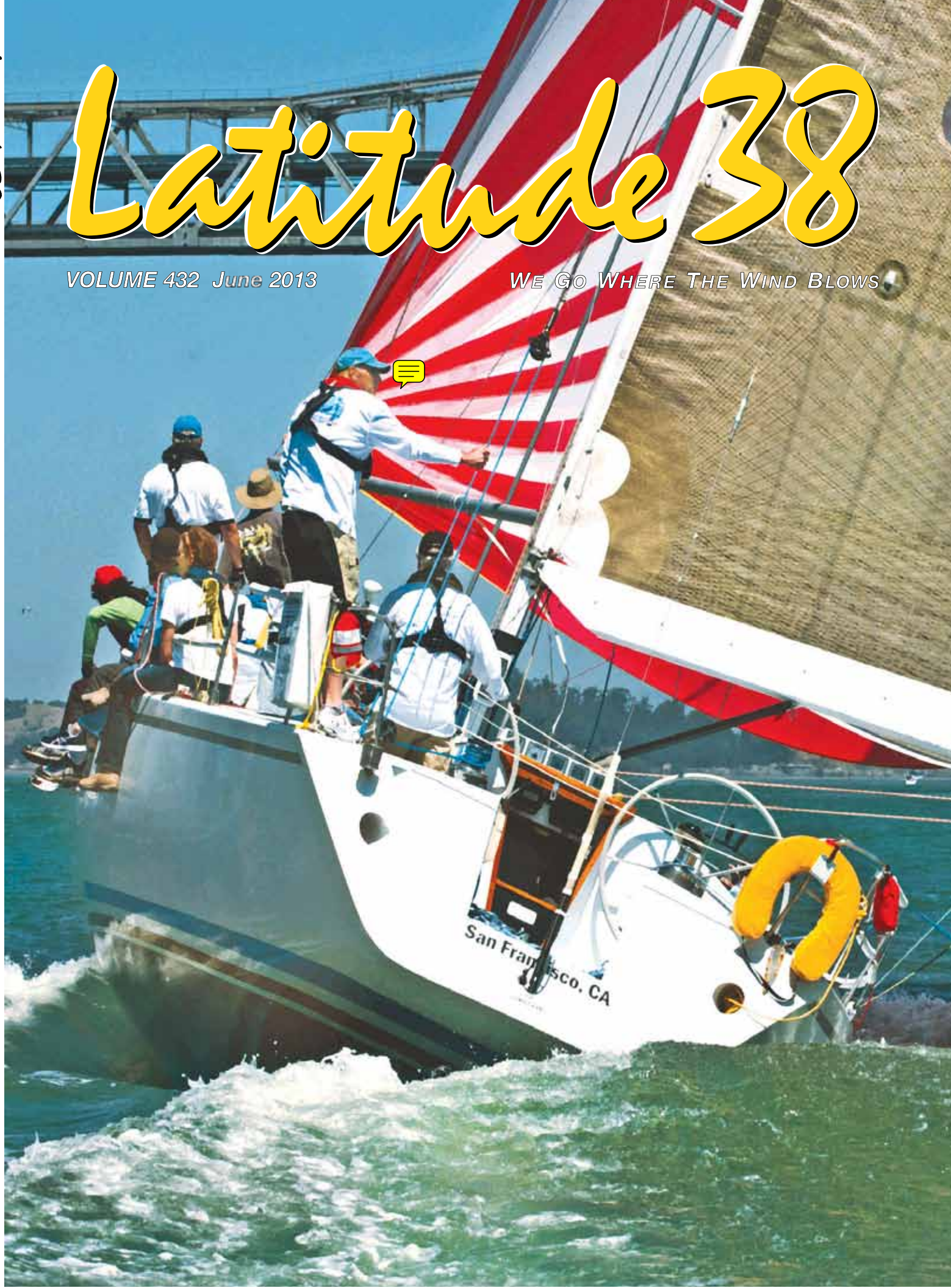
VOLUME 432 June 2013

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JUNE 2013

VOLUME 432



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A BIRD'S EYE VIEW - FROM THE FRONT

PHOTO ERIK SIMONSON/WWW.H2OSHOTS.COM



*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 month'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.

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Cover: Greg Mullins' Farr 52 *Zamazaan* enjoyed perfect conditions for May's Great Vallejo Race.

Photo: Erik Simonson / www.pressure-drop.us

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

SELECT BROKERAGE



Gemini 105, 2000 • \$109,500



Beneteau 331, 2003 • \$79,900



Jeanneau Sun Odyssey 45, 2007 • \$290,000



Beneteau Oceanis 46, 2008 • \$289,000

SAIL

55'	Roberts center cockpit	1987	\$220,000
51'	Beneteau Cyclades	2006	215,000
50'	CSK catamaran ketch	1970	75,000
48'	Beneteau First 47.7	2000	190,000
46'	Beneteau Oceanis 46	2008	289,000
46'	Beneteau Oceanis 461	1998	174,000
45'	Jeanneau Sun Odyssey	2007	290,000
42'	Beneteau 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
36'	CS	1985	59,500
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

POWER

61'	Mikelson PH Sportfisher	2002	995,000
58'	Offshore Pilothouse	1995	795,000
53'	Navigator CPMY	1998	225,000
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Saturday, June 8:
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Sunday, June 9:
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Saturday, June 15:
Father's Day VIP Sails – Wine Tour Sail to Treasure Island

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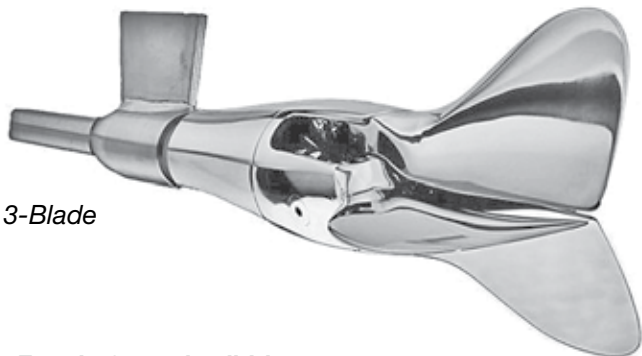
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Latitude 38

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vice this month. \$49,000



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2000
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2001
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- 30' Cape Dory, 1982..... Reduced \$34,900

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Open Boat Weekend at Marina Village
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Marina Village, Alameda

All California Customer Rendezvous
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'88 Tayana 55 - \$249,000



'07 Jeanneau 39i - \$187,500



'06 Beneteau 473 \$269,900



'99 Pacific Seacraft 40 \$289K



'02 Bakewell 50 - \$615,000



'04 Catalina 400 - \$195,500



'91 Hunter 42 - \$99,000

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54' Jeanneau '06.....	\$534,000	42' Catalina '07.....	\$199,999	33' J/100 '05.....	\$99,000
53' Jeanneau '11.....	\$599,000	42' Jeanneau '07.....	\$239,000	33' Synergy 1000 '99.....	\$49,000
50' Hunter AC '12.....	\$399,000	40' J/120 '01 "Vahevala".....	\$169,950	32' Luhrs 32 '03.....	\$114,900
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CALENDAR

Non-Race

June 1 — Saturday Film Series (final) at Richmond YC, 4 p.m. Free, all welcome. Info, www.richmondyc.org.

June 1 — Chantey Sing aboard a historic vessel at Hyde St. Pier, 8 p.m.-12 a.m. Free. RSVP to peter_kasin@nps.gov.

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 or ryann@westmarine.com.

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

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

June 5-26 — 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.stfyf.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 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.

June 8 — World Oceans Day, created at the '92 Earth Summit to celebrate the stuff that makes up 70% of our planet. Info. www.worldoceansday.org.

June 8 — 'Music of the Sea for Kids' aboard *Balclutha* at Hyde St. Pier, 3 p.m. Vessel admission (\$5, under 16 free). Info, (415) 447-5000.

June 8 — Spaulding Wooden Boat Center Open House in Sausalito, 11 a.m.-3 p.m. BBQ and free boat rides! Info, www.spauldingcenter.org.

June 9 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

June 12 — 'Having Fun in the Delta' talk at the Bay Model in Sausalito, 2-3 p.m. Info, (415) 332-3871.

June 13 — 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 or (510) 239-7245.

June 14 — Hoist your ensign on Flag Day!

June 14 — Reception for Fred Fago's photography show in the Signature Salon at the Frank Bette Center for the Arts in Alameda, 7-9 p.m. Fred is a talented Bay Area maritime photographer and frequent contributor to *Latitude 38*. His show, 'On the Bay', runs June 7-30.



FRED FAGO

Check out Fred Fago's solo photography show in Alameda.

June 15 — Call of the Sea Fundraiser for Youth Sailing at the Bay Model in Sausalito, 6-10 p.m. \$65. Buy tickets in advance at www.callofthesea.org.

June 15 — 'Wind Waves & a Need for Speed' America's Cup talk. Check out the race course at the Bay Model in Sausalito, 11:30 a.m.-12 p.m. Info, (415) 332-3871.



Impressionists on the Water

June 1–October 13, 2013

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Gustave Caillebotte, *Regatta at Argenteuil* (detail), 1893. Oil on canvas. Private collection. Photograph © Comité Caillebotte, Paris

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



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

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Catalina 42 MkII, 2005	199,900
Catalina 42 MkII, 2000	149,900
Catalina 400 MkII, 2003	192,000
Catalina 400, 2001	SOLD!
Catalina 380, 1998	REDUCED! 129,900
Catalina 375, 2009	223,000
Catalina 36 MkII, 2004	130,000
Catalina 36 MkII, 2001	REDUCED! 95,000
Catalina 36, 1994	REDUCED! 74,500
Catalina 36, 1983	REDUCED! 51,000
Catalina 350, 2005	REDUCED! 124,900
Catalina 350, 2003	SOLD!
Catalina 34, 1990	REDUCED! 45,000

Catalina 34, 1989	47,500
Catalina 34, 1987	49,000
Catalina 310, 2001	NEW LISTING! 62,900
Catalina 310, 2000	REDUCED! 69,500
Catalina 30, 1984	REDUCED! 29,500
Catalina 28 MkII, 1997	NEW LISTING! 35,000

Preowned Sailing Yachts

Norseman 447, 1984	REDUCED! 189,000
Island Packet 380, 1999	209,000
C&C 38, 1979	REDUCED! 37,500
Hunter Legend 37, 1987	49,000
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O'Day 34, 1982	32,000
Ericson 32, 1970	REDUCED! 26,900
Hunter 306, 2002	48,000

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Ranger 29 Tug, 2013	NEW MODEL YEAR! 229,937
Ranger 27 Tug, 2012	159,937
Ranger 25SC Tug, 2012	129,937

Preowned Ranger Tugs

Ranger 29 Tug, 2011	224,000
Ranger 29 Tug, 2011	210,000
Ranger 29 Tug, 2010, WA State	REDUCED! 184,000
Ranger 25 Tug, 2009	110,000
Ranger 25 Tug, 2008	REDUCED! 110,000
Ranger 21 Tug, 2006	SOLD!

Preowned Power Yachts

Stephens 70 Classic Motor Yacht, 1966	1,100,000
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CALENDAR

June 15 — Marine Swap Meet at Alameda West Marine, 7 a.m.-1 p.m. Info, (510) 521-4865.

June 15 — First Aid/CPR Workshop with SEA instructor Bob Cassel at Bow Yoga in San Rafael, 9 a.m.-3 p.m. \$100 (members \$75; youth \$65). Info, info@sfsailing.org.

June 15-16 — Northern California Pirate Festival in Vallejo. Info, www.norcalpiratefestival.com.

June 16 — Let Dad take the helm today.

June 17-July 24 — Boating Skills & Seamanship class by USCGA Flotilla 12-3 in Newark on Mondays & Wednesdays. \$60. Info, (510) 468-8013 or ronoffline-0407@yahoo.com.

June 21 — Celebrate the first day of summer by playing hooky on Friday.

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.

June 22-23 — Celebrate with sailors around the Northern Hemisphere during Summer Sailstice. Sign up for prizes and see who'll be sailing in your area at www.summersailstice.com.

June 23 — Sail under the full moon on a Sunday night.

June 23 — Pacific Offshore Academy prep seminar #1 at Richmond YC, 1-5:30 p.m. Perfect for anyone planning to sail to Hawaii, especially in the Pacific Cup. Free for Pac Cup skippers, \$18 for others. Pre-registration strongly advised! Info, www.pacificcup.org.

June 23 — Master Mariners Wooden Boat Show at Corinthian YC, 10 a.m.-4 p.m. Info, www.mastermariners.org.

June 27 — 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.

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

June 29 — Maritime Crafts for Kids at SF Maritime National Historical Park's Hyde St. Pier, 3-4 p.m. Free. Info, john_cunnane@nps.gov or (415) 447-5000.

June 29 — San Francisco Maritime National Park Association's 12th Annual Maritime Heritage Awards Gala. (415) 655-9500.

July 4 — Celebrate Independence Day at Barron Hilton's Fireworks Extravaganza at Mandeville Tip in the Delta.

July 7 — Last chance to fulfill the TransPac's US Sailing Safety at Sea Seminar requirement with one at Shoreline YC in Long Beach. 8 a.m. \$125. Includes lunch. Contact Marion Seaman at (310) 632-4748 or marionseaman1@aol.com.

July 11 — 'America's Cup 34 Tactics' talk by John Craig at Corinthian YC, 7 p.m. Free. RSVP at www.cyc.org.

July 13 — Open House at Oakland's Lake Merritt Boating Center. Free rentals, 1-3 p.m. Info, www.sailoakland.com.

Racing

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.

May 31-June 2 — Prince of Wales Cup for J/22s. SYC, www.sausalitoyachtclub.org.

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CALENDAR

May 31-June 2 — Woodies Invitational. StFYC, www.stfyc.com.

May 31-June 2 — Moore 24 Nationals. SCYC, www.moore24.org.

May 31-June 2 — Santa Cruz 27 Nationals. SCYC, www.sc27.org.

June 1 — YRA-OYRA Duxship. SBYC, www.yra.org.

June 1 — Small Boat Spring #2. EYC, www.encinal.org.

June 1 — Melges Silver Cup/Etchells Series. SFYC, www.sfyc.org.

June 1 — Summer #3. SeqYC, www.sequoiayc.org.

June 1-2 — Cal Race Week in Marina del Rey. Cal YC, www.calyachtclub.com.

June 2 — Spring #3 on Lake Elizabeth. Fremont Sailing Club, www.fremontsailingclub.org.

June 2 — Ladies Day Race. MPYC, www.mpyc.org.

June 8 — YRA Series Race 2. SYC, www.yra.org.

June 8 — YRA WBRA #4. BYC, www.yra.org.

June 8 — Delta Ditch Run, from Richmond to Stockton. RYC/SSC, www.richmondyc.org or www.stocktonssc.org.

June 8 — Mercury Series #4. EYC, www.encinal.org.

June 8-9 — June Invitational. SFYC, www.sfyc.org.

June 8-9 — SF Bay Classic & UN Challenge. StFYC, www.stfyc.com.

June 8-9 — 32nd annual Go for the Gold regatta on Scotts Flat Lake in Nevada City. All classes invited. Gold Country YC, www.gcy.net.

June 8-9 — 30th Classic Mariners' Regatta in Port Townsend, WA. Info, www.woodenboat.org.

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

June 12-14 — 50th Annual Trans Tahoe Regatta, generally featuring either too much wind or too little but always lots of fun. TahoeYC, www.tahoeyc.com.

June 13-16 — Corsair US Nationals & Rendezvous at Ballena Bay YC. Info, www.corsairnationals-usa.com.

June 15 — YRA-OYRA Full Crew Farallones Race. SFYC, www.yra.org.

June 15 — NBC #3/Brothers Race. VYC, www.vyc.org.

June 15 — Hart Nunes Regatta for Mercuries. SFYC, www.sfyc.org.

June 15 — Singlehanded #3. SeqYC, www.sequoiayc.org.

June 15-16 — Clear Lake Regatta, includes El Toro Regionals, DaySailor West Coast Champs, Lido 14 District II Champs. Info, www.eltoroyra.org.

June 15-16 — BAYS #2 at Richmond YC for Optimists, Lasers, 420s & FJs. PYSF, www.bayarea-youthsailing.com.

June 16 — Baxter/Judson #3. PresYC, www.presidioyachtclub.org.

June 19 — SSS LongPac, a qualifier for next summer's Singlehanded TransPac. Info, www.sfbaysss.org.

June 20-23 — Opti Heavy Weather. StFYC, www.stfyc.com.

June 22 — YRA Summer Sailstice. SBYC, www.yra.org.

June 22 — YRA WBRA #5. SFYC, www.yra.org.

June 22 — Sir Francis Chichester Memorial Circumnavigation of Alameda. No bridge raisings allowed! EYC, www.encinal.org.

June 22 — Mayor's Cup Regatta. Lake Merritt SC, (510) 238-2196.

June 22 — H.O. Lind #1-2. TYC, www.tyc.org.

June 22 — Rear Commodore's Race, from Knox to VYC. SYC, www.sausalitoyachtclub.org.

June 22 — Lake Tahoe Southern Crossing Race. Tahoe



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- 2001 48' J/145 JEITO \$349K
- 2006 43' J/133 TANGO \$375K
- 2000 42' J/42 RELUCTANT \$209K
- 2008 41' X Yachts X41 \$285K
- 2002 41' Hunter 410 (TX) \$139K
- 2001 40' C&C 121 \$210K
- 2010 39' Jeanneau 39i (TX) \$210K
- 1995 36' Sabre 362 (TX) \$159K
- 2006 36' J/109 LANUI \$186K
- 2003 35' J/105 LUCKY... \$99K
- 2002 35' J/105 KEA... \$89K
- 1995 35' J/105 TRIPLE... \$79K
- 1994 35' J/105 De Colores \$115K
- 1998 33' Seawind Cat \$139K
- 1995 32' Pacific Seacraft \$113K
- 2005 32' Beneteau 323 **SOLD**
- 2011 31' J/95 Jimmy J \$189K



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CALENDAR

Windjammers YC, www.tahoewindjammers.com.

June 22-23 — South Tower Race, from Stockton to YRA #16 and back. SSC, www.stocktonsc.org.

June 23 — Knarr Regatta. SYC, www.sausalitoyachtclub.org.

June 27-30 — Laser Nationals. Santa Cruz YC, laser.org.

June 28-30 — Ullman Sails Long Beach Race Week, Alamitos YC and Long Beach YC. Info, www.lbrw.org.

June 29 — YRA-OYRA Half Moon Bay. HMBYC, www.yra.org.

June 29 — Silver Eagle Long Distance In-the-Bay Race, with a shorter course for boats rating 150 or above. IYC, racing@iyc.org or www.iyc.org.

June 29 — 6th Annual Great Schooner Race, for schooners in Gaff and Marconi divisions. SFYC, www.sfyf.org.

June 29 — Small Boat Sprint #1. EYC, www.eyc.org.

June 29 — Whales Chase Race. BBYC, www.bbyc.org.

June 29 — Fox Hat Race. TYC, www.tyc.org.

June 29 — Race of Champions. SSC, www.stocktonsc.org.

June 29 — Island to Island Race, an endurance pursuit race from Twitchell Island in the Delta, around Angel Island and back. Andreas Cove YC, www.andreascoveyc.org.

July 1 — Sointula Canada Day Regatta on Malcolm Island (near Port McNeill, BC). Info, jmacdougall@cablerocket.com.

July 4 — Brothers & Sisters Regatta, a low-key lap around the two island groups followed by a BBQ and shoreside fun for the whole family. TYC, www.tyc.org.

July 4 — Independence Cup. SFYC, www.sfyf.org.

July 4-Aug. 30 — Louis Vuitton Cup, the America's Cup Challenger Series, will whittle down the competition for the final blowout in September. www.americascup.com

July 6 — Stars & Stripes Race. CPYC, www.cpyc.org.

July 6-7 — Hobie Division 3. SYC, www.sausalitoyachtclub.org.

July 8, 11, 13 — 47th L.A. to Honolulu Race, better known as the TransPac, starts. Info, www.transpacrace.com.

July 12-14 — Laser PCCs at Cascade Locks in the Columbia River Gorge. Info, www.cgra.org.

July 13 — YRA-OYRA Jr. Waterhouse. RYC, www.richmondyc.org.

July 13 — Moonlight Marathon. SeqYC, www.sequoiayc.org.

July 13 — 29th Annual Plastic Classic Regatta & Concours d'Elegance, for fiberglass boats from the '60s & '70s. BVBC, www.bvbc.org or (415) 495-9500.

July 13 — Jack & Jill. SSC, www.stocktonsc.org.

July 13 — Potter Cruiser Challenge. MPYC, www.mpyc.org.

July 13 — NBC #4. VYC, www.vyc.org.

July 13 — PICYA Lipton Cup. SYC, www.sausalitoyachtclub.org.

July 13-14 — BAYS Summer Splash #3. EYC, www.encinal.org.

July 13-14 — Santana 22 Nationals. RYC, www.richmondyc.org.

Aug. 5-9 — International 110 Nationals. Inverness YC, www.invernessyachtclub.org.

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.

Sept. 7-21 — Two teams will duke it out in the 34th America's Cup. Expect AC Fever to overshadow every aspect

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CALENDAR

of Bay sailing in September! www.americascup.com.

Summer Beer Can Regattas

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

BAY VIEW BOAT CLUB — Spring Monday Night Madness: 6/10, 6/17 (make-up). Arjan Bok, (415) 310-8592 or bayviewracing@sbcglobal.net.

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

BERKELEY YC — Every Friday night through 9/27. Paul Kamen, (510) 540-7968 or 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.

CORINTHIAN YC — Every Friday night through 8/30. Info, racing@cyc.org.

COYOTE POINT YC — Every Wednesday night through 10/2. Jim Maishin, (650) 793-0741 or 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.

ENCINAL YC — Friday Night Spring Twilight Series: 6/7. Jim Hemiup, (510) 332-1045 or jhemiup@yahoo.com.

FOLSOM LAKE YC — Every Wednesday night through 9/25. Info, www.flyc.org.

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

ISLAND YC — Spring Island Nights on Fridays: 5/31, 6/14. John, (510) 521-2980 or tycracing@yahoo.com.

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

LAKE WASHINGTON SC — Every Thursday night: May-August. Info, www.lwsailing.org.

LAKE YOSEMITE SA — Every Thursday night through 6/27 & 7/11-8/22. Darrell Sorensen, sorensenwoodcraft@gmail.com.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 10/2. Rak Kumar, rakk@copper.net.

OAKLAND YC — Wednesday night Sweet 16 Series through 6/19 & 7/17-9/4. Jim Hild, (510) 277-4676 or oyracecom@gmail.com.

RICHMOND YC — Wednesday nights: 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.

ST. FRANCIS YC — Wednesday Night Series through 6/26 & 8/7-21. Thursday Night Kiting Series: 6/13, 6/27, 7/11, 7/25, 8/1, 8/15, 8/29, 9/12, 9/19. Friday Night Windsurfing Series: 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.

SANTA CRUZ YC — Wet Wednesdays through 10/30. Laser Fridays: 6/14, 7/19, 8/16. Info, (831) 425-0690 at scyc@scyc.org.

SAUSALITO YC — Spring Sunset Series on Tuesday nights: 6/11, 6/25. Bob Braid, (617) 699-6755 or race@sausalityachtclub.org.

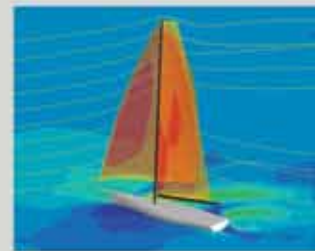
SEQUOIA YC — Every Wednesday night through 10/9. Dan Lockwood, (650) 326-6783 or dan@hnlockwood.com.

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 through 8/27. Info, www.sierrapointyc.org.



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CALENDAR

SOUTH BEACH YC — Friday Night Series: 5/31, 6/7, 6/21, 6/28, 7/19, 7/26, 8/2, 8/16, 8/23. Info, rearcommadore@southbeachyc.org.

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

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

TIBURON YC — Every Friday night through 9/6. Ian Matthew, race@tyc.org or (415) 883-6339.

TREASURE ISLAND SC — Tuesday Night Vanguard 15 Team Races through 9/10. Dan Altreuter, daltreuter@gmail.com. Lasers & V15s every Thursday night through 9/12. Al Sargent, asargent@standfordalumni.org.

VALLEJO YC — Every Wednesday night through 9/25. Gordon Smith, (530) 622-8761 or fleetcaptainsail@vyc.org.

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

June Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
6/01 Sat	0047/1.6	0631/4.2	1225/0.6	1932/5.7
6/02 Sun	0156/1.0	0754/4.0	1321/1.1	2017/5.8
6/08 Sat	0616/-0.7	1333/4.5	1758/2.7	2356/5.8
6/09 Sun	0649/-0.7	1410/4.5	1838/2.7	
		HIGH	LOW	HIGH
6/15 Sat	0410/4.3	1032/0.5	1753/5.0	2353/2.1
6/16 Sun	0518/3.9	1120/0.9	1833/5.3	
		LOW	HIGH	LOW
6/22 Sat	0513/-1.5	1226/4.7	1653/2.4	2313/7.0
6/23 Sun	0601/-1.8	1314/5.0	1748/2.3	
		HIGH	LOW	HIGH
6/29 Sat	0454/4.5	1051/0.5	1756/5.8	
		LOW	HIGH	LOW
6/30 Sun	0019/1.3	0613/4.1	1145/1.2	1844/5.9

June Weekend Currents

date/day	slack	max	slack	max
6/01 Sat	0255 1456	0541/2.2F 1806/3.1F	0824 2108	1108/2.9E
6/02 Sun	0940 2156	0011/3.2E 1221/2.5E	0402 1555	0659/2.5F 1904/3.0F
6/08 Sat	0118 1453	0432/4.7E 1704/2.2E	0833 2021	1139/3.7F 2305/2.6F
6/09 Sun	0153 1532	0508/4.7E 1740/2.2E	0910 2055	1211/3.6F 2341/2.5F
6/15 Sat	0057 1253	0331/1.6F 1608/2.7F	0610 1934	0927/3.1E 2212/2.7E
6/16 Sun	0207 1344	0435/1.6F 1659/2.6F	0724 2019	1022/2.7E 2307/3.0E
6/22 Sat	0015 1359	0336/5.8E 1613/2.8E	0733 1919	1036/4.5F 2214/3.5F
6/23 Sun	0104 1448	0426/6.1E 1703/3.0E	0821 2010	1124/4.8F 2304/3.6F
6/29 Sat	0113 1316	0352/2.4F 1619/3.1F	0647 1932	0931/3.2E 2219/3.2E
6/30 Sun	0225 1414	0510/2.2F 1718/2.7F	0801 2023	1031/2.5E 2323/3.3E

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LETTERS

↑↓ **LET THE WARRIORS DO WHAT THEY DO**

Deep in the DNA of all men is a warrior. We devise ways to feel the rapture of being alive as we float down the river of life. Death is part of being a warrior. As such, I think we need to get



On May 9, Artemis' AC72 flipped, killing Andrew 'Bart' Simpson.

over the fact that there was a death on an AC72 and let the warriors/professional sailors do what they do. It takes one to know one, and for those in the know, I think we can all agree — set the friggin' kite and hang on, mate! Otherwise don't play. Yeah, the AC72s are freaky, but so was the Aussie 18 I sailed on. The great skiff sailors of the world don't question the safety of those rigs, they just strap on a pair and get 'er done. On with the race, boys!

Jonathan 'Birdman' Livingston
Punk Dolphin, Wylie 38
Point Richmond

Birdman — Rapture, smapture, we couldn't disagree with you more. Dan Meyers of Newport, Rhode Island, co-owner of the 175-ft schooner Meteor, and a longtime racer, said it best in a recent letter to Scuttlebutt:

"That he [Andrew 'Bart' Simpson] was a wonderful guy and a champion professional racer seems incontrovertible. But athletes are not gladiators to be thrown to the lions. They want to compete, enjoy the sport, the people they sail with and against, be fairly compensated, and then at the end of the day go home, hug the wife and kids, have dinner and go on. This is a tragedy, nothing less."

↑↓ **SPORTS ARE IMPROVED AFTER DEATHS**

Race car drivers die at the Indy 500, Talladega, Daytona and so forth. Horses and jockeys die in multitudes in horse races. Football, rugby and soccer players die, along with base jumpers, skiers, paragliders, hang gliders, surfers, windsurfers, kite surfers, scuba divers, air racers, boat racers, snow boarders, swimmers, joggers, cyclists and so forth.

I'm not trying to make light of the Bart Simpson tragedy, but am only trying to illustrate that most of the deaths in the activities listed above occurred with the safest known equipment in that sport at the time. Then the accidents were investigated, the reasons were found for the deaths, and possible changes were evaluated. The sports improved.

Let's hope that intelligent, reasoned, analytical thinking prevails in light of the Artemis tragedy, and that if changes need to be made, they are sound.

Name Witheld By Request
Planet Earth

N.W.B.R. — There hasn't been a death in the Indy 500 in 50 years, except for Swede Savage way back in '73, who actually died from a contaminated blood transfusion. Twenty drivers have died in Indy 500 Trials — in the last 100 years. Only four of them since the '70s.

Suppose new race cars with dramatically increased horsepower were introduced at the Indy 500, and half of them crashed during the trials, with deaths. Would you think that the new cars should still be used in the real event?

We hope you're not suggesting that the AC72s are the "safest known equipment," even in the realm of high-speed multihulls.

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LETTERS

Everybody knows they're very extreme boats. After Oracle flipped, Paul Cayard of Artemis predicted she wouldn't be the last. Unfortunately, he was right.

↑↓ PARALLELS BETWEEN FORMULA ONE AND AC72S

Besides being a sailor, I have been a fan of Formula One motor racing for many years, including the times when the death of one or more top drivers was expected each year. Now the fatalities are amazingly rare due to the extraordinary construction of the cars, with safety the top priority. It seems to me there is a parallel between the current AC72s, despite their enormous sophistication, and the construction of Formula One cars before the huge advances in safety.

Jon Price
Tiburon YC

Jon — The record shows that 49 drivers have died driving in Formula One championships, the first being in 1952. Formula One driving deaths have decreased dramatically over the years: 15 in the '50s; 14 in the '60s; 12 in the '70s, four in the '80s, and just two in the '90s. There hasn't been a fatal Formula One crash since the great Ayrton Senna was killed nearly 20 years ago.



WEBB LOGG

Few deaths occur when Formula One cars pitchpole.

Personally, we think the parallels between Formula One cars and AC72s aren't that great. Consider the amount of gradual testing and ultimate miles put into a Formula One car before it hits the starting line. There hasn't been any similar ramping up with the 72s. So we think the crews on the AC72s are more like the test pilots at Edwards Air Force Base in the 1940s and 1950s than Formula One drivers.

It's also worth noting that some people have had the balls to pull the plug on huge projects, despite the enormous expense and the blow to their egos. Think of Howard Hughes and the 320-ft Spruce Goose, which was actually mostly made of birch. It got airborne only once, for 30 seconds and half a mile. It was never flown again, and Hughes lived to be one of the all-time great old wackos.

↑↓ HIS DEATH SHOULDN'T BE FOR NAUGHT

The death of Andrew 'Bart' Simpson is tragic beyond measure, and should have been prevented. When the AC45 design and fleet racing program was first proposed, I heartily supported the idea and followed the development of that design closely. But with the introduction of the massive, high-speed 72s, I made the following comment to my wife: "Someone will surely get killed on these beasts before the gun for the first start ever sounds, mark my words. The human being is out of proportion to the loads!" I wish to hell that I had been wrong.

I'm no genius naval architect, but I do have a degree in aeronautics and 40,000 ocean miles. The leap forward in the design envelope to the 72s was done just because they could and to raise the bar in risk-taking — just to thrill the fast-paced F1 generation. I say let Larry Ellison dance across one of these 72s while she is foiling at 40 knots.

I also say the boats should be slowed down, the foils should be eliminated, and rules should be introduced to increase safety. Formula One had the courage to do it when Ayrton Senna was killed in 1994. Why can't Ellison, his ego, and the

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LETTERS

America's Cup Management crew do the same? We should not let Bart Simpson's death have been for naught.

John Monroe
On the Beach

↑↓ TOO LATE TO CHANGE HORSES

I say run the America's Cup with the 72s, as it's too late in the game to 'change horses'. But each crewmember should have to wear a breathing device with 10 to 15 minutes worth of air; their life jackets should be worn outside of the team clothing so they can be removed quickly, if need be; two rescue divers should be on each team's chase boat; and there should be a reserved boat with two more divers.

I say scrap the 72s for the next America's Cup and use ORMA 60 trimarans instead.

Vance Sprock
Seazed Asset, Cal 40
Santa Clara

Vance — Those are all excellent suggestions. But instead of the breathing device you recommend, how about the ones they currently use, plus hookah mouthpieces for each crewmember on the side of each hull?

If the 72s are to be used, the greatest safety measure would be to limit the maximum wind speeds in which they could be raced. Indeed, on May 17, Luna Rossa head Patrizio Bertelli said his team will not sail in winds over 25 knots.

"What are they going to do with the television time if there is too much wind?" asked one reporter. Patrizio had a killer response, saying words to the effect of, "We came here for a boat race, not to be part of a television show." We almost went out and bought our first-ever Prada shirt.

The next day Luna Rossa went out sailing for the first time — despite the fact that the safety review committee had asked the teams not to sail the 72s for another week. That's the thing about billionaires — they do whatever the hell they want.

As for the great ORMA 60 trimarans, they have been replaced by the one-design MOD70s, which have design features intended to make them safer than their predecessors. As we've said several times before, MOD70s, or something similar, would be our choice for the America's Cup. Being so much less expensive, they'd attract many more teams, they're transoceanic proven, and they're darn near as fast as the 72s.

↑↓ PROBING THE BOUNDARIES

Tragedies happen at the highest levels of all sports. No matter if you're talking about the Vendée Globe, the Volvo Race or the America's Cup, there has never been an exemption from danger. The America's Cup is not amateur racing on weekends. These are professional teams and athletes. Yes, the boats are new and everybody is still trying to figure out how to sail them. Yes, it's San Francisco Bay, not Newport or Valencia. Probing the boundaries means sometimes breaking outside the envelope. From a distance I've seen more attention to safety than I've ever seen in a yacht race. Play on.

Russ Irwin
New Morning, Paine 54
Sausalito

Russ — Sure, there is danger in sailing and most sports. But at the far end of the spectrum there's also unconscionable risk. Personally speaking, we don't want the America's Cup going anywhere near unconscionable risk. Unfortunately, unless there are significant changes, we think there's a significant risk that several more sailors could be killed.

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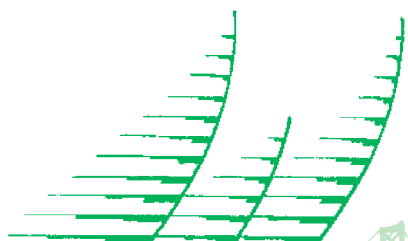
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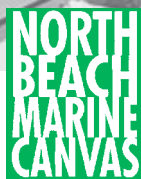
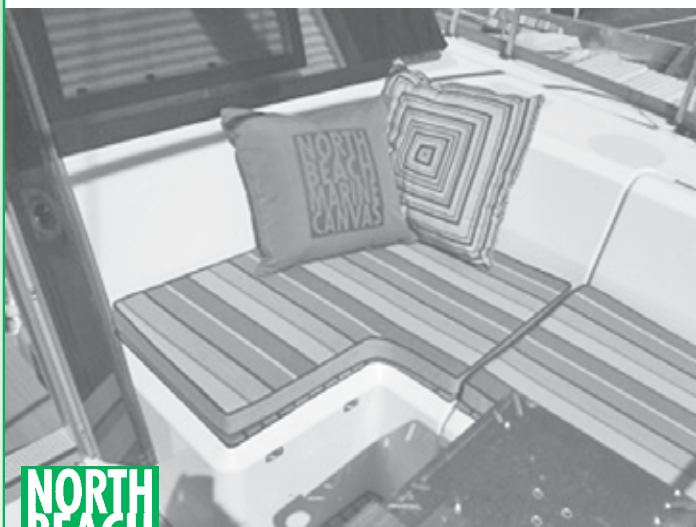
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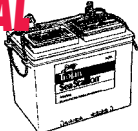
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LETTERS

Just as we believe that all the sons and daughters of all the Presidents, Senators and Congress members ought to have to serve in any wars declared by the United States, if the 72s are to be used in the America's Cup, we think the primary financial backers of each syndicate, as well as officials of the Event Authority, should have to be aboard. It might help them focus on the risks involved.

INFLATABLE PFDS FOR THE CREW

I have sailed multihulls off and on since I was about 20, and I'm now 65. I sailed the TransPac on a trimaran in the early '70s where we averaged 17 knots for three days straight. I sailed a 20-ft Tornado cat from Point Fermin to Avalon, a distance of 18.5 miles, in one hour and fifteen minutes. Evolution in multihulls has made these achievements rather insignificant. I'm in awe when I watch the videos of the AC72s on their foils at speed.

The sailing envelope for catamarans is completely different than for monohulls, and it is not conservative at the high end. I don't know exactly what the upper limit on speed of these boats will be, but I'm relatively sure that it will approach 45-50 miles per hour. There is nothing safe about traveling 45-50 miles per hour on the ocean while under sail. To expect that these 72-ft behemoths will balance at speed on their foils through the wind shifts of San Francisco Bay — both expected and unexpected — without the use of trim tabs on their rudders is a bit naïve.

On the other hand, this is the environment — both financially and technologically — in which these problems need to be addressed. Multihull sailing has a lot of advantages over monohull sailing. The early determination of the solutions for the problems that surround this type of sailing could have benefits for all those who love the balance and speed that catamaran sailing has to offer.

I offer two suggestions:

1) There may need to be some re-thinking on the use of trim tabs. As the center of effort shifts forward at 45 to 50 miles per hour, the bows on these monsters will go down quickly, and pitchpoling could follow. This problem is compounded by the weight aloft, as well as the driving force on the tall foils. Trim tabs might help solve these problems.

2) Many of the crew have life jackets that are not the inflatable type. When a catamaran of this size tips upside down, the trampolines cover a large surface area. The life jacket may have enough upward force to keep an individual under the trampoline for the first few minutes after the incident. If inflatable jackets were worn, perhaps then a crewmember could get out from under the trampoline before he expires. I'll grant that this only works if he is conscious. If he is unconscious and already under the trampoline, I have no suggestions other than that this would be a crew training issue.

Dennis Clinton
 San Diego

Dennis — It seems to us that inflatable life jackets are the last thing the AC crews need. We rescued the crew of a flipped Corsair 670 tri during a Santa Barbara to King Harbor Race, and one of the crew was tremendously shaken. His auto inflating PFD had inflated while he was beneath the boat, making in nearly impossible for him to swim out from beneath the pretty small multihull.

LOOKING AT THE CLIPPER ROUTE FOR THE BASH

In the April 5 'Lectronic there was a report from Ryan Shamburger, skipper of the Sausalito-based 82-ft schooner

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Neil Rabinowitz photo

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LETTERS

Seaward, who reported on their making it from Cabo to San Francisco Bay in 11 days, 11 hours using the 'Clipper Route'. The skipper said that the weather forecast had been ideal for the Clipper Route. Can you explain what conditions/forecasts would be good for taking the Clipper Route? I've done the Baja Bash many times and would welcome an alternative.

David Hume
Planet Earth

David — The Clipper Route was popular with square-riggers of the 1880s because they didn't sail to weather well and because they didn't have engines. Indeed, there are accounts of old-time sailing ships taking three weeks to make 10 miles

to the good along the coast of Baja. So the clipper ships would head off the Mexican coast on starboard tack until they started getting lifted. Usually this would mean initially having to sail almost southwest, which was about 90 degrees off course from their ultimate destination. And usually they wouldn't start getting lifted very much by the northeast trades until they were 500 or more miles due west of where they'd started from. They'd then stay as hard on the

'Seaward' got lucky with 60 hours of southerlies blowing her home. far enough north that they could flop over onto port in northwesterlies, again hard on the wind, to lay their intended landfall. Because you usually can't flop over until you get pretty far north, the Clipper Route makes more sense the farther north you want to go. For instance, it makes a lot of sense if you need to get to Seattle from Cabo, but almost no sense if you just need to get to San Diego.

With all due respect to Capt. Shamburger, based on Seaward's plotted course as seen in 'Lectronic, they made out like bandits with a weather anomaly — including 60 hours of southerlies along the California coast — because they didn't have to sail anywhere near as far offshore as a traditional Clipper Route.

If people want a somewhat more typical experience doing the Clipper Route, they should visit www.sailblogs.com/member/secret/?xjMsgID=3773, which is the 2002 blog of the late Terry Bingham of the Union 36 Secret O' Life. While it's true he started from Zihua, almost 400 miles to the south of Cabo, and finished at Newport, Oregon, several hundred miles north of San Francisco, it took him 28 days to cover the 3,250 miles. Yeah, it's that far, and yeah, it was all hard on the wind.

As for a 'good' forecast for doing the Clipper Route, we're not sure there is such a thing. Starting off with as many days of southerlies as possible would be excellent, of course, but in that case you'd be crazy not to make the straight shot to California instead of sailing 500 miles offshore in search of a lift. Similarly, weather forecasts are only good for a few days, and any Clipper Route passage is going to be a pretty long one, so you're going to have to accept whatever comes along.

We've had readers rave about their Clipper Route passages back to California and what nice weather they had, and we've had others bemoan the fact that they spent most of a month 500 miles offshore slamming to weather in 25 knots. The way we see it, there are two potential downsides to a Clipper Route. The first is that once you start, you're pretty much committed. The second is that unlike the coast of Baja, there are no anchor-

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LETTERS

ages along the way.

Readers, if you've done a Clipper Route trip back to States, we'd love to hear about your experience.

↑↓ THOUGHTS ON THE ATLANTIC HURRICANE SEASON

I read that Colorado State University's hurricane forecast team is predicting that there will be 18 named tropical storms in the Atlantic/Caribbean this season, with nine of them becoming hurricanes, and four of them becoming major hurricanes. The forecasters say that the warming of the waters in the tropical Atlantic and the anticipated lack of El Niño winds in the Pacific will be the primary reasons for the increase.

I know *Latitude* has been skeptical of the Colorado State forecasters in the past, so I wonder if you have any comment this year.

Jim Sexton
No Boat Right Now
San Jose

Jim — We can tell you that Donald Street doesn't think much of their forecast for the June 1 to November 30 season. "I'm convinced that those boys are blowing 100% smoke," he wrote.

Younger sailors may not be familiar with the man. But Street, now 80, has spent 57 years cruising to and around the Caribbean, most of it on his 46-ft yawl *Iolaire*, which was built in 1905. It's significant that the heavy old boat hasn't had an engine in something like 40 years. Street nonetheless says he has 300,000 miles with the yawl, all of them, we can assure you, while holding a bottle of Heineken in one hand. Street has also been a prolific author of cruising guides and cruising articles, and was in the marine insurance business for 51 years. So when he talks, it's worth listening.

"I have been closely studying hurricanes since 1954," he says, "when I spent the summer trying to dodge them in Long Island Sound. After 1990, when Klaus caught me and everyone in the Caribbean completely unaware, I made an in-depth survey of past hurricanes. It was easy, as I used the data in Tropical Cyclones of the North Atlantic Ocean 1871-1998 (with updates available to 2012), also known as the 'hurricane book'. It has the track of every hurricane and named storm since 1851. If someone went back and compared the Colorado State predictions to what actually occurred, they would come to the conclusion that their predictions are pretty useless!"

Street can certainly be vexatious, but this time we think he's spot on. Consider that last year the Colorado State guys predicted 10 named storms, 4 hurricanes, and 2 major hurricanes. To say their predictions were off would be akin to saying the Pacific Ocean is a small body of water. After all, there were 19 named storms, 10 hurricanes and 2 major hurricanes. Last season wasn't the quiet season they forecast at all, but rather tied for the third worst, with the highest number of named storms in a season in the last 150 years! So how are we supposed to have much faith in their forecasts?

Hurricane Fun Fact #1 — The year with the greatest number of named storms in the last 150 years was 2005, when there were an astonishing 28 — eight more than the next highest year ever. We remember it well, because we'd gotten big Profligate out of the Caribbean just in time.

Hurricane Fun Fact #2 — A 'major hurricane' is a 3 or higher on the 1-to-5 Saffir-Simpson Hurricane Scale, which means sustained winds of at least 96 knots. When we dropped the Olson 30 La Gamelle off at The Shipyard in St. Martin, where she'll spend the hurricane season on the hard, we got to talking to manager Hank Engelkens about hurricanes. "If we get a Category 1 or 2, we should be all right," he told us. "But if we



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LETTERS

get hit by a 3 or 4 . . . " He just threw up his hands. He didn't have to tell us. When Category 4 Luis hit St. Martin in 1995, something like 700 of the 750 boats that had taken shelter in Simpson Bay Lagoon were either badly damaged or destroyed.

↑↓CCR'S NEWEST HIT SINGLE

I found the following quote from Naomi Crum's *May's Changes* to be memorable: "Got bogged down in Nicaragua because of a bad turnbuckle." Therein lies the rhythm of waves and a song's lyric.

Shirley Burek
Moffett Federal Airfield

Shirley — *It's not exactly John Fogerty's "stuck in Lodi again", but it's more exotic because of the reference to Nicaragua, and because hardly anybody gets stuck anywhere because of a bad turnbuckle.*

Speaking of bad turnbuckles, there were a couple of options Naomi may have had that could have kept her from having to wait for a stainless turnbuckle from the States. The first would have been to track down a galvanized turnbuckle. Unlike specialized stainless turnbuckles, galvanized ones are easy to find even in Third World countries. Another option would have been to make a couple of deadeyes from some hardwood to replace the turnbuckle. That was the way they tightened shrouds in the days of wooden ships and iron men. Thanks to low-stretch synthetic fibers, deadeyes have been coming back on some of the most high-tech boats.

↑↓BE CAUTIOUS WHEN BUYING A USED LIFERAFT

As we got ready to sail to the South Pacific a year ago, we needed a liferaft. We found an ad on Craigslist for a used Plastimo for \$800. We called the seller and arranged a meeting on our boat on Harbor Island in San Diego. Two seemingly nice guys, with connections to the marine industry, showed up.

We had a lengthy conversation about our planned trip to Mexico and the South Pacific. They talked about their experience sailing to the South Pacific, and we were impressed with their knowledge. We explained that we were on a tight budget, which was why we were looking for used equipment. The one fellow convinced us that the Plastimo Offshore raft for four people was exactly what we needed. He said it was only four to five years old and had never been used. We inspected the canister, gave them \$800, and got a handwritten bill of sale.

After the purchase, a friend recommend that we have the raft inspected. When we did, the certification company



LATITUDE / LADONNA

informed us that not only was the raft unsafe, the condition of its contents was dangerous. It turns out that the raft had never been serviced and none of the recalls performed. The valves and bladder were no longer warranted by the manufacturer, and could not be replaced. The air cylinder could not be refilled, and the batteries had leaked acid, ruining the pack. There was a service manual inside the canister that showed the liferaft was 20 years old!

Insist that any used liferaft purchase be contingent on a full inspection by a pro.

We asked ourselves if we'd been stupid or the sellers had been irresponsible. We talked with several experts to find out



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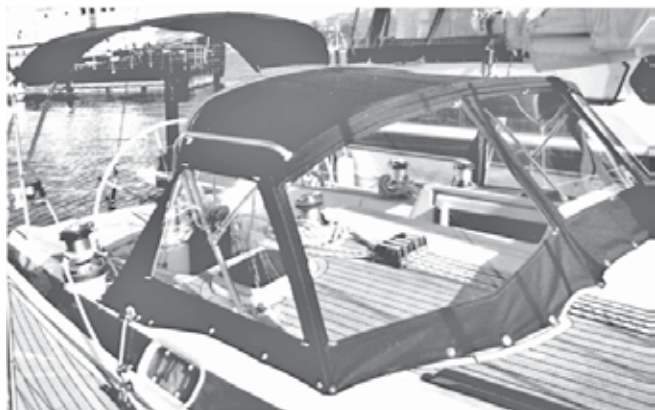


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LETTERS

if it is illegal, maybe even criminal, to sell useless safety equipment. We got mixed opinions. We would appreciate response from the sailing community, and maybe some advice on what to do. Our attorney is convinced we would win in small claims court.

Herbert & Gitta Kellner
Prana, Hunter 45CC
Puerto Vallarta, Mexico

Herbert and Gitta — If the story you tell us is accurate, we don't think you've been so much stupid as trusting. Unfortunately, given the plunge in social values these days, being trusting has become almost equivalent to being stupid.

It's against the law to grossly misrepresent something that you sell. That would include lying about the age and condition of the product. We have no doubt you could win your case in small claims court, but we doubt that it's worth \$800. After all, you've got to track down the seller and show up in court, and even if you win, it can be a hassle — if not impossible — to collect the money. In our view, the time and aggravation of trying to get satisfaction from apparent scumballs wouldn't be worth the money.

When buying a used liferaft, we recommend the purchase be conditional on the raft's passing certification or having had a very recent certification that the repacker would vouch for. You don't want to take off across the Pacific unless you know your liferaft is in excellent condition.

↑↓ "WHAT HAPPENED TO DISNEY'S MORGAN?"

Since the editor asked for inquiries such as this, we'd like to know whatever happened to *Orient*, the 80-ft S&S teak sloop, and *Soliloquy*, the 1934 12 Meter that we raced on back in the '60s and '70s out of Marina del Rey. What majestic sailboats they were! Also, what happened to Roy Disney's *Peregrine*, a Morgan ketch?

Ed & Connie Quesada
Sirena, Cardinal 46
La Paz, Mexico

Ed and Connie — We think your memory might be playing



'Orient' was used in 1975's 'Lucky Lady', starring Burt Reynolds, Gene Hackman and Liza Minnelli.

Barbara, who had her beautifully restored in Channel Islands Harbor. She's now permanently moored in Santa Barbara.

According to the 12 Meter Class records, there never was a 12 named Soliloquy. We remember Roy Disney owning a green ketch, but it certainly wasn't a Morgan production yacht.

↑↓ LOOKING FOR VIKING

From 1971 to 1978 I sailed on *Viking*, a double-ended



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wooden sloop berthed at the Alameda Marina. She was a sturdy 28-ft Scandinavian design with good freeboard and a substantial bowsprit. She took the very worst and windiest days on San Francisco Bay in stride. I believe she was owned by William Phillips and maintained by his son. I've often wondered what became of her.

Carol Putman
Walnut Creek

↑↓ WINDWARD PASSAGE'S LEISURELY RETIREMENT

Whatever happened to the 73-ft ketch *Windward Passage*?

Mike Jackson
Wings, Columbia 5.5
Alameda

Mike — As you surely know, *Passage* was built on the beach in Freeport, Grand Bahama, in the late '60s for Robert Johnson, owner of Georgia-Pacific Lumber. His goal was to better the TransPac time of his previous yacht, the great Herreshoff ketch *Ticonderoga*. Considered the precursor of modern maxi yachts, the fir, Sitka spruce and epoxy *Passage* set all kinds of records on the East Coast and Caribbean, and set elapsed-time records for the TransPac in 1969 and 1971. She participated in many St. Francis YC Big Boat Series, both as a ketch and a sloop, as well as the Pan Am Clipper Cup in Hawaii and many other events. After a long career as one of the most famous racing boats ever, she's enjoying a leisurely retirement in Newport Beach, where she is kept in immaculate condition and, at last word, was being sailed every Tuesday.



'Passage' is the only boat ever to have had one of her crew waterski behind her in the Big Boat Series.

other events. After a long career as one of the most famous racing boats ever, she's enjoying a leisurely retirement in Newport Beach, where she is kept in immaculate condition and, at last word, was being sailed every Tuesday.

↑↓ NEVER A ROUGH PUFF

Back in the '60s there was a Snark boat that was heavily used for advertising Kool cigarettes. I was in Hawaii at the time, and it was perfect for my sailing needs. I bought mine secondhand for \$50. Because the 'hull' was made of lightweight polystyrene, I could throw it on top of my car myself. But I could also sail her with one or two people aboard. She was distinctive, like all her sisterships, for having a green and white sail with the word KOOL on it. (Kool cigarettes were flavored with menthol.) When I was done sailing for the day, I would rinse off the boat in my pool.



How 'kool' would it be to find a Snark with an original sail?

Phileta Riley
ex-Eagle, Cal 35
Bandon, OR

↑↓ AN UPDATE ON PUFFIN

What ever happened to *Puffin*, Bird Boat #12? I sailed on her from 1948-'53 when my dad owned her. We used to race her against Myron Spaulding. Some years ago I donated a few bucks to have her taken from San Rafael Boat Works to

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somewhere else for possible restoration. She had somehow gotten a big hole in her starboard side. I never heard anything more about her.

Ron Witzel
Staff Commodore
Marin YC

Ron — As Editor LaDonna Bubak reported in the May issue's Boatyard Tour, wooden boat restoration expert Rick Mercer is hard at work on Puffin in Larkspur.

↑↓ **GRENDEL IS LIVING THE GOOD LIFE NOW.**

Whatever happened to David Vann's CT 50 *Grendel*, the boat that got stuck in Puerto Madero, Mexico years ago,



STEVE LACY

and became the part of the basis of his rather dark article in *Outside* magazine? I know that *Grendel* is alive and well, because I own her! She's been lovingly restored with a new engine, Electrosan toilets, new sails, new paint — and looks gorgeous. She sailed

'Grendel' is still happily sailing in SoCal.

on San Francisco Bay for many years and was, in my opinion, the most beautiful boat on the Bay. Now I keep her in Southern California.

It's true that *Grendel* had a rough life even before Vann owned her, but let me tell you, she's living the good life now.

Eva Pardee-Russell
Grendel, CT 48
Southern California

↑↓ **ANYONE SEEN IN LIEU OF?**

Sometime around 1970 I took my first sailboat ride. It was on my brother's Newport 30, *In Lieu Of*, and we headed out of Ventura Harbor for Anacapa Island. Halfway to Anacapa we were smacked by a full-on Santa Ana. The roller furling jammed and the cable for the wheel steering parted. We then learned you had to remove the steering pedestal to put on the emergency tiller. I'm not making this up! Anyway, I was hooked on the sport from then on.

In the '90s, long after my brother had sold her, we crossed tacks with her between Alcatraz and Angel Island. I've always wondered what happened to her.

Jimmie Zinn
Dry Martini, Morgan 38
Point Richmond

↑↓ **REALLY LIVING!**

Reading the *Sightings* piece about the most recent Banderas Bay Regatta, we were reminded of the 1994 BBR. It was a smaller event, but the members of the Geriatric Racing Syndicate — Ralph, 75, foredeck; me 68, tactician; and Richard, 62, helmsman — won second place. Richard was a bit young for a Geriatric, but he owned the boat, so we were stuck with him. This was reported in *Latitude* with a picture of the crew and trophy. I'm sure that we wouldn't have done as well if we'd had the distractions of the bikini-clad women on some of the other boats that year.

Unfortunately, I'm the only remaining member of that team. But at age 87, I'm still sailing. This year we will buy a boat to

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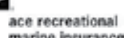
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spend our remaining summers on the Bay. The way we see it, when you are aging, you have to decide to either just live or really live. We believe that teaching our great-grandchildren the joys of sailing and the beauty of the Bay will be really living. Anyway, when I can't sail, I will only be existing.

When we completed our cruise to Florida that started aboard our Challenger 32 *Utopia* with the 1993 Ha-Ha, we bought a home on the Gulf Coast of Florida. We still have the house, and I still sail a Big Fish, which is Island Packet's Sun Fish on steroids. The Bay Area is still our real home, but we can't afford to live here full time.

Jack & Sandy Mooney
ex-*Utopia*, Challenger 32
Hudson, FL

Jack and Sandy — Good on you!

↑↓ **FOR THE SPIRIT OF THE CRUISER RACING SERIES**

I didn't write about cruiser racing last month, as I wanted to let the heat die down a little after the collision between *Blue* and *Camelot*, which resulted in sailmaker Mike Danielson suffering two broken legs. But now that some time has passed, I would like to pass on what I learned from the cruiser racing series that I ran in Marina del Rey for something like seven years.

To give you some background, I'm the guy who started the cruiser racing series in Marina Del Rey in the late '80s, and helped get the Windjammers YC's Del Rey to San Diego cruise class started in 1989. This became the model for all subsequent cruiser classes in Southern California distance races, such as the Newport to Ensenada Race and the Del Rey YC race to Puerto Vallarta, as well as cruiser classes in many local races. And when we wrote in to join the 'Over 30 Club', *Latitude* said that I might even be the 'Grandfather of the Baja Ha-Ha'.

As we own a very heavy Taiwan-built cruising boat, and since I participated in quite a few PHRF races, I like to think that I had an idea of what was keeping the vast majority of cruising-style boats and casual sailors from coming out racing. Here is what I came up with back in the day to try to solve that problem:

1) If at all possible, avoid using a yacht club race committee. They insist on using traditional starting procedures and racing rules, which confuse and intimidate non-racers. In the Windjammers YC's cruiser series, we conducted the races under the International Rules of the Road, not the racing rules. Protests were not permitted. I was a benevolent dictator, and would have barred any bad players. But I never had to because there weren't any. The Windjammers YC had 12 cruiser races each year, and in the seven or so years I ran them, I don't recall there ever being a collision.

2) I had a mandatory Skippers Meeting at the club prior to every race, where I explained the starting procedures. I used starting shapes and sounds as a teaching tool, but we did the starting countdown over the radio. If a boat was over early, we didn't have them return for fear of collisions, but gave them a five-minute penalty.

3) I always made the starting line long, perhaps a quarter of a mile.

4) Boats always started in the same direction, no matter which way the wind was blowing.

5) The courses were cruiser-friendly, which meant — gods permitting — lots of reaching.

6) Boats were divided into classes by boat length — under 30, 30 to 40, and over 40. Within these classes were sub-

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classes: spinnaker, non-spinnaker, doublehanded, female skipper, and so forth.

7) We also added or subtracted a few seconds to handicaps depending on whether boats had better sails and equipment, if they were liveboards, and if the skipper had lots of experience. We also had a golf-style handicap system, which leveled the field after a few races.

8) We gave out lots of trophies, as many as seven deep in class. We had nice season trophies, too.

9) The most important rule, however, was that we didn't permit any known race boats or boat designs primarily used for racing to participate. At that time in Marina del Rey, this eliminated boats such as Schock 35s, all the J/Boats, the Martin 242s, and because there was a big one-design fleet at the time, even Cal 20s. Being a benevolent dictator, I would also not accept the entry of any boat that I didn't feel was right for the spirit of the series. Naturally some people were unhappy with my decisions, but if you try to please everyone, you please no one. But I think this is the primary thing that kept the series successful and safe.

Depending on the weather, we'd average 45 to 65 entries per race. We once had more than 80 boats.

In my perhaps not-so-humble opinion, eliminating the race boats and known racers from cruiser races in Mexico might result in greater participation by cruisers.

I read *Latitude* cover-to-cover every month. I hope that you will continue to organize and manage the Ha-Ha, as Enola Gay and I can't wait to participate when we're finally able to retire in a few years.

Wayne & Enola Gay Warrington
Elfinstar, Explorer 45
San Pedro

↑↓DON'T BE SO SERIOUS

I organized and participated in cruiser races in Mexico for about a decade in the '90s, and the guiding principle was 'when you're racing for fun, winning isn't about beating other people'. The cruiser racing fleets seemed to be smaller and less formal back then. The more organized things became, and when the resident populations of places such as Puerto Vallarta got involved, the more difficult it became to keep the focus on fun instead of winning.

I was closely involved with the Banderas Bay Regatta from the time it began in 1991 with rabbit starts, to the era of the fully hosted gala event it later became. In my opinion it was an ugly evolution compared to the Baja Ha-Ha, which has managed to stay a light-hearted celebration of sailing fun.

In the case of the Banderas Bay Regatta, I think the problem centered around the need to make the event important enough to justify increased community support. And a substantial winner's trophy and bragging rights became a central symbol of the event's importance. Without the event's being so important, it would have been silly to lavish time, energy and resources to host a regatta that ended with a grand trophy banquet around a pool with all sorts of luminaries and officials in attendance.

The true silliness is that the organizers saw the ragtag regatta of mismatched sailboats as a fleet of equitably handicapped yachts vying for a grand prize. The fact is that the real pleasure of a ragtag regatta is to have a good time on the water with sailing friends, and then have a good time with them ashore after the race.

Early foreshadowing of the looming importance of the Banderas Bay Regatta was the appearance of serious people — and worse, serious racers. As a result, I urge the current

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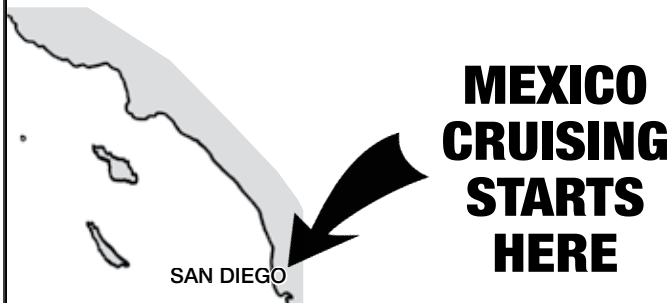
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LETTERS

generation of cruiser race organizers to be wary of serious racers and of significant awards for winning the races.

In the cruiser races that I ran in Mexico in the '90s, the first trophy I awarded was always the '#1' — which went to the skipper who demonstrated that he wanted it more than anyone else. Rarely was another competitor jealous of that win. The memory of a good time, and maybe even a painted wooden fish, were the most valuable trophies that anyone could take home.

Tim Tunks, aka Padre Timo
Santa Monica

Tim — Although we agree with your guiding principle and analysis, we have to point out that the Banderas Bay Regatta has had a long and mostly illustrious history. Thousands of sailors have had a lot of fun participating in it, and to our knowledge



WEBB LOGG

there have only been a few unpleasant incidents. Although the two broken legs and the resulting firestorm mean we have no idea about the future of the event.

Painted wooden fish like this one serve as trophies for the Baja Ha-Ha.

For readers who may not understand Tunks' reference to "painted wooden

fish," he's referring to the ones you buy for a dollar in any tourist area of Mexico. When he ran cruiser races in Mexico, he would give these out as trophies. When we started the Ha-Ha, we recognized that the cute but humble 'trophies' were a brilliant way to keep participants from taking the competition too seriously. Not only do we still use these wooden fish as trophies in the Ha-Ha, they've turned out to be very popular mementos of the event. Some boats that have done multiple Ha-Ha's have multiple trophy fish — with ribbons signifying if they got first, second or third, third being the worst you get in the Ha-Ha — hanging in their nav station. We've even seen Ha-Ha boats that have gone all the way around the world return to California with the fish still at their nav station.

↑↓ CALLING ALL SC50 OWNERS

I've spent the winter researching all the Santa Cruz 50s and their owners in order to establish a master list of their current names and locations. I just saw a *Changes* from David Addleman, owner of the SC50 X. This boat is not on my list, and I would love to contact him. Could you help?

Ellen Kett
Octavia, Santa Cruz 50
Santa Cruz
bucciell@aol.com

Ellen — We'll be happy to forward your request to him in the Philippines, where he's currently on X. And to use this opportunity to encourage other SC 50 owners to contact you.

↑↓;CUIDADO! WATCH YOUR DEPTH AT PUERTO SALINA

I hope that *Latitude* will alert readers to the hazardous entrance channel at Marina Puerto Salina, a private marina located about 20 miles north of Ensenada and 50 miles south of San Diego. Sailors doing the Bash may be tempted to enter this marina based on its slick website (www.marinapuertosalina.com), which promises modern facilities and an entrance channel with a minimum depth of 14 feet at "low low tide."

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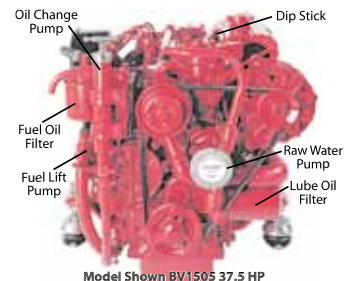
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When we arrived outside the marina on May 4, we tried to hail them on VHF without success. I thought it would be safe to enter based on the depth information provided on the marina's website. I had also stopped by the marina when I drove by last December, and was assured by the staff that

COURTESY SABBATICAL



The entrance at Puerto Salina may be too shoal for comfort.

they welcome visitors. Nobody mentioned any problems with the channel shoaling.

When we entered the channel with our Mason 33 *Sabbatical*, we found the actual depth to be barely five feet at high tide. We were lucky that we didn't go aground. People with boats in the marina told us there have been a number of groundings in the channel recently, some causing serious damage to boats. We were also told that several large sailboats are trapped inside the marina because their draft is too great.

The marina was apparently dredging the channel up until about six months ago when they had problems with their dredging equipment.

In order to find a safe escape route for *Sabbatical* the next day, I made a careful survey of the entrance channel using a handheld depthsounder on May 5. There is a path — hug the south side of the channel near the ocean and then the north side near the marina — that allows a minimum depth of six feet at high tide. But I do not recommend that sailors try it. The channel is open to the west, and strong swells would make it very dangerous for a boat that had run aground.

COURTESY SABBATICAL



Dredging operations were halted after apparent equipment failure.

As of May 6, when we made it out on a high tide, the marina had not posted signs warning of this hazard. We feel that we were very lucky to get in and out without damage. Until Marina Puerto Salina solves their shoaling problems, we think sailors should avoid it.

My wife Claudia and I are veterans of the 2009 Ha-Ha on *Sabbatical*, and the 2012 Ha-Ha as crew on *Talos IV*.

Bill & Claudia Thompson
Sabbatical, Mason 33
Long Beach

↑↓ SHOWERED IN BATTERY ACID

In *Lectronic*, you asked about experiences with boat batteries blowing up. Two years ago I blew the crap out of my four three-month-old 6-volt Trojan golf cart batteries. All 860 amp hours worth! It was a self-inflicted explosion that occurred as I was tracking down a short in our electrical system while getting ready to do the Banderas Bay Regatta.

To make a long story short, I was lying across the batteries, disconnecting cables to begin chasing the short near the batteries. Alas, I inadvertently dropped a cable onto an opposing post. The explosion was instantaneous and fucking huge! It blew the tops off all four batteries, showered me with battery

Photo By: Leighton O'Connor

PHOTO: DAVE TOWLE



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LETTERS

acid, and left my two assistants — Eric Anderson of *Full Shell* and Jack McFadden of our crew — choking in the smoke-filled cabin. After making sure there was no fire, I rushed up to the shower to flush my face, which was bright red and had a few cuts from the hydrometer I had stored in the battery compartment. We never did find a trace of the hydrometer.

Lessons learned? Cover the terminals when working on a battery and wear safety glasses. The latter was the only thing that saved my eyes. I eventually found the short — a crappy connection in a \$1.25 lug.

P.S. Thanks to Elizabeth at Vallarta Yacht Supply at Paradise Marina, who loaned us a battery while having replacement Trojans shipped from the U.S., we took second in class in the BBR!

Chip & Katie Prather
Miss Teak, Morgan 45
Dana Point

↑↓ IT'S NOT RARE FOR WET CELLS TO EXPLODE

Based on my career as a marine surveyor, it's not rare for wet cell batteries to explode. In fact, the subject is usually raised about once a year on our SAMS in-house forum for marine surveyors.

In addition to the cause that *Latitude* mentioned — low electrolyte levels allowing hydrogen and oxygen to accumulate — there is also a danger when an automatic battery charger is connected, especially to a bank of batteries. If a cell in a battery drops out, it lowers the overall voltage that the charger sees. In response, the charger starts putting out more power, which quickly overcharges the remaining cells, which produces serious gassing, heat and depletion of electrolyte.

I know of several instances from here in the Brisbane area. A new catamaran was being commissioned with solar panels and new battery banks when the boatbuilder's wristwatch shorted something on a battery. It blew up in his face. The assumption is that the solar panels were overcharging the batteries.

In another case, a surveyor colleague of mine was about to enter an enclosed engine compartment when the owner said, "I'll start the generator for you." When he hit the starter, the generator battery exploded all over the engine compartment. A couple of years ago, a new owner of an old fiberglass powerboat replaced all the batteries with cheap automotive batteries and had an automatic charger in the circuit. The batteries exploded so violently that they blew a hole through the boat, sinking her.

Paul Slivka
SAMS, AMS, retired
Brisbane, Australia

↑↓ OXYGEN ISN'T FLAMMABLE

Good warnings on the danger of batteries exploding.

But I have a correction. Hydrogen is flammable, but oxygen is not. Oxygen is what is needed to support flames or other forms of 'oxidation' of other substances.

Jack A. Everett
Sr. Electronics Engineer
Oxigraf, Inc

↑↓ EXPLODING BATTERIES ARE NO JOKE

Latitude is a great magazine, but you made a mistake when you wrote that hydrogen and oxygen are both highly flammable and explosive. Of the gases produced when batteries are charged, only the hydrogen is flammable. The oxygen is, well, it's the oxidizer. Because there's a lot of oxygen from the

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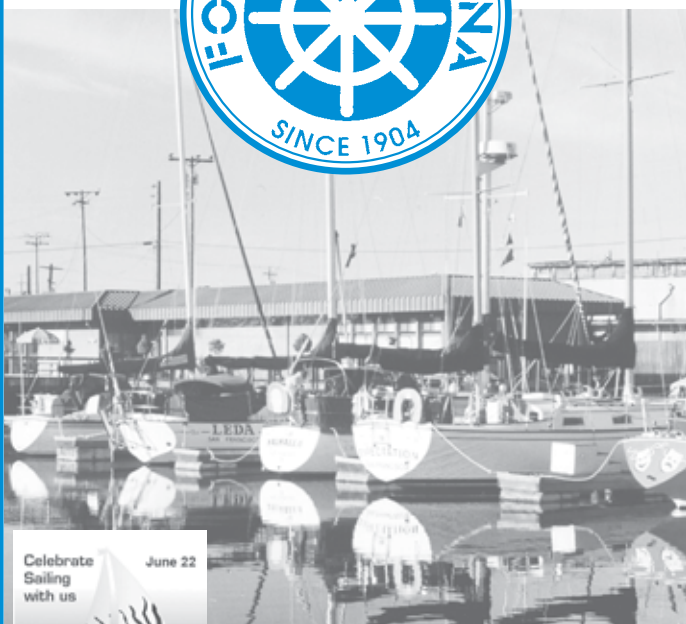
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LETTERS

electrolytic breakdown of water, the mixture with the flammable hydrogen is explosive.

The passenger airship *Hindenburg* "burned violently" rather than just blowing up like a fertilizer plant because the pure hydrogen in the gas bags had to wait for some oxygen to come near so it could burn. And that happened 76 years ago last month.

But you're right, exploding batteries are no joke. My house bank is beneath my quarter berth, and I have a tiny brushless — read: 'sparkless' — DC fan to blow a little bit of air through there whenever my shore charger or engine alternator is on. I don't want that kind of a wake-up call. At least the hydrogen doesn't sink into the bilge like gasoline and LPG vapors do. Just open some ports and hatches and away it goes.

Mark Sutton
Oregon

AGM BATTERIES ARE A GOOD ALTERNATIVE

I've seen a few batteries like the one in the *Lectronic* photo. *Latitude*'s advice is good: keep the water above the plates and ventilate the area. But battery spaces must be vented upward to avoid trapping hydrogen, which is lighter than air. It's not easy to reach an explosive concentration of hydrogen if there is any ventilation to speak of, but it can happen.

It's also important to keep battery connections clean and tight, as this avoids sparks in a critical area. I use a torque wrench on high-current connections.

I would also add a caution regarding ferro-resonant battery chargers. These older units are still found on lots of boats, and can be recognized by the humming that varies with load current. They are very reliable units, which is why they're still around, but they don't treat batteries well. When I see them, I normally recommend that my customers replace them. I justify the expenditure by explaining that battery life will likely be increased when using a three- or four-stage charger with battery temperature sensing.

But the thing I especially don't like about ferro-resonant chargers is one of their failure modes — they can turn into an unregulated supply capable of significant current. This was the cause of one battery explosion I had to clean up. The charger said "I've got 18 volts here for you, and you can have up to 50 amps of it." BANG! The explosion blew the hinges off the louvered door of the locker above the battery compartment.

Once the water falls below the plates, things get bad fast. Both hydrogen and heat will be produced, and pressure within the battery case can exceed the vents' ability to release it.

For customers who are unlikely to check their battery water often enough, I suggest AGM (Absorbed Glass Mat) batteries. These have improved to the point where the only real disadvantage is cost. But it is critical that *all* sources of charging be configured for AGM batteries, and this may require modifications to some internally regulated alternators. So check for that before buying them.

Lithium batteries are starting to be seen on racing boats. These make lead-acid batteries look baby-safe by comparison — as Boeing is finding. At least when a lead-acid battery explodes it probably it won't burst into flames and set fire to your boat. I would only install a lithium battery in a fireproof box along with a dedicated controller with access to each individual cell voltage. Victron has such a system, and there may be others.

Michael Daley
Laughing Matter, Islander 36
Redwood Coast Marine Electrical, Richmond



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LETTERS

↑↓ THE WANDERER ISN'T RETIRED?!

Our *Latitude* arrived 'late' here in South Maui this month — the 6th, instead of the 2nd or 3rd, and I have no clue how your staff gets it out so fast — and I took it out to the beach to settle in for my monthly fix.

Lo and behold, a few letters in was a shocker. The current urban myth, which I have to say has been circulating around the sailing community for some time, is that the Wanderer had gone into semi-retirement and, as I recall, in his own words announced some time ago that he would slow down, actually do some cruising, and enjoy the fruits of his labors. Trust me, many of us were thinking just that.

But no! Far from kicking back and just enjoying the tropics, the Wanderer is working harder than ever from early morning to well past dark in a windowless tattoo parlor followed by a quick beer and crashing back on the boat. Holy cow, there goes that balloon!

But then, I guess I really shouldn't be that surprised. I've spent some time both hanging out and sailing with the Wanderer and there's a reason *Latitude* is so successful, and it's because he works his tail off. I remember clearly one short passage on *Profligate* where nearly the whole crew were trying to get him to slow down. Turns out he sails the same way, not in the racing sense, but just go, go, go from sun-up on.

I remember meeting his dad at an event years ago and thinking what a mellow guy to raise such a hard-driving son. Secretly it would be great to see him slow down as I thought he had — God knows he deserves it, and there is, after all, a great staff back at base camp.

Mark Joiner
Dolphin
Kihei, HI

↑↓ THEY WERE NEVER TO BE SEEN AGAIN

A year ago I had my first and hopefully last experience with a lead acid battery exploding. It was a five-year-old battery used to start my onboard generator.

I usually top off the battery water every four to six weeks, but in this case it might have been twice as long. The battery was hooked to a West Marine charger, and we were on shorepower. The battery was enclosed in a commercial polyethylene battery case and strapped closed. There were vents in the top of the battery case and the battery was located in the engine room, essentially a closed space.

When I hit the starter switch for the generator's monthly workout, there was a loud bang in the engine room. When I opened the hatch, I was greeted with a cloud of what smelled like sulfuric acid, with splashes of the acid around the engine room. There were also parts of a busted battery case strewn around. Nobody was hurt, but it sure was a mess. The analysis was that the battery was old and probably needed water. When I hit the start switch, the current flow made some part of the internal battery glow hot or spark, igniting hydrogen gas.

I think the lessons are to water your batteries on a rigid schedule or install an auto watering system, or buy AGMs or equivalents; and have a substantial, well-vented battery box. And maybe actively blow your engine room clear before pressing the start button.

The genset battery blew up while I had two prospective buyers — a nice man and his boat-skeptical wife — looking at my boat. They had toured the boat, were enthralled, and started talking about new carpeting and artwork when I volunteered — volunteered! — to show them how everything, including the generator, worked so well. After the explosion

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LETTERS

and cloud of sulfuric acid, they were last seen hightailing it over Potrero Hill like characters in a Roadrunner cartoon, never to be seen again.

Bruce Adornato
Pelagic Magic, True North 38
South Beach

↑↓ "I WASN'T GOOD-LOOKING TO BEGIN WITH"

When I was 17 or 18 — a century or two ago — I attempted to 'jump start' a boat engine by hooking up the 6-volt battery from my VW bug to the boat's 12-volt starting battery with jumper cables. I never was that bright. (Sigh.)

Oops, because as I completed the connection, the 6V battery blew up in my face. Fortunately, I was at Hickham Harbor in Hawaii and there was a lot of water nearby. I got in it quickly. This had nothing to do with my presence of mind, but rather my girlfriend's quick thinking. I think she was less than impressed with my skill as a mechanic. There was no permanent damage done, as I wasn't very good-looking to begin with and my eyesight was never that good. But the explosion did get my attention.

John Tebbetts
Ichi Ban, Yamaha 33
San Carlos

↑↓ CAT-SPECIFIC OFFSHORE TRAINING TRIPS

I am interested in gaining some offshore sailing experience, and recently attended John and Amanda Neal's seminar at the Strictly Sail Boat Show in Oakland. The seminar was terrific, and I'm tempted to join them on one of the trips to get offshore experience. My problem is that I'm kind of hooked on catamarans. Do you know of any school or program that provides offshore experience in a catamaran? I realize many of the skills will be the same, but still wondered if there was an option for training on a catamaran.

Chris Peterson
San Francisco

Chris — Sorry, but we don't know of any offshore catamaran training programs, at least not any with as detailed a curriculum or as long a history as the Neals'. While most of the stuff the Neals teach would translate directly to sailing offshore on a catamaran, there are a couple of major differences. For example, our biggest catamaran fear is getting caught with too much main up while sailing off the wind. The problem is that as you round up to get into position to reef the main, the apparent wind increases like crazy, particularly in the 'zone of death'. We've had helmsmen on Profligate inadvertently come up from a deep reach to a beam reach, and in a matter of seconds the boat speed increased from the low teens to the attention-getting mid 20s. If you round up into the wind in too strong a breeze, the cat could flip, at least if she were a performance cat. You don't have that problem with a monohull.

All the rest of the cat-specific stuff would be pretty easy to pick up over time. You'd have a lot of fun learning it, too, as it's almost like learning to sail all over again.

The other thing to keep in mind is that the sailing experience on a cat is so very different than on a monohull. The lack of fatigue from not heeling over and rolling, the 360-degree visibility, the speed, and the tremendous amount of deck and cabin space. While we love the much more active sailing required on a monohull, such as on the Olson 30 La Gamelle — five solo circumnavigations of St. Barth! — after a few hours we really want to get back on the cat.

About 10 years ago the Wanderer and Doña de Mallorca

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– Herman Melville, 'Moby Dick', Chapter XXVI



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LETTERS

did three-day charters on Profligate from Redondo to Avalon to Two Harbors to Newport over long weekends. While we didn't have a curriculum, they were good introductions to open-water catamaran sailing. We've been thinking about doing some again next summer.

KEEPING AN EYE OUT FOR A LOOSE CABOOSE

When I drive the 285 miles from Bakersfield to my Uniflite 42 in Glen Cove Marina, one of the first things I do is pick up my copy of *Latitude*. I may be a powerboater, but most of the information in your fine publication pertains to all mariners.

There were two articles in the March edition that I found especially interesting. One was the powerboat vs. ferry tragedy in Raccoon Strait, and the other was the sailboat collision with the barge under tow just outside the Golden Gate Bridge. As *Latitude* pointed out, keeping a sharp lookout at all times is critical for safety.



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In the article about the barge, LaDonna Bubak made an excellent analogy comparing the barge to a "run-away train." As a retired freight train conductor, I know all too well what can happen when high tonnage vehicles — be it a barge, ship or train — are freely

moving with momentum. Even in emergency situations it takes a lot of time and effort to stop or redirect them.

Being totally aware of your surroundings, and what may be below the surface, is the only prudent way for a mariner to operate. In train operations, we say you want to be thinking two miles ahead. The same kind of thinking can and should be used when in the same area as larger vessels on the water.

I really enjoyed the last few words of Bubak's article. "Always, always check behind a tug to be sure it's not actively towing a loose caboose." My yacht is named *Loose Caboose*, and so far in my explorations on the water, I haven't — knock on wood — had to be towed behind a tug! I have, however, assisted a couple of boaters who needed to be towed behind my *Loose Caboose*!

Aboard *Loose Caboose*, we keep a sharp lookout for problems that might arise, just as the crews did on trains. In fact, I always ask my guests to keep a sharp lookout, too. But to me, it's mind-boggling that, even with all that open water out there and all the electronic safety devices, vessels can still be involved in tragic accidents. Even in excellent weather conditions. All because the skipper and crew weren't thinking of the big picture or they let their guard down.

The sailing season is upon us, so please, everyone, safety first!

Larry A. Fredeen
Loose Caboose, Uniflite 42
Bakersfield / Benicia

DON'T PLAY CHICKEN WITH TUGBOATS

Friends and I had an exciting experience with a tug and tow some years back when I was crewing on their C&C 36. We left Smugglers on Santa Cruz Island under sail and headed to Channel Islands Harbor. As we did, I noticed a military-style

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LETTERS

ship coming toward us from the direction of Santa Barbara. Although the wind and haze had picked up, I was later able to see that there was another smaller vessel ahead of it.

It was impossible to see the tow cable, but I could tell the larger vessel was being towed. The tug was being forced inland and was desperately trying to get the tow out to sea — which meant on our path home. We made a quick tack toward Santa Cruz Island, the tug changed course, and went safely on its way.

It's always good to keep a safe distance from a tug, both for you and the tug.

Lance Carlson

Whatever, MacGregor 26
Oxnard

Lance — If you can't figure out whether a tug has a tow — a black diamond shape, if the length of the tow is over 200 meters; no shapes if less than that — or where they are headed, you can always hail them on either Channel 13 or 16.

REGARDING THE DEATH OF WILLIAM HOFFMAN

On March 11, there was a report in *Lectronic* that the Mexican Navy had found the body of William Hoffman aboard his Ilwaco, WA-based vessel *Dark Star* at Chamela Bay on Mexico's Gold Coast. The report stated that since there weren't any signs of a struggle, authorities were treating it as a suicide. It was also reported that Charlie Free, a friend of Hoffman's, felt that it would have been out of character for Hoffman to commit suicide and that something else must have happened. I'm addressing my comments to Mr. Free.

I sail on *Sea Note* and was in Chamela the morning that your friend was found. Our boat had been checked out by the Mexican Navy, who went to *Dark Star* next. When they couldn't rouse anyone, they came back to us to ask for assistance. The Navy officer in charge explained that they couldn't go aboard a boat unless they were invited. I returned to *Dark Star* with the Navy. When there was no response to my hail, I climbed aboard and found Hoffman's body. I called the Mexican Navy officer, and he came aboard and took photos.

It appeared to me that there hadn't been any foul play. For one thing, his cell phone and a camera were sitting on the counter in plain view. There was also a small amount of blood on the table. It seemed to me that Hoffman had fallen, struck his head, and made an attempt to pull himself up off the floor.

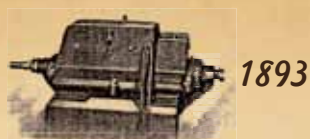
There wasn't a lot of blood, so I don't believe Hoffman had slashed his wrists, as was reported in *Lectronic*.

I must say that the Mexican Navy treated the situation with the greatest of respect. They posted a guard shortly after the body was discovered, and asked me if I would mind staying in the harbor until their investigation was completed. They removed the body shortly after dark that day, and towed the boat to Barra de Navidad. Once this was done, they told me that we could continue with our trip.

Please pass our condolences on to Hoffman's family.

Ray Wood
Sea Note
Mexico

Ray — We appreciate your firsthand account. The news reports coming out of Mexico — which are often unreliable because of translation and other problems — said that Hoffman had slashed his wrists and something resembling a suicide note had been found. We put much more credence in your account.



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LETTERS

↑↓ **CRUISING WITH DOGS IN MEXICO**

We on the San Francisco-based Switch 51 *Neko* have signed up for this year's Baja Ha-Ha, and will be bringing our dog along. We're wondering if you have any information on bringing pets into Mexico. In addition, maybe you could create a list of others bringing pets to Mexico so we could communicate with each other. I'm guessing that past participants may have some insight.

Mary Perica
Neko, Switch 51
San Francisco
svneko@gmail.com

Mary — Many cruisers bring pets to Mexico on their boats, and most are dogs. They don't seem to have any problems. But since we're not experts on the subject, we'll ask them to write in with any tips or suggestions.

The one thing we do know is that dogs are not allowed in Mexican Nature Preserves, which means they aren't allowed on any of the islands in the Sea of Cortez. This is not unusual, as pets aren't allowed on any of the islands in the Channel Islands National Park either.

We're sorry, but we don't have the time to create a list of Ha-Ha folks taking pets to Mexico, but we'll publish your email address so people can contact you in case you want to start a 'pet group'.

↑↓ **EIGHT BELLS FOR BILL MERRICK**

Bill Merrick, my husband, passed away on April 15, shortly after his 64th birthday. Many *Latitude* readers raced with Bill in the Singlehanded Sailing Society. In addition, he and his Ericson 35 *Ergo* competed in the 2004 and 2006 Singlehanded TransPacs, and he was Commodore of the SSS.

Born in Pennsylvania, Bill was a strong Irish-American who could figure out how to do just about anything. This resourcefulness would later serve him well as a singlehanded sailor. He began sailing in Annapolis after meeting the skipper of the U.S. Women's Challenge entry in the 1993 Whitbread Race. In

exchange for Bill's fundraising advice, they taught him to sail and he raced with them for about a year.



SARA MERRICK

Bill Merrick passed away in April.

About nine months ago, Bill was diagnosed with stage four small cell cancer, a cancer with zero survival rate. He compared the day-to-day experience as "a bit like dealing with a coastal gale. You sail the boat, work until you vomit, and when things get really interesting, go below, read a book and see what happens next." Bill rode that gale with grace for six months.

Bill had an abiding respect for Singlehanded Sailing Society friends and was proud to be part of their adventures. After he became too sick to travel, many of the skippers he cared so deeply about stepped forward to prepare *Ergo* for sale. Their kindness during this time was a gift that both of us were so grateful for.

Each night, even after hours of intensive chemotherapy and radiation, he would smile at me and say, "We had a good day today." Bill deeply appreciated his friends in the sailing

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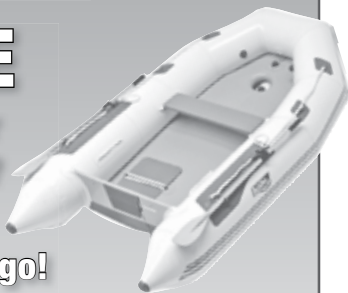
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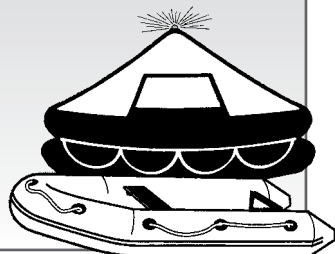
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LETTERS

community and I would like to thank them all for helping make each day a good day.

Sara Merrick
Madison, MS

↑↓ THE ECONOMY CRUISER'S BEST FRIEND

I think there is a conspiracy afoot. In 20 years of sailing and cruising, I've noticed a very disturbing bias in the sailing and cruising media in favor of a 'spend a lot of money, hire experts for everything, and only take advice from those who do' mentality.

We were not an anomaly 20 years ago when we first sailed around the Pacific on our inexpensive 32-footer, and on a shoestring budget. Like many others, we did *all* of the work on our boat, scrimped on virtually everything beyond the seaworthiness of our vessel, avoided expensive — and even inexpensive — marinas, and essentially had a great time on very little. Since then we've found that the number of cruisers in that category are becoming about as common as hen's teeth. And those doing it are viewed as either an amusing anomaly or, for some unfathomable reason, a threat to those with the 50-footers worth more than the total wealth of most villages they anchor in front of.

While reading some boat design forums about origami boatbuilding recently, I've noticed that much of the bias is created by an alliance between the boating media and the businesses supporting them. Take the example of Brent Swain, one of the pioneers of origami boatbuilding in North America. His very successful designs — which are simple, easily built and maintained, and most importantly are affordable to average-income folks — have been safely sailing the oceans for the last 20+ years. But Brent has been attacked unmercifully on the sites and made to look like some kind of a boatbuilding hack. There have been unsubstantiated claims that Swain was somehow out to fleece his customers, was unqualified to design and sell boat plans, and generally didn't know what he was talking about.

That these charges couldn't be farther from the truth can be attested to not only by me, but by more than a hundred other very satisfied owners of his simple yet elegant boats. I have personally sailed one of his designs some 60,000 miles around and across the Pacific, including high-latitude sailing in the Southern Ocean as well as the Aleutians.

As for Swain's being "out to fleece" his customers, I can say that in 14 years of knowing Brent, and having never paid him anything other than \$20 for one of his excellent books, he has always been quick to respond to any questions I've had regarding his design. In addition, he's given me extensive free advice on techniques for building everything from a windvane self-steering gear to a simple alternator welder to a terrific home-made watermaker. In short, Brent Swain is the do-it-yourself-and-on-a-budget sailor's best friend.

I guess it's no surprise that he has been banned from several boatbuilding sites. Why? Because he challenges the status quo. And because he advocates a simple, inexpensive approach to boating while eschewing the "just throw money at it and pay experts" approach advocated by the advertising sponsors of the boating media. Most of these so called 'experts' are armchair designers who've never built anything — let alone built and lived on their designs, cruised the oceans with them, and maintained them for decades on a budget. Folks like Brent are a threat to their businesses, and banning his input is their answer to that threat.

So why aren't there many young folks out sailing and cruising the world on inexpensive boats on a shoestring budget?



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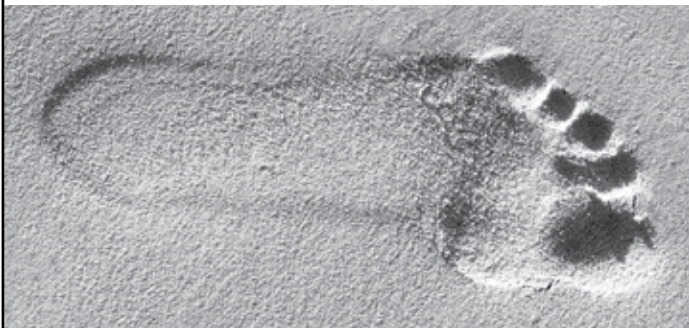


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LETTERS

Because there are getting to be so few boating media sources willing to risk the ire of their corporate sponsors and allow folks like Swain to convince people it's still possible to safely enjoy sailing the oceans on a slim budget.

To anyone who isn't a trust-funder or dot-com millionaire, but still wants to live the dream of cruising the world on a sailboat, I recommend reading Swain's book, *Origami Metal Boatbuilding — A Heretic's Guide*. Even if you're not interested in building a metal boat, you'll find many useful ideas and a philosophy that will help you achieve your sailing dreams without spending a fortune.

Andy Deering
Indefatigable, Brent Swain 36
Sitka, AK

↑↓ **BE CAREFUL WHAT YOU WISH FOR**

I just purchased a Farallon 29. The interior structure is so bare bones that gutting it and starting over seems like the best course of action. I'm looking for Bay Area owners of Farallon 29s/Bodega 30s who might be willing to let me peek at the interiors of their boats and ask what they might do differently.

As there is little evidence to suggest that the boat was ever used for more than day sailing — no name and no tankage of any sort, for example — I would love to find any previous owners of the boat to gather more info on her.

Gregory Watson
Farallon 29
Sausalito
keelhauled@gmail.com

Greg — We know you didn't ask, but we're going to have you answer the same question that we ask everyone who is starting to build or complete a boat. Is boatbuilding your passion? If the answer is no, we're going to encourage you to think twice about what you're proposing to do. Only experienced boatbuilders have even a remote idea of the time and expense involved in building or completing a boat. Even what seem like the easiest jobs seemingly take forever, and the cost in time and materials can be shocking. In the last 35 years we've talked to a lot of sailors who built or completed boats themselves. Several of them said they really enjoyed it and would even think about doing it again. The other 99% said it had been a mistake.

Good luck!

↑↓ **THANKS FOR THE HEADS-UP**

Many thanks to *Latitude* for the May 3 'Lectronic posting regarding the impending closing of Nelson's in Alameda. Without this posting we would never have known about it. We're in Mexico and have a 20-ft shipping container loaded with household goods and personal effects at Nelson's. If all went well, it was moved this morning to a storage facility in Vallejo.

Name Withheld
Mazatlan, Mexico

Readers — For more on the situation at what once was Nelson's, see this month's Sightings.

↑↓ **SETTING THE RECORD STRAIGHT**

Thank you for sharing my backdown reminder when anchoring, on page 40 of the May issue. Unfortunately, the editor, who frequently substitutes 'weight' for 'size' and 'size' for 'weight' when discussing ground tackle, took the liberty of doing the same in my letter.

I wrote ". . . anchors and rodes, none overweight to avoid

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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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SURVIVE YOUR DREAM

LETTERS

having to reduce the wine selection." With over 200 feet of 5/15-inch chain and four anchors aboard a sailboat with a 28-ft waterline, minimizing weight — without compromising safety — is paramount.

Therefore, all three rigged — and quickly deployable — anchors and rodes are in compliance with common recommendations such as those found in *Chapman Piloting*. These three have withstood small craft and gale conditions many times without failure — meaning separation. My fourth anchor — so far unused — is an oversized Fortress, which I keep disassembled. It is quite light.

My windlass is manual, which also provides high reliability and less weight than an electric windlass. The only bad thing is that it will not accommodate chain with a higher strength-to-weight ratio.

Speaking of chain — and chain failures, as per page 38 of the May issue — I suspect that much chain used for anchoring is of unknown origin and even unknown condition, thereby contributing to anchoring roulette. This can be avoided by using only proof-loaded chain from a reliable source and periodically inspecting all of it.

Per the West Marine catalog, the 5/16" chain aboard my *Arcturus* has a maximum working load of 1,900 lbs. Per common practice, it was proofed to 2x1900 (3,000 lbs) which, in turn, is half the breaking strength, which would be 7,600 lbs.

About every four years, all 160 feet of the now 18-year-old chain, and its splice to 140 feet of rope, are flaked on the dock, at which time I wire brush and vacuum off all the loose zinc, rust and other debris, allowing a careful visual inspection of each link. I primarily look for material loss due to rusting. Cold galvanizing — paint — is then applied. The other two rigged anchor systems get the same treatment, as do all the swivels and shackles — the latter being oversized at 3/8-inch. I have not observed more than about 10% in cross-section reduction or made any replacements.

Paul J Wall
Arcturus, Endeavour 32
Huntington Beach

↑↓IT WAS AN HONOR TO KNOW JOHN WINTERSTEEN

I have a correction to Mike Kennedy's note on the passing of John Wintersteen.

I was the chairman of the Long Beach YC's 1987 Cabo Race. We had 57 entries. On the night of the send-off dinner, I was at the podium going over last-minute instructions when Barney Flam walked up to me with a note in his hand. "Read it carefully," he said. I paused for a few minutes, as it was the sad news about John Wintersteen.

The note stated Wintersteen and crew were doing a man-overboard drill off Marina del Rey on his Santa Cruz 70 *Hotel California* when he collapsed and died. I had all 123 people at the send-off dinner stand for a minute to honor John. It was a very sad moment. We also paid tribute to him at the trophy presentation in Cabo.

It was an honor to know John.

Roby Bessent
Long Beach YC

↑↓TRAUMATIZED BY TRIG AS A TEEN

As a teenager, I was traumatized by a close encounter with calculus, and my struggles with high school trigonometry are a dismal memory. So I have some questions about the process of calculating spinnaker halyard length as described in the May *Max Ebb* article.

I greatly admire Max's skills as a sailor, navigator, engineer

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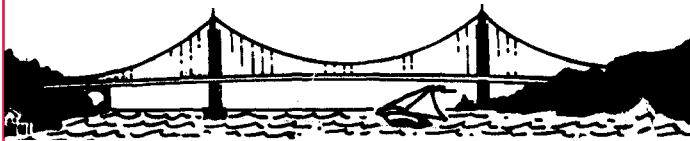
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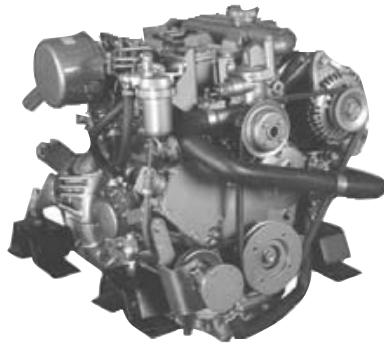
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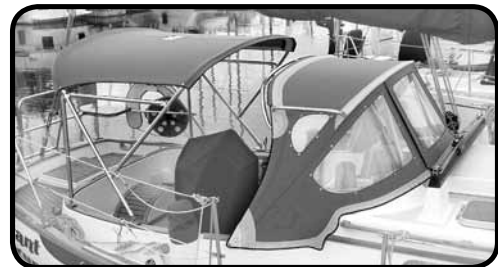
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LETTERS

and writer, so broaching this topic elicits the kind of anxiety that a snail might experience when approaching a salt pile. But here goes.

Calculating the ideal halyard length is a non-intuitive exercise, as one has to take into account the length of line needed to drop the sail to deck level while still leaving sufficient tail beyond the rope clutch/winch. Compounding the trickiness is the fact that a symmetrical chute floats at, and must be retrieved from, a point well outside the centerline of the boat.

"(The halyard) has to be as long as the square root of the mast height squared plus the sum of the quantity pole length plus spinnaker luff squared," noted the engineer."

Does this mean the square root of (mast height squared plus pole length squared plus spinnaker luff squared)? Square root of (mast height squared plus pole length (plus spinnaker luff squared)))? This might be obvious to a mathematician, something to which I shall never aspire in this lifetime. On the surface the solution resembles a Pythagorean equation, but all three sides of the triangle — mast height and length of spinnaker luff and pole — are already known values.

Is this something like a three-dimensional right triangle? Would Max be so kind as to provide a solution using hypothetical numbers?

If anyone even mentions M.C. Escher, I'm turning the page.

On another note, my sweetie, a former Coast Guard boat-swain's mate, also does 'Chinese handcuff'-type splices on cored line. When the splice is completed, he places a whipping on it, sewing one pass of twine through the heart of the splice to prevent its flogging loose when the line isn't tensioned.

Jean Ouellette
San Francisco

Jean — Here's an answer from Lee Helm:

Max always passes these questions on to me, just because he can't write clearly. I mean, like, that's what he gets for trying to use words to describe a formula; you never really know where the parentheses go, and I guess editors don't like multiple nested parens in a text stream. He should have written it like this: "... the square root of ((mast height) squared plus (the sum of the quantity pole length plus spinnaker luff) squared)."

But it reads much better as $\text{SQRT}(I^2 + (J+SL)^2)$ where SQRT is the square root function, and I and J are the usual halyard height and pole length abbreviations, and SL is spinnaker luff length. (It would be even clearer if I could just use a square root sign instead of SQRT , but we'll totally be lucky if those exponents of two come out as superscripts by the time ink hits paper.)

Anyway, Max didn't parse the words either, but even he recognized it as the hypotenuse of the right triangle formed by the mast as one side and the spinnaker streaming out from the end of the pole as the other side. So it's obviously the square root of (one side squared plus the other side squared), and Max mumbled something about "the son of the squaw of the hippopotamus being equal to the sons of the squaws of the other two hides" proving that he has, in fact, passed middle-school math.

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

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

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

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SIGHTINGS

l'hydroptère prepares for pacific run

This summer is looking like the one in which the TransPac record will be broken. The 100-ft long ultra-maxi yacht *Ragamuffin* has come from Australia to have a go at *Alfa Romeo's* monohull record, the turbo'd and lengthened ORMA 60 tri *Tritium* is gearing up to tackle the



Alain Thébault made good use of his and *l'Hydroptère's* time on San Francisco Bay.

existing multihull race record and, as you read this, the famous 'flying fish' trimaran *l'Hydroptère* will be waiting for a weather window to take on the outright speed record from Los Angeles to Honolulu.

Having recently obtained some much-needed sponsorship and funding from Parisian architect John Nouvel, it looks as if *l'Hydroptère* skipper and founder Alain Thébault may finally achieve

his dream of "flying" across an ocean on a sailboat. It's a dream that began for Thébault in 1985 with his first small-scale model of what a foiling trimaran should look like.

In 1987, with support from French sailing icon Eric Tabarly, Thébault built a one-third-scale prototype of *l'Hydroptère*, before building the real thing in 1994. Ten years later, the boat was actually sailing and breaking records, culminating in the world sailing speed record set in 2009 at an astounding 50.17 knots average speed over one nautical mile. (That record has since been smashed by *Vestas Sailrocket 2*, which now owns the record at 55.32 knots over one mile.)

This record attempt isn't just about speed and getting to Hawaii faster than any other boat in history. It's about proving that the concept of foiling not only works but is also seaworthy. Of course, now everyone and their mothers seem to be foiling — AC45s and 72s, Moths and pretty much every hot new catamaran being built rides up on the foils. Heck, in New Zealand they've already begun adapting foils to offshore racing monohulls.

But no one's ever crossed an ocean on a 100% foiling sailboat. This is Thébault's dream. And it's a dream that holds major implications for the sport that we all love. If and when *l'Hydroptère* breaks the LA-Hawaii record, nearly every ocean sailing record on the planet will be under threat. Foiling is the future and in *l'Hydroptère's* undisturbed, high-speed wake, a new generation of record-setting ocean-going boats are sure to be built.

Sailing the world's first ocean-going foiling sailboat is no small undertaking. Fortunately, Thébault has three of the best sailors on the planet to help him get his beloved boat to Hawaii in one piece: Vendée Globe veterans Yves Parlier and 'King Jean' Le Cam as well as eight-time circumnavigator and The Race veteran Jacques Vincent.

l'Hydroptère was recently re-launched in Alameda and should have sailed down the coast to Los Angeles by the time you read this. The current TransPac record is held by Bruno Peyron's maxi-cat *Commodore Explorer* at a relatively soft 5d, 9h. Expect *l'Hydroptère* to either crush the existing record or crash spectacularly! Follow their attempt at www.hydroptere.com.

— ronnie simpson

nelson's eviction leaves boats stranded

It's a common belief among Bay Area boaters that the combination of sky-high property values and strict environmental regulations would make it nearly impossible to open a new boatyard alongside San Francisco Bay these days. So the abrupt shutdown in late April of Alameda's long-established Nelson's Marine was troubling even to

continued on outside column of next sightings page

jeanne socrates

Been wondering about Jeanne Socrates, 70, who's on her third attempt at a non-stop solo circumnavigation? The intrepid British grandmother left Victoria, BC, on October 22 aboard her Najad 380 *Nereida* and is now on the final leg of her voyage, having crossed the equator on May 17. "I can't believe how slow these last few weeks have been, and how far west of my planned route I am now," she reports.

Socrates spent three months transiting the Southern Ocean before frequent calms slowed her progress. "I found myself drifting southwest (the opposite direction she was trying to go) in no wind several times . . . backward!" she says. On



The Flying Fish set a Bay speed record when she averaged 37.5 knots over one nautical mile.



on final leg

top of all that, gear failures and equipment damage have keep her busy. From a mainsail that is now only half-usable to both of her computers croaking, her trip around has been anything but a pleasure cruise.

Jeanne's next hurdle is to navigate *Nereida* past the reefs, atolls and islands scattered between Hawaii and Midway, then on to Victoria. She hopes to finish this month, which would make her the oldest woman to solo nonstop around the world, and the first woman to do so having started from North America. Keep track of her progress at www.svnereida.com.

— *ladonna*

nelson's — cont'd

boaters who've never used that yard's services.

The City of Alameda and yard owner Carl Nelson have been butting heads for months, if not years, over a variety of issues including numerous code violations, thousands of dollars of unpaid rent and thousands more in unpaid fees. But the squabble came to a head in late April, when Nelson was evicted from the property by Alameda County sheriffs. At that point, though, the city's headaches over the Alameda Point property were far from over. An estimated 200 boats were still on the property — some simply in dry storage, and others in various stages of disrepair. Nelson's departure was so sudden that absentee boat owners had not been contacted to alert them to the situation.

Although several former yard workers and at least one former customer spent days splashing as many boats as possible before sheriffs arrived with padlocks on May 10, many more are now held 'captive' within the yard's vast compound. Their owners will now have to deal

continued on outside column of next sightings page



Nicolas Baverez, Yves Parlier, Jacques Vincent, Alain Thébault, Rob Douglas and Jean Le Cam spent last summer setting records. They hope to do it again this summer.

SIGHTINGS

nelson's — cont'd

with city officials to retrieve them, but we're told that a process is being streamlined to free the stranded fleet. It's been widely reported that housing projects and other development will soon occupy the prime waterfront property, which once belonged to the Navy.

Established in the mid-'80s, Nelson's was a prominent institution within the Bay Area marine community. Its founder, the late Hal Nelson, was instrumental in bringing PHRF racing to the Bay, as both he and his son Carl were very passionate about local racing.

— andy

all kinds do the ha-ha

One of the most interesting things about the Baja Ha-Ha cruisers' rally is the wildly diverse range of people it attracts. During the 19

continued on outside column of next sightings page

summer

Grab a Sharpie and put a big circle around June 22 on your calendar, because you don't want to miss out on participating in the annual global celebration of sailing called Summer Sailstice.

Summer what? *Sailstice!* It's a play on words that simply translates as a day when sailors all over the world celebrate the joys of sailing on the closest Saturday to the summer *solstice*.

Now in its 12th year, what originally sounded like kind of a goofy idea, has now been embraced by yacht clubs, sailing schools, waterside bars and restaurants, and independent boaters from San Fran-



SPREAD LATITUDE / ANDY; INSET COURTESY MYKONOS

sailstice

cisco to St. Tropez.

The brainchild of *Latitude's* associate publisher, John Arndt, the original concept was simply to give people a good excuse to use their boats and have fun. But it's grown to be much, much more than that. By registering on the website (www.summersailstice.com) you'll be able to find out about Sailstice events in your area, and become eligible for a wide variety of prizes, including a GoPro camera, a Maxwell windlass, a North Sails backpack and a \$5,000 credit toward a bareboat charter from Footloose, in the British Virgin Islands. Such a deal!

— andy



When the band starts rockin' at Bahia Santa Maria, it's hard for spirited cruisers like Marina and Myron to stand still. They'll be back at it this year during their sixth Baja Ha-Ha.

ha-ha — cont'd

years since its inception, sailors from nearly all walks of life have participated: mainstream professions such as teachers, doctors, lawyers, firefighters, nurses, engineers and construction contractors, in addition to others with unusual professions like gold mining, race car driving and brain surgery.

Regardless of what your own background is, you can't help meeting boatloads of new friends, some of whom may become longtime cruising buddies. This year — because it's the 20th edition of this 750-mile run from San Diego to Cabo — we expect that the 500-600 participants will be a particularly colorful and spirited group. Beginning in October, we'll introduce you to the entire fleet via three monthly installments of mini-profiles.

In the meantime, we thought we'd focus this month on two couples we find particularly interesting.

Jan and Ramona Miller of the once-Santa Cruz-based *Odyssey 30 Jatimo*, began sailing in 1958. They bought this 1968 Carl Alberg-designed yawl way back in 1979 and have chalked up thousands of sea miles aboard her ever since. The couple has done two South Pacific circuits and numerous trips between the Bay Area and Mexico, but they've not yet done a Ha-Ha. Having lived at Ensenada's Marina Coral for the past three years — which they love — they're ready for another coastal cruise. So on Monday, October 28, when the starting horn sounds off Point Loma, signaling the start of Baja Ha-Ha XX, Jan and Ramona will be there with their sails trimmed for the prevailing northwest breeze, which will push them all the way to the Cape.

Our second profilees this month are Myron and Marina Eisenzimmer of the San Francisco-based *Swan 44 Mykonos*. Having done five previous Ha-Ha's (2000, '02, '06, '09 and '11), they are what the Rally Committee lovingly refers to as "repeat offenders." They bought their lovely German Frers-designed sloop new 14 years ago, and she's still going strong — and lookin' good — today. Unlike the Millers, Myron and Marina haven't been seduced by the notion of longterm cruising. They just like to spend a season enjoying the sunny climes south of the border, then return home to the Bay. This year, they plan to stay south until May.

It would be interesting to ask them how many Ha-Ha-inspired friendships they've formed over the years, as both are gregarious, and have been known to shake their tailfeathers on the open-air dance floor at the annual Bahia Santa Maria dance party.

If you're thinking of Ha-Ha'ing this year, the organizers would love to have you. Signing up online at www.baja-haha.com only takes a few minutes, but it could change your life. If you don't have your own boat, consider trolling for a ride via our online Crew List, which is constantly updated.

— andy



LATITUDE / RICHARD

Jan and Ramona strike a pose with the hand-carved trophy they won last year in their adopted home, Ensenada.



COURTESY MYKONOS

With her pedigree and sexy lines, 'Mykonos' sails like a dream.

animal crew saves bridge jumper

Bumper sticker philosophers often quip, "If you believe in coincidence, you're not paying attention." Well, nothing will get your attention faster than being in exactly the right place at exactly the right time to save someone's life.

Scott Walecka, his daughter Hilary and friend John Mizzell found themselves in that position on the afternoon of May 20 when they pulled a jumper out of San Francisco Bay. The trio had left Santa Cruz at 2 a.m. to deliver Scott's Sydney 38 *Animal* to the Bay for the start of the Spinnaker Cup at the end of that week. "It was a totally mellow trip," recalled Hilary, who will be crewing for her dad in the race. "We started out in 10 knots, but the wind dropped off so we motored the whole way."



'Animal' was on her way to the Bay for the start of late May's Spinnaker Cup to Monterey Bay.

Hilary reports that the trip was taking longer than they'd expected, so they were anxious to get tied up at St. Francis YC. Around 2 p.m., *Animal* was about a half-mile from the Golden Gate Bridge when Hilary — who has very sharp, 23-year-old eyes — spotted something drop from the Bridge near the South Tower and make a big splash. "At first I thought it was a pelican but the splash was too big," she said. "I sat there wondering if I should say something, but then asked if anyone else had seen it."

They hadn't, but a Coast Guard *pan pan* and a hovering helo confirmed Hilary's suspicions. Scott immediately headed toward the flare that had been thrown in by bridge police behind the jumper, and the crew quickly spotted him. They threw the boat's LifeSling to him and he actively pulled himself in toward the boat.

Despite his obviously broken legs, the crew were able to drag the man aboard. "He was in and out of consciousness, but he was able

to say his name was Brian, that he was from Alabama, and that he'd jumped with his dog," Hilary said. "We never saw a dog."

After the crew pulled him aboard, *Animal* beat feet for Station Golden Gate in Horseshoe Cove. Along the way, a Coast Guardsman came aboard *Animal* to help with the transfer of the man. "He warned me that it was quite possible the man had internal injuries," Hilary noted. As this issue went to press, there were no further updates on the man's condition.

Though the Bridge's cheerleaders understandably don't want to publicize it, the iconic structure is one of the world's most popular suicide destinations, and about one person a month decides to take his/her life by jumping from it. It's such an issue that it's not only the bridge police who monitor 'suspicious' pedestrians.

Latitude's Publisher and this writer have both been cautiously approached by individuals worried about our mental health when we were simply waiting for boats to sail under the '*Latitude* helicopter'. This is a heartwarming testimonial to the caring nature of the human species.

Big, huge kudos to the *Animal* crew for their heroic actions. Whether their being in the exact right place after a tiring 12-hour motor was coincidence or providence, we think it deserves serious attention.

— ladonna

la vie vivante

Who is that, port aft-on the Volvo 60 *Cuba Libre*? That would be our friend Marie-Claude Dubin. She started the Voiles de St. Barth regatta on the women's team *J/Boat*, but jumped ship after one race. "They wanted me to take photos instead of doing any of the real jobs," she sniffed dismissively as only the French can do.

So Marie-Claude starting walking the docks looking for another ride. She got one right away on *Cuba Libre*.

"Have you done the runners before," they asked.

"No," she replied, "but I can do it."

"All right," they said, "but you're go-



LATITUDE / RICHARD

Marie-Claude dancing with 'boy toy' Don Antonio of the Ponderosa, famous for having danced on stage for the Stones and Bob Marley.



COURTESY ANIMAL



"It was totally lucky we were right there," says Hilary Walecka.

à la poignée

ing to be the one keeping the mast from falling down."

Marie-Claude wasn't intimidated by the assignment. In fact, the lifelong war correspondent isn't afraid of anything and thrives on challenges.

"I've covered every significant war in the world since Vietnam," she explains. "Asia, Africa, the Middle East, I covered them all. I was one of just two journalists who was there to cover Rwanda. Now they want me to do 52 one-hour television shows about all the wars I've covered."

Marie-Claude also writes about all

continued in middle column of next sightings page

starship — 340 miles to the gallon

Having crewed aboard *Profligate* on Banderas Bay one day, we'd like to submit a review of the Pacific Puddle Jump we just finished aboard our Victoria, BC-based Islander 36 *Starship* in the hope it might be of some help to those who follow in our wake.

First, a few facts. We had three onboard, with Jonathan Busby as crew. We departed Punta Mita, Mexico on March 24, crossed the equator at 127° 50.745' W, and arrived at Hiva Oa in the Marquesas on April 16. That means we covered the 2,890 miles in 24 days. We used our engine for just 8.5 hours, burning just 4.5 gallons of fuel. Our best 24 hours was 158 miles, our worst was just 67. The most wind we saw was 30 knots.

In terms of wind, we had a great crossing. There were some light days, as is common, getting away from the coast of Mexico, but there was still enough wind for us to point in the right direction. This was mostly luck, as people who left a week later than we did experienced up to five days of dead calm!

continued on outside column of next sightings page



War correspondent Marie-Claude wasn't the least bit intimidated by handling the runners on a Volvo 60 in the Voiles de St. Barth.

SIGHTINGS

starship — cont'd

The highest wind we experienced on the whole crossing was about 30 knots during a squall. Our average wind speed was about 15 knots.

Our low engine hours were a function of the great wind and the fact that our 270 watts of solar panels meant we didn't have to use the engine to charge our batteries. We were very pleased by the fact we rarely had to use the engine because *Starship's* fuel capacity is just 50 gallons.

Keeping the battery charged was initially a big concern, as we weren't sure how much of a shadow our sails would cast on the solar panels. Since we were so close to the equator, it worked out that the solar panels were unobstructed most of the time. So even with Anne-Marie being net control for the Puddle Jump radio net — a power-draining job — we were able to keep our batteries well charged.

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la vie vivante

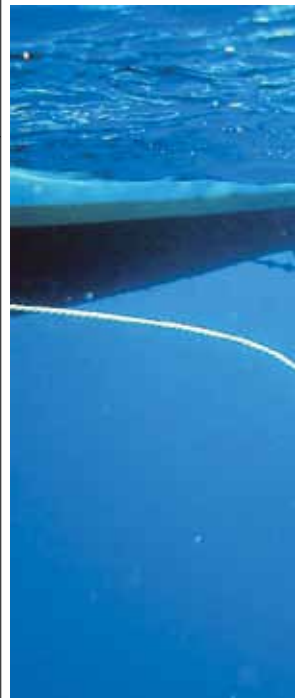
kinds of other adventuring, such as trips to the South Pole and the North Pole, and skiing in Greenland and other unusual places.

The thing about being a war correspondent is that while there is a good chance you'll get killed and you live in constant chaos and discomfort, you get paid really well. Marie-Claude owns a beautiful little compound in St. Barth, a house in the French Alps, and another home in some other cool place.

What separates Marie-Claude from most other women is not only that she's



Ann-Marie, Chris and Jonathan used just 4.5 gallons of fuel and 45 gallons of water during their Puddle Jump. The clothes hanging from the lifelines were washed in saltwater with no fresh water rinse. Saltwater showers and the occasional swim helped keep the sailors clean.



— cont'd

fearless, but that she has endless enthusiasm and energy. For example, there's always a lot of music in St. Barth. But we never heard music and saw Marie-Claude at the same time when she wasn't either dancing or getting up to play her shakers and sing with the band. And she'd go on for hours.

Marie-Claude, the woman who did the runners on the Volvo 60 in the breezy Voiles, and who doesn't want to miss out on any bit of life, is 66.

— richard

**starship — cont'd**

We had a water capacity of 156 gallons, 56 of them in jerry cans. Yet we were astonished to find that the three of us used just 45 gallons in 24 days. In fact, our low use became somewhat of a legend in Hiva Oa, with people coming up to us and asking, "Did you really only use 45 gallons of water on the crossing?!" That works out to about 0.6 gallons per person per day for drinking and cooking.

Here are the main factors that allowed us to achieve such a low consumption rate: Saltwater faucets in the head and galley. Hands and dishes washed in saltwater. Teeth brushing using a shot glass to minimize wasted water (2-3 shots of fresh water per person teeth brushing). Saltwater showers using a bucket in the cockpit with no fresh water rinse. This is how we always shower anyway, usually by diving in instead of using the bucket.

Hand-washed our laundry in the bucket with salt water only, no fresh rinse. We were very pleasantly surprised how well that worked out; we could hardly tell the difference compared to fresh water-cleaned laundry.

Jonathan would put the juices from canned goods (such as corn) to other uses, such as boiling pasta. Other than the above means to save water, there were no restrictions on how much people drank.

Now for the fun stuff — what broke on our crossing:

One of the two bolts on the starboard side of the bimini hand rail snapped, leaving the handrail and solar panels drooping precariously. Luckily no one was hanging on for dear life when it happened, and it was quickly repaired. The bolt that broke is right where we always get onto and off the boat, so it was probably overworked for years.

The bow running light. It had always been precariously mounted on the bow pulpit, and it was finally knocked overboard by a sail.

The spinnaker was totally shredded by a nighttime squall. It will almost surely be prohibitively expensive to repair, so we'll probably just throw it out. It was a 'luxury' sail anyway.

The mast collar was sheared off the deck during the same squall that shredded the spinnaker. We believe it was a result of using our whisker pole as the spinnaker tack point, putting undue stresses onto the bottom of the mast. This has since been repaired.

We had a standard car stereo, which finally gave up the ghost. Luckily I was right beside it when it started to smoke!

Our Harken Cruising I Roller Furling broke while we were trying to bring in the 155% jib. It might be a little too much sail for that unit. It was easy to repair and I believe it's stronger than before.

We hope everyone else had as good a crossing as we did.

— chris fox

corinthian women rock the helm

"I was terrified!" exclaimed Alexandra Morgan. "Saturday morning, I was so frightened that my husband was very concerned." Morgan was leaving the house to pick up her friend and fellow student Holly Gardner on the way to the Corinthian Women's Sailing Seminar held at Corinthian YC on the sunny weekend of May 18-19. Gardner had taken the class the previous year; Morgan had never been on a sailboat before, but the seminar was her 47th birthday present to herself.

The Women's Sailing Seminar includes two days of classroom instruction in the morning, followed by sailing in the afternoon. All organizers and instructors are volunteers, and club members and other local sailors supply the boats.

"Taking the helm is not intuitive for me," said Carol Bowden, but she signed up because she enjoys boats. She'd only been sailing a couple of times before. "I'm learning a lot, but I'm hoping I get enough time to sail afterward to apply what I learn. A course once a month would help." The wind was light — even too light — on Saturday, and Bowden did fine on the wheel of a Beneteau 36. On the second day,

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SIGHTINGS

women — cont'd

she was nervous because the wind was up. "We found 10-12 knots in Richardson Bay. I got through it and became more comfortable."

Cat Smith found that she likes to drive. "When I've gone sailing in the past I've been like Cleopatra on the Nile," she said, "being handed food and drinks and not touching anything." Over the weekend,



"The rabbit runs around the tree..."

Smith's friend Karen Aiken began feeling comfortable at the helm. Her motivation to take the seminar: "I'm in charge of Sausalito YC's Sister City relationship with Cascais, Portugal. Their youth sailing club will have an exchange with our youth sailors. I figured I needed to know something about sailing." SYC is sponsoring the ROFF Cascais Sailing Team from Clube Naval de Cascais in the Red Bull Youth America's Cup.

Kara Hugglestone, who grew up cruising on Chesapeake Bay, was the most experienced sailor we talked to. "I wanted to hone my skills because we're looking to buy a boat. For those like me in need of a little refresher,

this is a perfect option. There is something special about training in a female environment — it's more nurturing. The caliber of instructors is impressive, and their entertaining delivery makes it equal parts education and fun.

"I'd lost touch with sailing for a while," said Hugglestone, "and then, after moving to San Francisco, I fell in with some serious racers. Given their technical skills, it was often easier to just stay out of the way. I'm happy to say that after completing day two I'm now much more confident. I was rocking the tiller Sunday!"

John Dodge, Hugglestone's skipper on his Pearson 10M *Windhover*, explained: "Our regular headsail was damaged, so we had a storm jib up. The upwind groove was really narrow, about three degrees. And Kara held it in the groove for 10 minutes. I was quite impressed. We were doing 6.5 knots upwind."

Johanna Corvello was the instructor on *Windhover*, although this is only her third year sailing. The first year, she chartered with friends. "I got to drive a lot," she said. The second year was spent daysailing and racing, plus she took the seminar as a student. "I've sailed on a huge variety of boats out of harbors from around the Bay. Each skipper used different jargon, and the class helped me with the language." Now she's a regular Friday night racer. The new CYC member also raised more than \$28,000 in donations from sponsors for the seminar.

And how did the frightened Alexandra Morgan fare? "I was recently diagnosed with multiple sclerosis, after battling lupus for years," she explained. "My balance and coordination are affected. I've worked with physical therapy and Pilates, which has helped, but I sat there in the Saturday morning class overwhelmed by the new vocabulary. During lunch, I thought I was going to throw up." Her face lit up as she continued. "Well, not only did I helm the boat, I stood up at that wheel for 25 minutes. We had a fabulous afternoon — and my telltales were straight! This has been amazing."

— chris

chichester circumnavigation redux

Everything old is new again, or so the saying goes. And the local Laser fleet is resurrecting an old race that hasn't run for so long that it's practically new.

The 23rd running of the Sir Francis Chichester Memorial Circum-

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british sailor

An experienced 38-year-old British sailor crossing from Osaka, Japan — where he'd been working for the last three years — to Hawaii, with plans to continue on to Southampton, UK, reportedly fell overboard the night of April 27 about 575 miles west of Midway Atoll. Luke Stimson's fiancée, Laura Vernon, contacted authorities via sat phone after Stimson fell overboard — conscious and wearing



Spread: Let's hear it for the girls! Inset: A student gets hands-on instruction on tying a cleat hitch.

lost overboard

a PFD — in 25-knot winds and 6-ft seas. According to news reports, Vernon was an inexperienced sailor and could only watch as the 38-ft *Jonetsu* sailed away from Stimson. She was rescued by a Navy helo the next morning.

An intense 50-hour search of the area turned up no signs of Stimson. It's unknown how Stimson fell overboard.

— *ladonna*

chichester — cont'd

navigation — a trip around Alameda for Lasers and Bytes — was last held in 1995. After an 18-year hiatus, the Chichester will be held once again, this time on June 22 as part of the Summer Sailstice celebration at Encinal YC.

The race requires sailors to circumnavigate Alameda Island in whatever direction they choose, and to pass under four low bridges without having them raised. "Sailors have tried lifting their masts out, while others have tried sailing while heeled at an extreme angle," says the secretary of Laser District 24. "And snowshoes are strictly

continued on outside column of next sightings page



SPREAD: GEORGE ELLISON; INSETS: JOHANNA CORVELLO

SIGHTINGS

chichester — cont'd

forbidden."

The gentleman, who prefers to remain unnamed, spent some time in the *Latitude* archives recently, digging up as much as he could on the race, which seemed to have fallen off the club's racing radar for reasons no one knows (or will admit to). "Morgan Larson won the 1990 Chichester in 2h, 43m going clockwise," he notes. "We think that's a record but Morgan won't confirm it."

Larson is contemplating joining the race again this year, along with fellow race veteran Commodore Tompkins, who sailed in it several times. "On one occasion, I used an old-fashioned sailboard," Tompkins recalls. "As I sailed along in third place toward the first bridge, I conceived the notion of lashing the tiller loosely amidships, standing

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holy exploding

Lead acid batteries are used as starting and house batteries on many boats and they usually work very well. But on rare occasions they explode while being charged. And they can explode with such force that they blow the top right off the battery case. Explosions can result in fires, and fires are never good on a boat.

Hydrogen and oxygen gases are produced when batteries are charged. Many lead acid explosions are believed to occur when the electrolyte level gets below the level of the plates, which would allow

The battery in 'Radar House' (spread) was topped off weekly, while the ones on 'Polaris' were rarely checked. Baking soda neutralized the battery acid in both cases.



SPREAD COURTESY RADAR HOUSE; INSET SHELDON EIRICKSON

batteries, batman!

for hydrogen and oxygen to accumulate. When the battery is engaged, it may create a spark that ignites the accumulated hydrogen, and the oxygen feeds the fire.

Two things that can be done to reduce the chance of an explosion are: 1) make sure there is plenty of ventilation around the battery to keep hydrogen and oxygen from accumulating, and 2) make sure the electrolyte is kept at the proper level.

Be sure to read this month's *Letters* for more stories of exploding batteries.

— richard



chichester — cont'd

on the foredeck and lifting the entire rig out, one hand on the mast and another on the boom. Adroit balancing and not too much wind allowed passage under the bridge with no difficulty. I emerged from the first bridge in first place.

"The swimmers [other racers] I had passed noticed my maneuver and attempted to copy it at the next bridge. I think Scott Easom was lying second at that point. Anyway, what the swimmers could not see was the lashed tiller, which kept the little yacht more or less on course.

"Upon clearing the second bridge, I had the infinite satisfaction of hearing a curse behind me, followed by the unmistakable sound of a Laser crashing into the concrete bridge foundation, closely followed by the sound of Scott falling in the water. Evidently the lashing was of primary importance. After the bridges I had a substantial lead over second place; third was a non-factor!

"Sadly for me, Scott was a far more polished Laser sailor than me, and overcame my large lead to pass me at the windward end of Alameda. On this day, I garnered only second, going the wrong way, of course!"

As much fun as the race would be to sail, it might be just as much fun to watch how the racers traverse the course. "Perhaps the best view will be the start at Encinal, where you can also attend Sailstice," says the organizer. "A vantage point near the bridges might also be entertaining, or you can watch from the water."

For more on the race, go to www.laser.org and follow the links to the District 24 Regatta Schedule, then watch *Sightings* for a full report.

— ladonna



This poster for the second edition of the race is glued to Commodore Tompkins laundry room door.

NANCY TOMPKINS

transpac sneak peek

"TransPac 2013 is shaping up to be one of the great races," says Dave Cort of the Transpacific YC. "We could see challenges to both the monohull record and the multihull record. A quarter of the 60 boats registered are international entries, including six from Japan alone."

Dave's right. This race is shaping up to be one of the good ones. One of those above mentioned boats from Japan, *Beecom*, just arrived in Richmond to prepare what could be a very interesting campaign. The former Audi Medcup TP52 is one of the baddest, sleekest monohulls in the world and there's a lot of funny talkers from down under aboard, so this should be a fun boat to watch.

Speaking of Down Under, Syd Fischer's ultra-maxi *Ragamuffin* 100 has made the journey from Australia to challenge *Alfa Romeo II*'s 2009 Transpac record of 5d, 14h. The custom Elliott 100 placed second in last year's Rolex Sydney Hobart Race, so barring any problems, she should be a near shoe-in to best 2011 line-honors winner *Wizard*.

The R/P 74 formerly known as *Bella Mente* is back to defend her crown, as is 2011 overall winner *Grand Illusion*. The always well-sailed Santa Cruz 70 is just one of five traditional sleds that will duke it out over the 2,225-mile course from Point Fermin in Long Beach to Diamond Head Light in Honolulu. In addition to a strong showing of sleds, there are nine Santa Cruz 50 and 52s, once again demonstrating the already ageless nature of this upcoming race.

Two of the more high-profile boats in the race are Giovanni Soldini's turbo Volvo 70 *Maserati*, which recently crushed the Gold Rush record

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transpac — cont'd

from New York to San Francisco, and John Sangmeister's modified ORMA 60 *Tritium*. The trimaran was modified with lengthened amas and reinforced cross beams to serve as Artemis' 72-ft test bed for their first big wing sail. Now carrying a more traditional rig and soft sails, the tricked-out tri looks to beat Frenchman Bruno Peyron's standing multihull record of 5d, 9h, set in 1997 with his 86-ft cat *Commodore Explorer*. Sailing with a crew consisting of living legends like Gino Morelli (the designer), American multihull god and The Race vet Cam Lewis, eight-time circumnavigator Jacques Vincent (of *l'Hydroptère*) and four-time 505 World Champ Howie Hamlin, skipper John Sangmeister (a two-time America's Cup vet himself) may have found the right combination of skipper, boat and crew to sail to Hawaii faster than any other boat in history.

With possibly the coolest collection of ocean-racing hardware in a generation and many of the world's top sailors traveling to California to take a shot at the West Coast's most prestigious crown, this race truly is shaping up to be one of the great races. Look for a full 2013 TransPac preview in the July issue of *Latitude 38*, profiling these boats and more, including a strong contingent of Bay Area teams. Get the mai tais ready, TransPac is right around the corner!

— ronnie simpson

charging up for the delta doo dah

The Delta Doo Dah was created to encourage sailors to explore the San Joaquin-Sacramento River Delta. Over the years, we've helped hundreds of Bay Area sailors revel in the Delta's sizzling heat after battling through the Bay's bone-chilling winds to get there.

Though the structure of the event has changed — open and free to all, whenever and wherever you like — the intent remains the same: Help folks explore their own backyard. To that end, the Doo Dah website offers a boatload of information on cruising the winding waterways of the Delta, including a forum which anyone is welcome to read. Of course, most topics have been thoroughly covered over the years, so be sure to search your topic for the most comprehensive answers.

If your yacht club is planning a Delta cruise this summer, be sure all your members also register for the Doo Dah at www.deltadoodah.com. Select marinas along the way are offering substantial discounts to official entries. And it's not too late to enter! Registration doesn't close until August 30.

But the one thing that Delta cruisers have been missing is an up-to-date cruising guide. Oh, sure, you could pull out the late, great Hal Schell's dusty old *Cruising California's Delta*, but experience has shown that many of spots Schell recommends are no longer accessible to keel boats.

Enter Bill and Cindy Corp, longtime Sacramento residents who currently live on their houseboat. Bill spent six years compiling the data for his book *The Sacramento River Boating Guide*, and he and

Cindy took the time to speak to Doo Dah'ers at last month's Kick-Off Party at Berkeley YC. "I call him Hal Schell on the half shell," laughed Cindy.

Bill's excellent guide covers the Sacramento River from Rio Vista to Knights Landing, and works for both species of boater — power and sail — though not all of the areas are accessible to sailboats. The book offers insight into each area's history, as well as suggestions

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cover option #2

Every month, the editorial team has the tough job of selecting the next month's cover. We knew we would use one of Erik Simonson's great shots of the Great Vallejo Race for the June issue but we were divided on which one. The winning cover is action-packed and splashy — always the Publisher's favorite type of cover — while the one on the right is more mellow but really exemplifies the Vallejo Race. Which would you have picked?

— ladonna



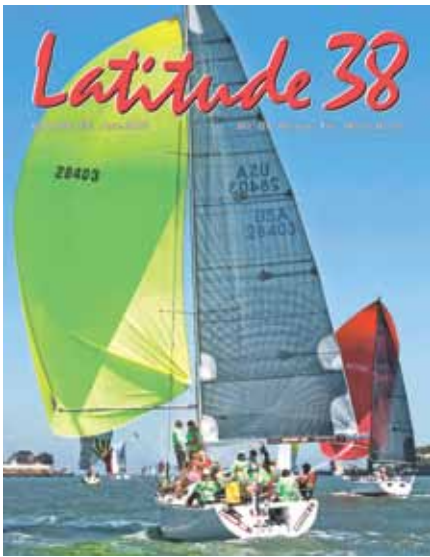
The Potter Yachters enjoyed an early Delta cruise last month, with 20 boats — including four late-'60s models — joining the overnighter.



Cindy and Bill Corp wrote the book on cruising the Sacramento River.

LATITUDE / LADONNA

ERIK SIMONSON / WWW.PRESSURE-DROP.US



delta — cont'd

for anchoring, fishing, drinking and eating. What more could a Delta sailor need?

Well, more Delta cruising guides, for one! Luckily, Bill plans on providing at least two more guides to popular Delta cruising spots. We'll announce those as soon as they're published, but in the meantime, you can pick up *The Sacramento River Boating Guide* on Amazon, at any number of Delta marine businesses, or at Bill's site www.sacboating.com. (Contact Bill through his site if you'd like him to speak at your club's next function.)

If you've never cruised the Delta before, what are you waiting for? See you up there!

— *ladonna*



'Ramblin' Rose's skipper stands watch.



PHOTOS: GOOSE GOSSMAN