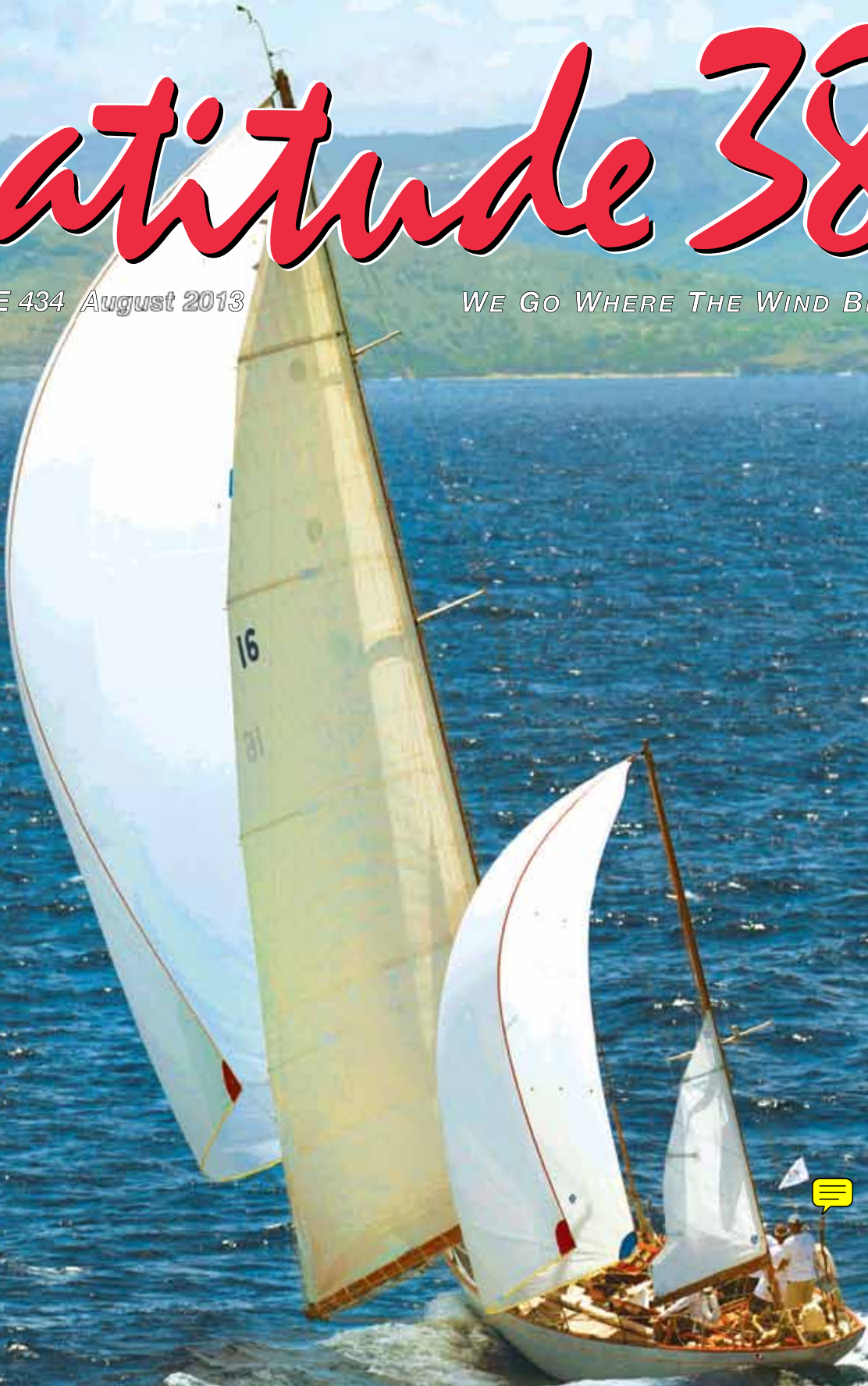


Latitude 38

# Latitude 38

VOLUME 434 August 2013

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AUGUST 2013

VOLUME 434



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# Great Old Boats...

A whole lot of great old boats get together once a year for the Master Mariners Regatta.

But just because a boat is old doesn't mean it can't go. Kersey Clausen's Hurricane, *Random*, launched in 1955, won her class in this year's Master Mariners Regatta with a new suit of Pineapple Sails. Tim Muri-son's Pineapple powered Island Clipper, *Bolero*, built in 1946, won the Dead Eye Trophy for the fastest elapsed time of all the classes on her course. And Bill Claussen's Bird *Curlew* was built way back in 1922 and is still showing her winning ways with our sails.

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*Random\**



*Bolero\**



*Curlew\**

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Cover: Looking as pretty as the day she was launched in 1929, the S&S yawl *Dorada* charges for the TransPac finish at Diamond Head. She corrected out to take first overall.

Photo: Sharon Green / [www.ultimatesailing.com](http://www.ultimatesailing.com)

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

## BENETEAU SAIL

## AT OUR DOCKS



46



30



41

*Sense* 43 46 50 55    **FIRST** 20 25 30 35 40 45    *Oceanis* 31 34 37 41 45 48 50 55

## BENETEAU POWER

## AT OUR DOCKS



SWIFT TRAWLER 50



SWIFT TRAWLER 34



SWIFT TRAWLER 44

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450



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OCEANIS 423	2004	\$175,000
OCEANIS 423	2004	\$175,000
FIRST 40.7	2001	\$149,000
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HALLBERG-RASSY 37	2007	\$299,000
CATALINA 36	1989	\$47,500
CATALINA 36	1996	\$66,000

ISLANDER 36	1972	\$39,995
1D35	2000	\$60,000
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ALERION EXPRESS 28	2011	\$124,000
ALERION EXPRESS 28	2008	\$97,000

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COBALT 263	2002	\$59,000

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**New Oceanis 37** available at Tradewinds Sailing Club

**New Sense 33** available at Modern Sailing Club

## NEW BOAT ARRIVALS

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- Beneteau 41 just arrived from the factory
- Swift Trawler 50 here for Oracle Team USA Hospitality Vessel
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- Beneteau First 25 arrives from France!

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# Latitude 38

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

Directions to our office..... press 4  
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**28' Alerion Express**  
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How well maintained are the boats?

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Can I take boats out the Gate?

Is there a variety of boats?

What if I want to try powerboats?

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# CALENDAR

## Non-Race

**Aug. 1** — America's Cup 34 Cupdate & Red Bull Internationals talk by Tom Ehman, Team Oracle USA and AYSF at Corinthian YC, 7 p.m. Free, RSVP required. Info, [www.cyc.org](http://www.cyc.org) or (415) 435-4771.

**Aug. 1, 22, 24, 29, 31** — Sail aboard San Francisco Maritime National Historic Park's scow schooner *Alma*. Learn the Bay's history on this 3-hour voyage, leaving Hyde St. Pier at 1 p.m. \$40 adults, \$20 kids 6-15. Info, [www.nps.gov/safr](http://www.nps.gov/safr).

**Aug. 1-Sept. 29** — Built for Speed exhibit at the California Academy of Sciences. Find out what it takes to be swift in the sea, from AC72s to sailfish. Info, [www.calacademy.org](http://www.calacademy.org).

**Aug. 1-Oct. 13** — Impressionists on the Water, an exhibit of boating-inspired art by Monet, Pissarro, Renoir, Signac and others at the Legion of Honor. Info, [www.legionofhonor.org](http://www.legionofhonor.org).

**Aug. 1-Nov. 30** — America's Cup & Historic Racing on San Francisco Bay exhibit at the Maritime Museum, 10 a.m.-4 p.m. Includes historic boats, historic and modern photos, and a rare model of *America*. Open daily with museum admission. Info, [www.maritime.org](http://www.maritime.org) or (415) 447-5000.

**Aug. 2, 23, 30** — Sunset Sail aboard the schooner *Seaward* in Sausalito, 6-8 p.m. \$50. Info, [www.callofthesea.org](http://www.callofthesea.org).

**Aug. 2-4** — Beneteau Owners Rendezvous at Catalina's Two Harbors. Info, [www.scyachts.com](http://www.scyachts.com).

**Aug. 3** — Maritime Day Celebration & Flea Market at Galilee Harbor in Sausalito, 8 a.m.-6 p.m. Info, (415) 332-8554 or [www.galileeharbor.org](http://www.galileeharbor.org).

**Aug. 3** — Tropical Caribbean Party at Aeolian YC in Alameda, 3 p.m. Open to everyone, call for berthing. Info, [www.aeolianyc.com](http://www.aeolianyc.com).

**Aug. 3** — Petaluma Music Festival. Info, [www.petalumamusicfestival.org](http://www.petalumamusicfestival.org).

**Aug. 3** — Chantey Sing aboard a historic vessel at Hyde St. Pier, 8 p.m.-12 a.m. Free. RSVP to [peter\\_kasin@nps.gov](mailto:peter_kasin@nps.gov).

**Aug. 4-25** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Aug. 6** — America's Cup photo exhibit reception by Stuart Kiehl at The Depot Gallery in Mill Valley, 6-7 p.m. Exhibit runs August 1-30. Info, (415) 383-2665.

**Aug. 8** — Are you a single boatowner needing crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, [www.singlesailors.org](http://www.singlesailors.org) or (510) 239-7245.

**Aug. 9-11** — 26th Annual Metal Boat Festival in Anacortes, WA. Info, [www.metalboatsociety.org](http://www.metalboatsociety.org).

**Aug. 10** — USCGA Suddenly in Command class at San Jose West Marine, 10 a.m.-2 p.m. \$15. Info, (408) 246-1147.

**Aug. 10** — Spaulding Wooden Boat Center open house in Sausalito, 11 a.m.-3 p.m. BBQ and free boat rides! Info, [www.spauldingcenter.org](http://www.spauldingcenter.org).

**Aug. 10** — Capstan demonstration aboard *Balclutha* at Hyde St. Pier, 11-11:30 a.m. Vessel admission (\$5, under 16 free). Info, (415) 447-5000.

**Aug. 10** — Canal Challenge to the Crossroads, a fun sail-in to Terrapin Crossroads restaurant in San Rafael. Proceeds from lunch will go to the SEA Youth Program. \$20-40 for boat rentals. Info, [www.sfsailing.org](http://www.sfsailing.org).

**Aug. 11** — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**Aug. 17** — Heritage Day at China Camp. Info, [www.friends-ofchinacamp.org](http://www.friends-ofchinacamp.org).

**Aug. 17, 1965** — The 13.5-ft *Tinkerbelle* became the smallest boat to sail nonstop across the Atlantic after Robert Manry spent 78 days sailing from Falmouth, MA to Falmouth,

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Catalina 380, 1998.....	<b>REDUCED!</b> 119,000
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Catalina 36, 1994.....	74,500
Catalina 36, 1983.....	<b>REDUCED!</b> 51,000
Catalina 34, 1989.....	47,500
Catalina 34, 1986.....	49,950
Catalina 34, 1986.....	<b>NEW LISTING!</b> 49,900

Catalina 310, 2001.....	62,900
Catalina 309, 2009.....	93,500
Catalina 30, 1989.....	<b>NEW LISTING!</b> 37,900
Catalina 30, 1984.....	30,000
Catalina 28 MkII, 1997.....	35,000
Catalina 250, 2005.....	<b>NEW LISTING!</b> 23,900
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Hunter Legend 37, 1987.....	49,000
O'Day 34, 1982.....	32,000
Ericson 32, 1970.....	<b>REDUCED!</b> 26,900
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Pearson 303, 1985.....	<b>NEW LISTING!</b> 29,500
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Ranger 25 Tug, 2010.....	<b>NEW LISTING!</b> 105,000
Ranger 25 Tug, 2009, includes trailer.....	105,000
Ranger 21 Tug, 2008.....	<b>NEW LISTING!</b> 39,000
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## CALENDAR

Cornwall.

**Aug. 17** — Beginning Chantey Singing Workshop, 2-3:30 p.m. aboard *Balclutha* at Hyde Street Pier. Fee-free day! RSVP required: [peter\\_kasin@nps.gov](mailto:peter_kasin@nps.gov) or (415) 561-7171.

**Aug. 18-21** — 12th International Sailing Summit, a networking event for the sailing industry, at St. Francis YC. Info, [www.sailamerica.com/sailing-summit.asp](http://www.sailamerica.com/sailing-summit.asp).

**Aug. 20** — Sail under the full moon on a Tuesday night.

**Aug. 21, 1851** — The clipper ship *Flying Cloud* set the New York-San Francisco record with an 89d, 21h passage.

**Aug. 22** — Boatrides & Barbecues fundraiser for Cass Gidley Marina & Sausalito Community Boating Center at Dunphy Park, 4:30-6:30 p.m. Free boat rides, music & BBQ. Info, [www.cassgidley.org](http://www.cassgidley.org).

**Aug. 31** — Nautical Flea Market at Vallejo YC, 8 a.m.-3 p.m. "If it's legal, sell it!" Info, [www.vyc.org](http://www.vyc.org) or (707) 643-1254.

**Aug. 31** — Maritime Crafts for Kids at SF Maritime National Historical Park's Hyde St. Pier, 3-4 p.m. Free. Info, [john\\_cunnane@nps.gov](mailto:john_cunnane@nps.gov) or (415) 447-5000.

**August, 1983** — It Was Thirty Years Ago, from John Neal's article 'Milk Run: Tonga':

A beautiful nearby island you're sure to want to visit is Pangaimotu, which is connected to Vava'u by a causeway. Years ago a High Chief by the name of Vuna built a house on stilts over the water. He was one of Vava'u's famous 'handsome men', and like a lot of old-time Hollywood producers, could only have his vanity and lust satisfied by a never-ending stream of beautiful virgins.

Vuna has been dead for a long time now, but the handsome men remain; so watch your daughters!

**Aug. 31-Sept. 2** — Check out Jim DeWitt's America's Cup art at the Sausalito Art Festival. Info, [www.sausalitoartfestival.org](http://www.sausalitoartfestival.org).



**Jim DeWitt will not only be a featured artist at the Sausalito Art Festival, but one of his paintings will serve as poster art for the event.**

[CrewParty/CrewParty.html](http://CrewParty/CrewParty.html).

**Sept. 5** — Setting the Land Speed Sailing World Record presentation by Richard Jenkins at Corinthian YC, 7 p.m. Free. RSVP at [www.cyc.org](http://www.cyc.org) or (415) 435-4771.

**Sept. 6-8** — 37th Annual Wooden Boat Festival in Port Townsend, WA. "The Woodstock for wooden boat lovers." Info, [www.woodenboat.org](http://www.woodenboat.org).

**Sept. 11-15** — Lake Union Boats Afloat Show in Seattle. Info, [www.boatsafloatshow.com](http://www.boatsafloatshow.com).

**Sept. 14** — Sea Music Festival on the Pier at SF Maritime National Historic Park, 9:30 a.m.-5:30 p.m. Two stages on Hyde Street Pier will feature music from around the world. Music is free; vessel admission, \$5. Info, (415) 447-5000.

**Oct. 27-Nov. 9** — Baja Ha-Ha XX Cruisers Rally starts from San Diego! Info, [www.baja-haha.com](http://www.baja-haha.com).



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## CALENDAR

### Racing

**Aug. 1-30** — The Louis Vuitton Cup, the America's Cup Challenger Series, will whittle down the competition for the final blowout in September. Info, [www.americascup.com](http://www.americascup.com).

**Aug. 3** — YRA Series Race 3. RYC, [www.yra.org](http://www.yra.org).

**Aug. 3** — Jerry O'Grady Singlehanded Race. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Aug. 3** — Moseley Regatta. TYC, [www.tyc.org](http://www.tyc.org).

**Aug. 3-4** — Phyllis Kleinman Swiftsure Regatta. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Aug. 3-4** — J/24 Western Regionals. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Aug. 3-4** — Santanarama. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Aug. 3-11** — El Toro NAs in Kaneohe Bay, HI. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**Aug. 4** — YRA WBRA #6. Info, [www.yra.org](http://www.yra.org).

**Aug. 4** — Singlehanded Race on South Lake Tahoe. LT-WYC, [www.tahoewindjammers.com](http://www.tahoewindjammers.com).

**Aug. 5-9** — International 110 Nationals. Inverness YC, [www.invernessyachtclub.org](http://www.invernessyachtclub.org).

**Aug. 10** — YRA OYRA SF Approach. RYC, [www.yra.org](http://www.yra.org).

**Aug. 10** — Dinghy Delta Ditch on the Sacramento River. LWSC, [www.lwsailing.org](http://www.lwsailing.org).

**Aug. 10** — Shaw Island Classic, a navigational challenge around the Puget Sound island for PHRF, multis and cruising boats. Info, [www.sjityc.com](http://www.sjityc.com).

**Aug. 10-11** — BAYS #4 at San Francisco YC for Optis, Lasers, 420s & FJs. PYSF, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

**Aug. 10-11** — West Marine Fun Regatta in Santa Cruz. SCYC, [www.scyc.org](http://www.scyc.org).

**Aug. 11** — Estuary Race. AYC, [www.alamedayachtclub.org](http://www.alamedayachtclub.org).

**Aug. 11** — Tri-Island Race #3. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Aug. 17** — Singlehanded Sailing Society's Half Moon Bay Race. Info, [www.sfbayss.org](http://www.sfbayss.org).

**Aug. 16** — 5th Annual Zongo Yachting Cup, a 20-mile fun race from Morro Bay to Avila Beach with two classes: PHRF and Cruising. Followed by a massive party/concert. Info, [zongocup5.eventbrite.com](http://zongocup5.eventbrite.com).

**Aug. 17** — YRA-WBRA #6. SYC, [www.yra.org](http://www.yra.org).

**Aug. 17** — Summer Keel. SFYC, [www.sfyc.org](http://www.sfyc.org).

**Aug. 17** — Lawler Cup Regatta from Marin YC to China Camp for Heritage Day. Youth and adults compete on Picos and Catalinas (no adult has ever won!). Potluck after. SEA, [www.sfsailing.org](http://www.sfsailing.org).

**Aug. 17** — Summer #5. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Aug. 17** — North Bay Challenge #5. VYC, [www.vyc.org](http://www.vyc.org).

**Aug. 17** — Small Boat Summer #2. EYC, [www.encinal.org](http://www.encinal.org).

**Aug. 18** — Baxter/Judson #5. PresYC, [www.presidioyachtclub.org](http://www.presidioyachtclub.org).

**Aug. 18** — Gracie & George Regatta, a co-ed doublehanded race featuring 'Gracie' on the helm. EYC, [www.encinal.org](http://www.encinal.org).

**Aug. 18** — Jack & Jill Race. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Aug. 19-21** — Heavy Weather Laser Slalom. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Aug. 24** — H.O. Lind #5-6. TYC, [www.tyc.org](http://www.tyc.org).

**Aug. 24** — Double Angle Race, from Monterey or Santa Cruz to Moss Landing. Info, [www.elkhornyc.com](http://www.elkhornyc.com).

**Aug. 24-25** — Express 27 Nationals. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Aug. 24-25** — YRA-OYRA Drakes Bay Race. CYC, [www.yra.org](http://www.yra.org).

**Aug. 24-25** — Islander InterNationals, a weekend of racing inspired by the America's Cup. Race your Islander for the country of your choice! Info, [www.islander36.org](http://www.islander36.org).

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## CALENDAR

**Aug. 24-25** — El Toro Worlds at Pinecrest. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**Aug. 25** — Fall SCORE #1. SCYC, [www.scyc.org](http://www.scyc.org).

**Aug. 25** — Summer #6 on Lake Elizabeth. Fremont Sailing Club, [www.fremontsailingclub.org](http://www.fremontsailingclub.org).

**Aug. 28** — Hannig Cup. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Aug. 31** — Windjammers Race. Pop the chute and head for Santa Cruz! SCYC, [www.scyc.org](http://www.scyc.org).

**Aug. 31-Sept. 7** — Knarr International Championship. SFYC, [www.sfyyc.org](http://www.sfyyc.org).

**Aug. 31** — 25th Annual Jazz Cup, a 26-mile romp from T.I. to Benicia YC. SBYC, [www.southbeachyc.org](http://www.southbeachyc.org).

**Aug. 31** — Catalina 38 Nationals at Berkeley YC, open to all Catalina 38s. Info, [www.catalina38.org](http://www.catalina38.org).

**Aug. 31-Sept. 1** — BAYS #5 at TYC. PYSF, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

**Aug. 31-Sept. 1** — Redwood Regatta on Humboldt Bay's Big Lagoon. HBYC, [www.humboldtyachtclub.org](http://www.humboldtyachtclub.org)

**Aug. 31-Sept. 2** — Annual Labor Day Invitational Regatta on Tomales Bay. Santa Rosa SC, [santarosasailingclub.org](http://santarosasailingclub.org).

**Sept. 1** — 22nd Annual Day on Monterey Bay Regatta to benefit Big Brothers-Big Sisters. SCYC, [www.scyc.org](http://www.scyc.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](http://www.americascup.com).

**Sept. 2** — Laser Sail Off on Half Moon Bay. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Sept. 3-7** — 2013 Access NAs. BAADS, [www.baads.org](http://www.baads.org).

**Sept. 4-7** — U.S. Multihull Championships at SYC. Info, [championships.usailing.org/Adult/USMHChampionships.htm](http://championships.usailing.org/Adult/USMHChampionships.htm).

**Sept. 7** — YRA Series Race 4. EYC, [www.yra.org](http://www.yra.org).

**Sept. 7** — YRA-WBRA #7. HMBYC, [www.yra.org](http://www.yra.org).

**Sept. 7** — Barth Race. CPYC/SeqYC, [www.cpyc.com](http://www.cpyc.com) or [www.sequoiayc.org](http://www.sequoiayc.org).

**Sept. 7** — Fall Series #1. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Sept. 7-8** — Dolphin Cup for U20s, Vipers & Moore 24s in Monterey. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Sept. 7-8** — West Marine Fun Regatta for junior sailors. SCYC, [www.scyc.org](http://www.scyc.org).

**Sept. 7-8** — Millimeter Nationals. EYC, [www.encinal.org](http://www.encinal.org).

**Sept. 7-15** — Nespresso 18-ft Skiff International Regatta, including the Ronstan Bridge to Bridge, a mad dash from the Golden Gate Bridge to the Bay Bridge for 18s, boards and kites. StFYC, [www.stfyyc.com](http://www.stfyyc.com).

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

**Sept. 14** — YRA-OYRA Southern Cross. BYC, [www.yra.org](http://www.yra.org).

**Sept. 14-15** — Totally Dinghy. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Sept. 15** — Baxter/Judson #5. PresYC, [www.presidioyachtclub.org](http://www.presidioyachtclub.org).

**Sept. 15** — Jack & Jill Race. SCYC, [www.scyc.org](http://www.scyc.org).

**Sept. 26-29** — 49th Rolex Big Boat Series, when Bay racing gets back to normal. StFYC, [www.stfyyc.com](http://www.stfyyc.com).

### Summer Beer Can Regattas

**BALLENA BAY YC** — Friday Night Grillers: 8/9, 8/23, 9/6, 9/20. Gary Helms, (510) 865-2511 or [garyhelms44@gmail.com](mailto:garyhelms44@gmail.com).

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# CALENDAR

8/5, 8/19, 9/2, 9/16, 9/23 (make-up). Arjan Bok, (415) 310-8592 or [bayviewracing@sbcglobal.net](mailto:bayviewracing@sbcglobal.net).

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

**BERKELEY YC** — Every Friday night through 9/27. Patrick Hind-Smith, (415) 328-2819 or [www.berkeleyyc.org](http://www.berkeleyyc.org).

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

**CORINTHIAN YC** — Every Friday night through 8/30. Info, [racing@cyg.org](mailto:racing@cyg.org).

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

**ELKHORN YC** — Saturday Beer Can Series: 8/10, 8/30. John Herne, (831) 840-0200 or [johnherne@gmail.com](mailto:johnherne@gmail.com).

**ENCINAL YC** — Friday Night Summer Twilight Series: 8/2, 8/16, 9/6. Jim Hemiup, (510) 332-1045 or [jhemiu@yahoo.com](mailto:jhemiu@yahoo.com).

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

**GOLDEN GATE YC** — Friday nights: 8/9, 8/23. Gary, (916) 215-4566 or [gsalvo@pachell.net](mailto:gsalvo@pachell.net)

**ISLAND YC** — Summer Island Nights on Fridays: 8/9, 8/23, 9/13. John, (510) 521-2980 or [iycracing@yahoo.com](mailto:iycracing@yahoo.com).

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

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

**LAKE YOSEMITE SA** — Every Thursday night through 8/22. Darrell Sorensen, [sorensenwoodcraft@gmail.com](mailto:sorensenwoodcraft@gmail.com).

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

**OAKLAND YC** — Wednesday night Sweet 16 Series through 9/4. Jim Hild, (510) 277-4676 or [oyracecom@gmail.com](mailto:oyracecom@gmail.com).

**RICHMOND YC** — Wednesday nights: 8/7, 8/14, 8/21, 8/28, 9/4, 9/18, 9/25. Eric Arens, (510) 841-6022 or [ericarens@comcast.net](mailto:ericarens@comcast.net).

**ST. FRANCIS YC** — Wednesday Night Series 8/7-21. Thursday Night Kiting Series: 8/1, 8/15, 8/29, 9/12, 9/19. Friday Night Windsurfing Series: 8/2, 8/16, 8/30, 9/13, 9/20. Robbie Dean, (415) 563-6363 or [rdean@stfyc.com](mailto:rdean@stfyc.com).

**SANTA CRUZ YC** — Wet Wednesdays through 10/30. Laser Fridays: 8/16. Info, (831) 425-0690 at [scyc@scyc.org](mailto:scyc@scyc.org).

**SAUSALITO YC** — Summer Sunset Series on Tuesday nights: 8/6, 8/20, 9/3, 9/17. Bob Braid, (617) 699-6755 or [race@sausalitoyachtclub.org](mailto:race@sausalitoyachtclub.org).

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

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

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

**SOUTH BEACH YC** — Friday Night Series: 8/2, 8/16, 8/23. Info, [rearcommandore@southbeachyc.org](mailto:rearcommandore@southbeachyc.org).

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

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

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



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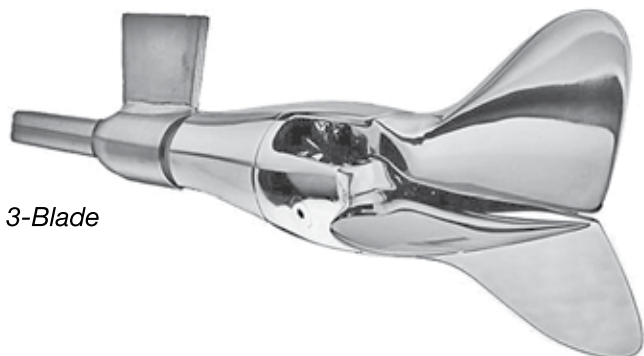
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# CALENDAR

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

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

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

### August Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
8/03Sat	0422/0.1	1128/4.6	1559/2.8	2200/6.0
8/04Sun	0458/0.0	1202/4.7	1641/2.7	2240/6.0
	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>
8/10Sat	0159/5.2	0802/0.7	1456/5.5	2039/1.7
8/11Sun	0247/4.9	0838/1.1	1531/5.7	2131/1.4
	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>
8/17Sat	0256/-0.2	1009/4.6	1442/2.6	2101/6.6
8/18Sun	0349/-0.5	1056/5.0	1542/2.3	2200/6.8
	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>
8/24Sat	0224/5.5	0809/0.9	1448/6.0	2053/0.9
8/25Sun	0320/5.0	0853/1.5	1528/5.9	2150/1.0
	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>
8/31Sat	0301/0.7	1010/4.6	1455/2.8	2048/5.6
9/01Sun	0344/0.5	1046/4.7	1541/2.5	2137/5.7
9/02Mon	0421/0.5	1116/4.9	1621/2.3	2222/5.8

### August Weekend Currents

date/day	slack	max	slack	max
8/03Sat		0236/3.8E	0637	0950/3.2F
	1247	1526/1.7E	1824	2117/2.4F
	2358			
8/04Sun		0316/4.1E	0716	1027/3.4F
	1326	1553/2.0E	1905	2155/2.6F
8/10Sat		0102/2.9F	0359	0700/3.9E
	1023	1327/3.3F	1637	1928/3.7E
	2255			
8/11Sun		0147/2.8F	0447	0743/3.5E
	1055	1405/3.1F	1711	2013/3.8E
	2346			
8/17Sat		0105/4.5E	0515	0820/3.4F
	1135	1347/2.1E	1704	1958/2.8F
	2251			
8/18Sun		0207/4.9E	0610	0915/3.9F
	1227	1448/2.6E	1804	2058/3.2F
	2351			
8/24Sat		0110/3.7F	0417	0659/3.9E
	1034	1327/3.5F	1632	1923/4.2E
	2310			
8/25Sun		0201/3.3F	0510	0744/3.3E
	1116	1409/3.0F	1713	2008/4.0E
8/31Sat		0100/3.2E	0515	0830/2.7F
	1123	1358/1.5E	1711	2003/2.0F
	2243			
9/01Sun		0157/3.5E	0601	0913/2.9F
	1207	1441/1.9E	1759	2051/2.3F
	2334			
9/02Mon		0243/3.7E	0642	0949/3.1F
	1245	1516/2.3E	1841	2132/2.6F



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ABOVE: Farr 400 *Chessie Racing* flying 3Di sails delivered in April, 2011. Sharon Green photo

## LETTERS

### ↑↓ WANTED: SMALL BOY OR GIRL

WANTED: Small boy or girl for work as a dinghy guard. Must have good character, be honest, courageous, obstinate and command respect. Location: San Francisco's Aquatic Park.

It's too bad Aquatic Park doesn't have 'dinghy guards' such as there are at Zihuatanejo and other cruiser stops in Mexico. While anchored at Aquatic Park on the Fourth of July, I left my dinghy on the beach for a few hours, only to later find it occupied by a couple of drunks with a case of Corona. I'd taken the precaution of putting down an anchor with a padlock and chain, so they were having a hard time launching it.



EMMY NEWBOULD

**Lack of a secure place to land a dinghy is one reason that Aquatic Park isn't more popular.**

They made a number of drunken excuses for trying. The next day I moved the dinghy to the small beach between the Rowing Club and the National Park pier, since it wasn't open to the general traffic and had some outrigger canoes *in situ*. When I returned, I found a small boy using my dinghy as a bounce ball. Besides the liability issues, I considered the possibility that he might open one of the tube valves and leave me stranded.

Considering how fantastic the free and sheltered Aquatic Park anchorage is for sailboats, it's sad that it has the minor drawback of no secure place to land and keep a dinghy. With so many swimmers leaving their personal gear on the bleachers, it's amazing there aren't more problems.

Dave Cowell  
Mas Tiempo, Islander 30  
Stockton

*Dave — The fact there isn't a secure place to leave dinghies ashore or some kind of shoreboat service is what keeps Aquatic Park from being a prime destination for Bay sailors. If there were a Catalina-style shoreboat service, we imagine the anchorage would be packed most Friday and Saturday nights. But that's not going to happen. And given what Aquatic Park means to serious Bay swimmers, we're kinda glad that it's not going to happen.*

*A lot of mariners are confused about the rules for entering and anchoring at Aquatic Park, so we'll review them. Only non-motorized boats and sail/auxiliary boats — the latter meaning sailboats with motors — are allowed to enter Aquatic Park Cove. Those over 40 feet in length or with more than 8 feet of draft must get prior approval from the National Park Service Harbormaster at (415) 859-6807. You can't anchor after sunset or before sunrise except by permit. Permits are only good for five consecutive nights, after which seven days must pass before you can apply to stay overnight again. You are allowed a maximum of 30 overnight stays a year. Day use of Aquatic Park does not require a permit. There are no mooring buoys, and space is on a first-come, first-served basis. Because of the large number of swimmers in the Cove, dinghies can't be powered by more than a 5-hp outboard. Rowing is recommended.*

*Did we mention that Aquatic Park is a special place for dedicated open-water swimmers? Please stay as far away from these folks as possible, with both your boat and your dinghy, as they are engaged in a form of meditation and completely vulnerable to getting chopped to bits by your props.*

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

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## LETTERS

### ↑↓ SHAKEN BY NIÑA'S DISAPPEARANCE

I'm pretty shaken up about the disappearance without a trace of the 70-ft American staysail schooner *Niña*, apparently during rough weather in the Tasman Sea. I was struck by the fact that the boat was built in 1929 and is thus 84 years old. Can wood boats that old still be safe enough for ocean crossings? And what's this business about the hull and maybe keel having been sheathed in a quarter of an inch of fiberglass?

Robert Winston  
Sacramento

*Robert* — There are many large old wood boats sailing and racing on the oceans of the world.

For many years before building the 289-ft Maltese Falcon, Belvedere's Tom Perkins raced the 138-ft (LOA) Herreshoff schooner *Mariette* of 1915 — you can guess which year she was launched — on both sides of the Atlantic and across that ocean. The great 72-ft Herreshoff ketch *Ticonderoga*, which set records all around the world and was first to finish in the '63 and '65 TransPacs, just finished the Marblehead to Halifax Race and sails to the Caribbean most winters. Matt Brooks' St. Francis YC-based S&S 52 *Dorade*, built in 1929, both won her class and corrected out on top of last month's 58-boat TransPac Race fleet. While in the Caribbean, we raced aboard the 133-ft Fife topsail schooner *Altair*, which was built in 1931. This year's Antigua Classic Regatta was won, in very rough conditions, by the 99-year-old Fife-designed 94-ft *Sumurun*. And as we reported in a recent *Changes*, the beautiful *The Blue Peter*, a 65-ft Fife design built in 1930, has been raced relentlessly in the Med for 15 years and more recently in the Caribbean. In fact, it's in the Med where big old wooden boats are most prized.

So being 80 to 100 years old doesn't necessarily mean the gig is up for large old wood boats. That said, most of the boats listed above have been refitted extensively, some of them so many times that there is little left of the original boat. Keeping an old wood boat in top seagoing condition is a monumental task that requires a lot of money.

Judging from recent exterior photos of *Niña*, she wasn't in perfect condition, but exterior photos tell you nothing about the basic structural integrity of a vessel. As for having the hull and

keel of a boat sheathed in fiberglass, it's not unheard of, but it usually suggests that the original material may not be as strong as it once was. We have no idea why *Niña* was sheathed. We do know that owner David Dyche, a commercial ship captain, had sailed *Niña* extensively during his 25 years of ownership, including across the Atlantic to Turkey and back, to the Caribbean and back, and

across the Pacific. Had he any doubts about her condition, he surely wouldn't have risked his life, let alone those of his wife, 17-year-old son and crew.

### ↑↓ CORRECTION ABOUT WHITE CLOUD

A minor correction to the recent *Lectronic* on the apparent loss of the schooner *Niña*, in which you reported that Paul and Susan Mitchell's classic schooner *White Cloud* "sank within minutes" in 1988. As noted correctly in your July, 2007 *Latitude*, after incurring damage, *White Cloud* sailed several

COURTESY NIÑA



*'Niña' may have been built in the '20s, but that doesn't mean she was unseaworthy.*

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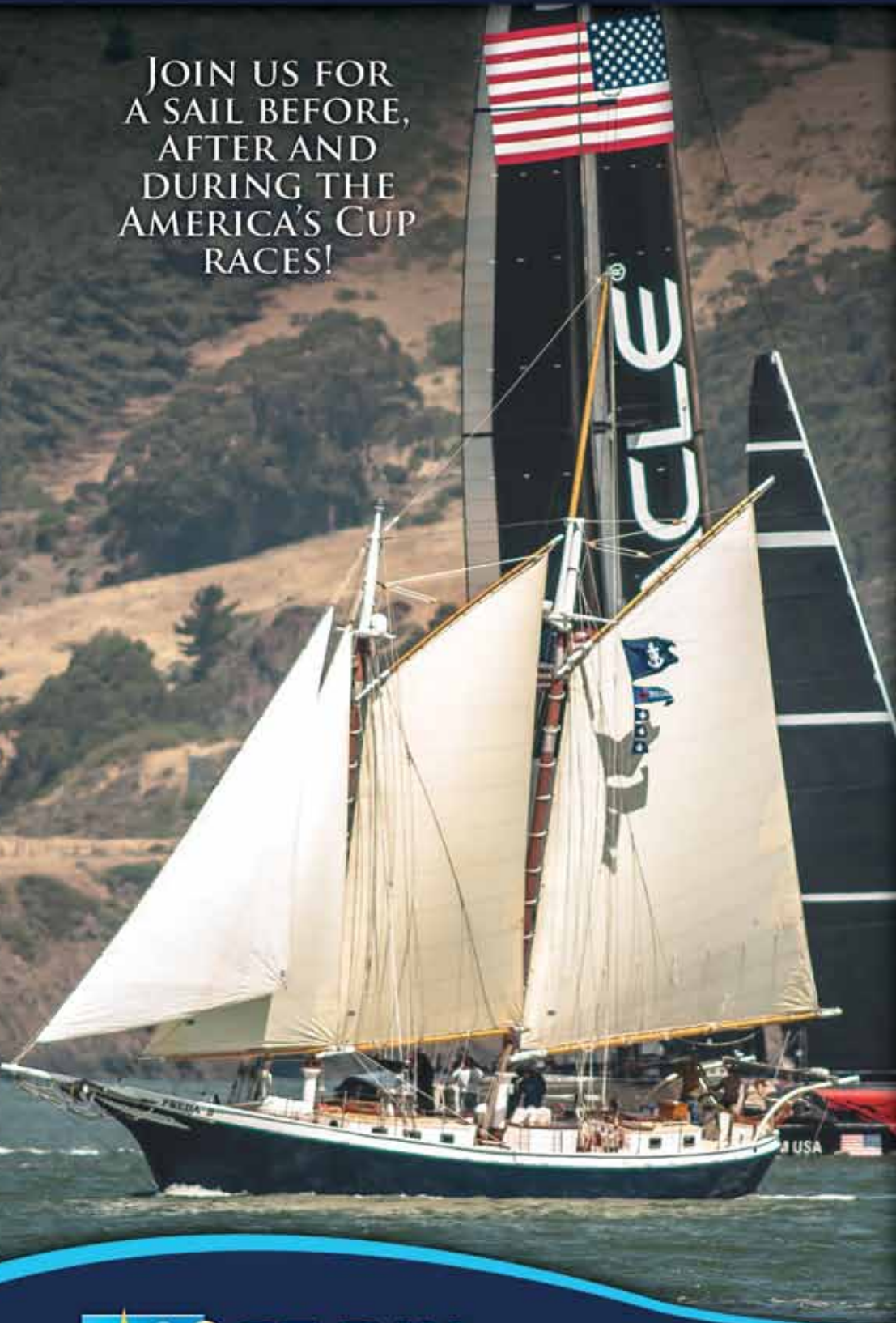
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## LETTERS

days to a reef anchorage, from which they were subsequently rescued, and where *White Cloud* was scuttled. We met the Mitchells in Port Vila, Vanuatu, and helped provide Ham radio relay during the rescue effort by Harrison and Laurie.

Dave Cohan  
Tahu Le'a, Morris 46  
Redwood City

*Dave — That was more than a minor mistake on our part, as it gives an entirely different complexion to the last days of White Cloud. We apologize. When we first heard about the loss of White Cloud, it was secondhand, and we were told she'd sunk within minutes. This was back before international communications were easy, and that incorrect version has stuck in our minds.*

### ↑↓ WHY NO EPIRB SIGNAL?

I'm saddened by the apparent loss of the 70-ft schooner *Niña* and her seven crew on a stormy passage from New Zealand to Australia. But what bothers me even more is that she apparently had an EPIRB, but no distress signal was received. Can you explain this? We're hoping to take off cruising within the next two years, and I want to have confidence in EPIRBs.

Sally Marshall  
San Jose

*Sally — EPIRBs are very effective safety devices. Since the worldwide system was instituted in 1982, EPIRBs are credited with having saved over 28,000 lives. It's not clear if all of these were mariners, but we know of dozens of Latitude readers who have been rescued thanks to their EPIRBs.*

*There are two main types of modern EPIRBs, Category 1 and Category 2. Both are designed to go off automatically if they are immersed in water. The difference is Category 1 EPIRBs have a bracket that is designed to be used in the cockpit, and allow the EPIRB to be set free of the bracket — and boat — if the boat starts to sink. It's our understanding that *Niña* was equipped with a Category 2 EPIRB.*

*As we don't know what happened to *Niña*, we can only speculate as to possible reasons that no EPIRB signal was received: 1) The EPIRB was defective; 2) The EPIRB battery was dead; 3) Something so cataclysmic happened that the EPIRB quickly went down with the boat, preventing its signal from being received by satellites; 4) The boat hasn't sunk.*

*EPIRBs are such effective safety devices that some cruising boats carry more than one. Steve and Dorothy Darden of the M&M 52 catamaran *Adagio*, who are very good friends of the *Dyches*, told Latitude that even before *Niña* went missing they were planning to buy a second EPIRB for their cat.*

*Some EPIRBs also send out a GPS position, which is the difference between rescue folks knowing where you are within 100 meters or within two miles. Which do you want if you have trouble on a very foggy day?*

*Some of the newer EPIRBs have a feature that allows you to send a 'We're okay' message to a list of email addresses, too. While some EPIRBs now tell you if your distress signal went out, many don't, and that uncertainty can be very disconcerting. It's a major shortcoming of EPIRBs that they only allow for one-way communication.*

*There are other devices that also allow you to call for help. These would include both a VHF radio, if you are within range of somebody hearing you, and an SSB radio, if you know what frequency to use when calling for help. Both are dependent on having electrical power, which can be lost if the boat takes on a lot of water or has the electrical system disabled by a*

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## LETTERS

lightning strike.

Another great safety and distress device is the handheld Spot Satellite Messenger, which allows you to post your position, show your track, tell friends/authorities whether you're all right or need help, and more. While the handheld Spot Satellite



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**A Spot is not a substitute for an EPIRB.**

Messenger is waterproof and powered by its own batteries, it does have some shortcomings. If you check its coverage area, you'll see that it's worthless for the last part of a trip to Hawaii, everywhere in the South Pacific, and in parts of the rest of the oceanic world.

In the Tasman Sea, where Niña was apparently lost, it can take up to 20 minutes for a Spot Messenger message to be sent. If the schooner had suffered a sudden failure, and had a Spot, the message may not have gotten out. However, had they had a Spot and been using a Spot's tracking feature, family, friends and rescue agencies would have known almost exactly where the schooner

was until the device stopped sending information. This would have allowed authorities to pinpoint their search rather than try to search hundreds of thousands of square miles of ocean.

Latitude highly recommends that everyone who goes offshore — and especially those who participate in the Baja Ha-Ha — carry both an EPIRB and a Spot Messenger. In fact, we think they are both so conducive to safety and pinpointing rescue searches that one or the other should be mandatory for offshore boats. Plus, the Spot will help the government with one of its primary functions, which is knowing where you are and what you are doing at all times.

### ↑↓ OUR MARINA IS GOING TO THE DOGS

I would like to open a discussion about the growing number of dogs in our marina. There are 15 liveboard boats on our dock, and with last week's arrival of two more dogs, the canine total was brought to eight. With 275 liveboard slips in the marina, the math adds up to 145 dogs walking our docks. To that we have to add the number of city residents who bring their dogs to walk the pathway that skirts our marina. I believe that our marina is being overwhelmed by dogs, and ours isn't the only one.

Marinas are places to keep your boat when you're not at sea. They should be a pristine environment for boats, where the boat can be enjoyed, maintained and readied for the next outing. By the way, in the 10 years I've been in my marina, not one of the liveboard boats with dogs has ever left the slip — except for their annual inspection when they have to. That should tell you something.

There is one guy who tries to guilt everybody into petting his dog every time anyone passes, only to have it roll over on its back and display its pink 'woody'. "Come on," says the owner, "show Buster a little love." One lady dog owner lets her dog lick the inside of her mouth. She refers to it as "being kissed." I think she needs to get some help. Then there is the 10-dog butt-sniffing party at the top of the ramp. They are all tangled in their leashes so you have to work to get out of the gate. Then there is the fucking Chihuahua that comes out of nowhere to the anchor roller when you walk by and scares the shit out of you with that high-pitched yelp.

What about the times when you're walking back to your boat at night and don't realize that you've stepped in some

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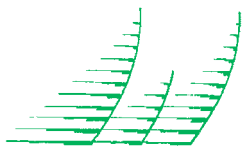
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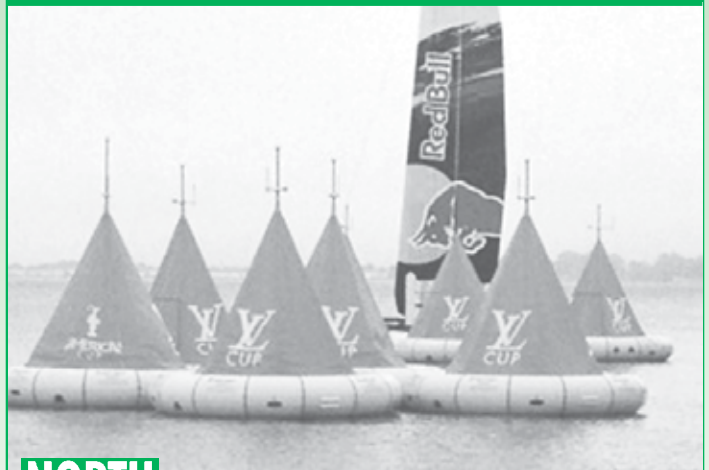
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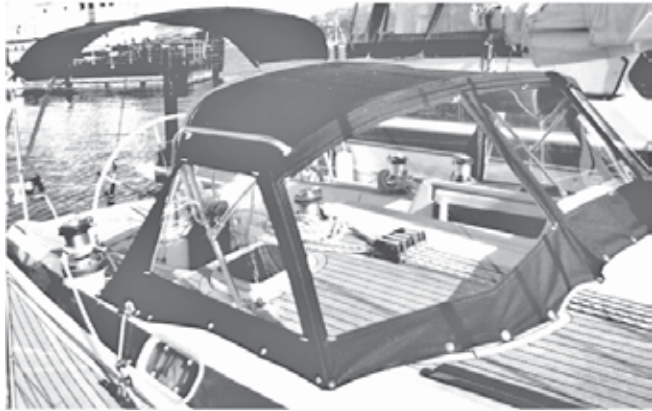
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## LETTERS

dog's steamer, which the canine's owner has neglected to pick up? And then you see the smelly mess in your cockpit the next morning.

I've obviously had it! The message I'd like to give to you dog owners in the marina is that when you proudly walk by with your 'best friend' in tow, don't think the rest of us admire you and your mutt, because we don't.

You've heard my bitch and you wonder if I have a solution. I do. I say that dog owners should pay extra for their slips. Say



***Your best friend might be an angel to you, but might not be to your dock neighbors.***

\$75/month per dog. I bet the better marinas already do this. One hundred forty-five times \$75 equals \$10,845 dollars a month for my marina. That would help pay for nicer grounds, more employees, and in time, fewer annoying canines.

I beg you dog owners to spend more time enjoying your own species. I think you'll find them captivating — and better at kissing.

Name Withheld By Request  
Big Marina, Somewhere

*Readers — We realize that dogs bring a tremendous amount of happiness to their owners. We think that's a wonderful thing. We also realize that most dog owners assume that everybody loves being licked and sniffed by their pet as much as they do. Unfortunately, this is not the case. In view of this, it's our belief that pet owners should let humans make the first approach to their pet, not vice versa.*

### ↑↓ ACCURATE HURRICANE FORECASTING

In the June 21 'Lectronic, you asked, "What's with the difference in weather forecasts?" As an example, you cited the fact that Passage Weather had a pretty detailed forecast of the path and strength of Tropical Storm Cosme, while the National Hurricane Center didn't even mention the possibility of a tropical storm until four or five days later.

There's a good description of the differences between the GFS and NAM models by Jackdale on Sailnet at [www.sailnet.com/forums/general-discussion-sailing-related/71418-gfs-model-v-nam-model.html](http://www.sailnet.com/forums/general-discussion-sailing-related/71418-gfs-model-v-nam-model.html).

For Bay Area sailing, I use the WRAMS model on SailFlow, as it has a 1 KM resolution, and is usually more accurate than NAM for racing purposes.

Byron Jacobs  
'Ale Kai, Beneteau 393  
Sequoia YC

*Byron — The weather model business can get confusing fast. The National Weather Service uses five different 'Global' models, four 'Mesoscale' models, and five 'Ensemble Prediction Systems'. Apparently the two biggies are the GFS ensemble, which stands for the Global Forecast System, run by the National Centers for Environmental Prediction (NCEP), a unit of the National Oceanic and Atmospheric Administration and NWS (National Weather Service). The other is the NAM (North American Mesoscale) model, which is obviously a Mesoscale model, also run by NCEP. It reportedly has much higher resolution than GFS, and therefore should give more precise short-term forecasts. Both of these models, as well as the 12 others, have what the Weather Service calls 'biases'.*

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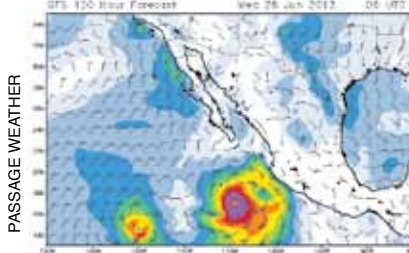
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## LETTERS

The differences between GFS and NAM modeled predictions may be of importance to local racers because little differences in wind direction can have a big effect on race results. But overall, the two models create similar forecasts.

Our beef is with what seems to be a glaring omission on the part of the National Hurricane Center in regard to the approach, or even potential approach, of tropical storms and



**Passage Weather forecast 'Cosme' long before the National Hurricane Center.**

hurricanes. Take Tropical Storm Cosme off the coast of Mexico a month ago. When Passage Weather was posting a compelling series of graphics depicting the approach and expected track of the tropical storm six days out, the National Weather Service and National Hurricane Center didn't even

mention the possibility of such a thing. This seems like rubbish to us. At the very least, we think the National Hurricane Center should have mentioned that conditions favorable to the development of a tropical storm existed or were expected soon to exist. When it comes to dealing with tropical storms and hurricanes, the greater the warning, the better the decisions and responses mariners can make.

When the Grand Poobah calls Commander's Weather each day of the Ha-Ha to pass the forecast on to the fleet, the last thing we always ask is how things are looking with regard to the development of tropical storms. The Commander's folks can check satellites and other sources for signs of conditions that possibly can lead to the development of tropical storms. We want to know about this stuff, not to be left in the dark.

If a tropical storm or hurricane does form, Commander's Weather relies on five different hurricane models to create a forecast. So in addition to the one forecast given by the National Hurricane Center, we also hear about what other computer models are predicting. Oftentimes there will be a general consensus of three of the five models, with the other two suggesting very different outcomes. We want to know about all of them, not just the consensus one issued by the Hurricane Center.

By the way, based on as long as records go, no tropical storm or hurricane has crossed the Ha-Ha course during the Ha-Ha dates.

### ↕ COAST-TO-COAST BOAT DELIVERY

I have a 40-ft sailboat on the East Coast and time on my hands. I'm interested in cost-effective methods for getting her across the country. I would have thought that there is/was a viable alternative to the Panama Canal, but I can't find one.

Given that so much yacht manufacturing is done on the East Coast, particularly in Florida, I would think there would be an effort to reduce the cost of transportation by finding a shorter or more cost-effective method than road transportation. Do you know of any options such as a railway or companies that operate a 'road bridge', if not in Mexico then in one of the other Central American countries? I have been told that there is a rail route in Mexico that can take yachts from coast to coast, but I can't find any information on it.

Luke Freeman  
Redwood City





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## LETTERS

*Luke — Trucking is the most cost-effective way to get a boat from one coast of the United States to the other, but that doesn't make it cheap. However, based on our experience having the Olson 30 La Gamelle trucked from Alameda to Port Everglades, Florida, the original quote you get from a trucking company might be almost twice as high as the best one you ultimately can get. There are a lot of guys in the South who have a truck or two, or who broker jobs for others with trucks. They sure were hard-asses when we asked for a quote from them, but when their business slowed a month or so later, they cried like babies for our job. So if you're not in a hurry, try to find a truck that otherwise would have to return to the West Coast empty in order to get the best deal.*

*The manufacturer used to ship Sausalito-built 41-ft Bounty II sloops across the United States by rail. Bums loved 'land yachting' across the country on them. But that was in the late '50s, and we don't know of any boats that have been shipped by train in ages.*

*The last time we can remember somebody shipping their boat across Mexico was about 25 years ago, and it was a smaller boat. It was quite the adventure, too, as Mexico wasn't set up for shipping boats at either end, and the rail car their boat was on had to be left on a siding at the Continental Divide because the cradle was falling apart. The couple and their boat made it, but it wasn't easy.*

*There is a rail route across the narrow Gulf of Tehuantepec from Coatzacoalos in the Gulf of Mexico to Salina Cruz on the Pacific side. We have no idea if they have the infrastructure you need to cost-effectively get your boat from the water to the train at one end and vice versa at the other. Or if you can find a knowledgeable person to build a suitable cradle. Nobody said being a pioneer was easy. The thing to remember is that if you have to sail from the East Coast to Coatzacoalos, and then from Salina Cruz to California, it's not much shorter than if you took your boat through the Panama Canal.*

*Since you've got time, if you have a sense of adventure, we'd recommend you deliver your boat to California by way of the Canal. We're not sure where your boat is on the East Coast, but you should have the wind at your back most of the way to Panama, the Canal is a hoot, and then it's just 2,500 miles of mostly light-air motoring to California. You could do it in three months, stopping at some really great places — like Cuba and the San Blas Islands — on the way. Good luck!*

### ↑↓ ALTERNATIVE TO REEFING A CAT DOWNWIND

What do you do other than reef early when sailing a cat off the wind in a big breeze? There isn't much that you can do. I learned my lesson in the summer of 2010 sailing our Catana 52 cat *Escapade* from St. Barth to Bermuda. With Alan Weaver and Michael McGrath as crew, my wife Debbie and I departed St. Barth in 18 to 20 knots on the port quarter. The forecast was for good breeze for the next few days on our way to Bermuda with a small chance of an early-season depression to the west of our intended course.

By the end of the first 24 hours, the wind speed was pushing 30, then rose steadily to 35-38 knots. By the third day we were seeing 40 to 45 knots. As *Escapade* is a big and heavy cat, we'd started the passage with a full main and a genoa. By the second morning, we were down to the full main and solent, while still on a broad reach with the apparent wind slightly aft of the beam. Once the wind speed increased, and the height of the waves correspondingly so, I thought it imprudent to try to turn the boat through the 'zone of death' and into the wind to reef.

At one point we tried to grind the main down. As a result,

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## LETTERS

it only ended up being pressed harder against the shrouds. By this time we were consistently surfing in the mid-teens, and soon broke our long-held record of 17 knots on the GPS.

As the wind built to 40+ knots, I was getting really concerned, but I still couldn't see trying to turn the cat into the wind in order to get the main down. During Debbie's midnight watch, *Escapade* fell off a wave and the GPS flashed 22 knots. If I was concerned before, I was really gripped now. But I just couldn't figure out what to do.

As it turned out, we left the jib up to keep the boat balanced, and simply held on until the wind dropped into the low 30s the next day. When it did, we dropped the main completely. We sailed comfortably under solent alone, and eventually reached Bermuda in just under four days.

I learned my lesson from that trip. Making a few more miles per day just because we leave the full main up in strong winds doesn't mean much compared to peace of mind. So I'm going to follow the pattern of those who reef at night.

Greg Dorland & Debra Macrorie  
*Escapade*, Catana 52  
Lake Tahoe/Currently Newport, Rhode Island

*Readers — In his website discussion on catamaran basics, multihull sailor, designer and builder Gregor Tarjan wrote, "The beauty of a well-designed cruising catamaran is that it does not necessitate rounding up against the wind to reef the mainsail. Today's fully-battened mainsails and lazy jack systems allow a multihull to be reefed even when sailing downwind."*

*The Escapade crew having found it impossible to reef their main off the wind in a blow, and our having had the same experience with Profligate, we asked Tarjan for a step-by-step guide to reefing the main when sailing downwind in more than 30 knots. His reply appears in the next letter.*

### ↑↓ "IT'S NEVER PRETTY"

Reefing downwind on a catamaran is a tricky thing, as the publisher of *Latitude* may have noticed on *Profligate*. And as I have written, "It's never pretty."

I was once forced to do it on an Outremer 64, which is a performance cruising catamaran. The lower batten was broken in the process. But in that situation my only other option would have been to turn the cat into the wind, which would have been bringing her through beam to the wind and big waves. That would have been more dangerous. Reefing downwind is usually a tactic you only want to take in two extreme conditions: in either very light air, or in a super strong breeze and swell.

It also depends on the apparent wind angle (AWA) that you start from. If you are higher than 90° AWA, I would head up. I'm talking about in less than 35 knots of true wind speed (TWS) and normal accompanying sea state. Sea state is an overriding factor to wind strength, as sometimes you can have a strong breeze but relatively flat seas. The opposite — light winds and big seas — is more tricky. If you have only 25 TWS, which is blowing against a current, and have big lumpy seas left from an old system, and your boat is traveling fast at the edge of control, then I would also opt to reef downwind.

In cases where I was already sailing deeper than 90° AWA and the wind was blowing hard, I would also try to reef downwind.

Although it would depend somewhat on the layout of a cat, my reefing downwind technique would be as follows: 1) Center the traveller; 2) Tighten the mainsheet; 3) Try to sail as fast and deep as possible. Rapid boat speed will reduce the apparent wind speed, keeping the leach of the main from get-

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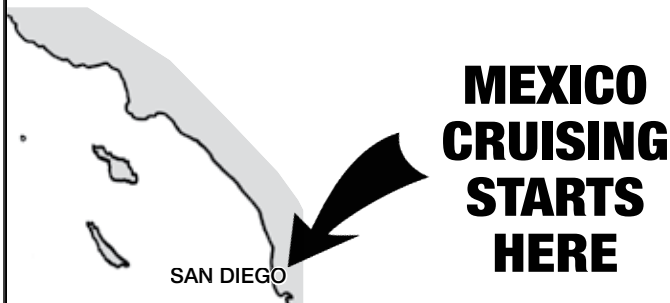
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## LETTERS

ting too far out of control as you lower the sail. When reefing, the compression force on the battens and mast cars will be very high, so if you don't already have luff reef lines rigged, it



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**Aeroyacht's Alpha 42 catamaran.**

helps to have a cunningham to help pull the luff down. I hope this helps *Latitude* readers who own catamarans. If I may be allowed a small blurb, my company Aeroyacht, the largest multihull dealership in the world, has recently introduced the Alpha 42 catamaran that I designed. We have sold eight of them already, and I'm happy to report that #3 is going to a young family from the San Francisco area who plan to begin a circumnavigation after taking delivery next spring.

Gregor Tarjan, President  
Aeroyacht Inc.  
Long Island, NY

*Gregor — We appreciate your response and understand how in theory you reef a big cat in a big breeze. But we think it's much more easily said than done — as you found out on the Outremer 64 — and as Dorland and we have found on our big cats. When you're talking about large mainsails, any kind of release of the halyard will result in the sail's becoming so full that it becomes plastered against the spreaders and shrouds. The only thing worse than a flat main in a big breeze is a really full main.*

### ↑↓ **BATTCARS ARE A GOOD IDEA**

I've been sailing multihulls offshore for over 35 years, and have sailed them tens of thousands of ocean miles — including four Atlantic crossings. Yet I have never luffed up head to wind to reef. That sounds frighteningly dangerous to me.

Most of my sailing has been on smaller — under 40-ft — multihulls with masts up to 55 feet. I strongly recommend that anyone with a mainsail luff over about 45 feet fit a Harken Battcar or Schaefer's Batslide system on the mast. Readers can go to [youtu.be/29QabdOcXwA](http://youtu.be/29QabdOcXwA) to see a video of how they work. I'm sure that there is such a system on *Profligate's* mast.

I also use a luff downhaul. That's a line — say 10mm — tied to the mainsail headboard that leads down the mast to the gooseneck. I keep it slack, and lace it between the occasional sailslides so that it doesn't flap around and catch on spreaders or some other thing. When reefing downwind, I release the main halyard and pull on the downhaul. It releases the luff tension and the sail will start to drop. Maybe all the way, maybe not. But if I pull on the downhaul again and again, it works every time.

The downhaul is also handy for lowering the sail when I can't be bothered to fit the sail cover, as the downhaul holds the halyard tight and the headboard doesn't flap around and look untidy.

Richard Woods  
Woods Catamaran Designs

*Richard — It seems to us that smaller mainsails and lower windspeeds make all the difference in the world. In the video you recommend, it looks as though the wind was blowing well under 15 knots. But we have to remember that as the wind speed doubles, the wind force quadruples. So the force of the*

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## LETTERS

main against the spreaders and shrouds, and the compression on the front of the battens, is not twice as much in 30 knots as in 15 knots, but four times as much. When the main is more than 70 feet on the luff, nearly 28 feet on the foot, and weighs 200 lbs, no husband and wife are going to be able to manhandle it.

We don't think a downhaul attached to the headboard of the main is a solution in windy conditions, as it wouldn't prevent the main from becoming much fuller the second you ease the halyard. The only thing we think would work would be to incrementally pull down maybe six inches at a time from both the bottom and the top of the luff. But even if you could somehow grab just six inches of the bottom at a time, and had powerful winches, it would still be extremely difficult. And yes, we have Battcar-like systems on both Profligate and 'ti Profligate.

### ↑↓ CAMBODIA'S FIRST YACHT MARINA

Latitude readers might be interested in information about the first-ever yacht marina to be created in the Kingdom of Cambodia. This is a historic event, because Cambodia



MARINA OCEANIA

has never been on the main route for pleasure boat sailors. Furthermore, in the past we've only had primitive wooden piers, no port service, poor security and other issues.

### An artist's rendering of the Marina Oceania.

But Cambodia is a developing country that wants to forget its terrible past. It has a lot to offer tourists, with all the temples and the mysterious history of the Khmer Empire. Cambodia knows that it needs to be more open and welcoming to the world.

Cambodia doesn't have a pleasure sailing tradition, which is why there hasn't been any infrastructure for yachties. We decided to break this tradition, and with a certain degree of adventurism decided to build a small but professional marina. The first part of the marina, with slips for 20 boats, will open in October. We'll see how it goes from there.

Our marina is protected by a breakwater at the harbor resort of Sihanoukville. Our docks and such are from companies in places such as Finland, Norway and England. The staff is Russian and Khmer. It's a complicated salad.

P.S.: Please do not judge strictly my Russian-English. I am a former sailor and navigator, but I have not been in the practice to talk.

Andrey Mantula  
 Harbour Master, Marina Oceania  
[www.marina-oceania.com](http://www.marina-oceania.com)  
 Sihanoukville, Cambodia

Readers — The main cruising route in this part of the world takes circumnavigators NW through the Banda and Java Seas, between the big Indonesian Islands of Sulawesi, Borneo (shared with Malaysia and Brunei) and Java and Sumatra, then up past Singapore at the southern tip of Malaysia, and farther up the Malacca Strait to Phuket. Sihanoukville (Kampong Som), Cambodia would be an interesting stop for adventurous cruisers, but it would require going 700 miles out of the way to the north, then having to backtrack 700 miles back to the south to round Singapore. It's possible that a different cruising route could evolve from the Philippines to Vietnam to Cambodia and then up into the Gulf of Thailand. Alas, it's currently impossible





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## LETTERS

to cruise Vietnam, which is run by the paranoid and corrupt, and Thai officials in the Gulf of Thailand are not friendly to cruisers, just the opposite of how they are in Phuket. We wish the new marina luck, but Cambodia is sort of stuck on its own in the relative middle of nowhere, and we're a little skeptical about how welcoming Cambodian officials are going to be.

Sihanoukville is Cambodia's only deepwater port, and is located in the Gulf of Thailand between Vietnam and Thailand. It's a growing urban and tourist center, and a few years ago the New York Times wondered if it was going to become "the



MARINA OCEANIA

**Sihanoukville is Cambodia's only deep-water maritime port, but will yachties visit?**

next Phuket." However, crime and drug abuse are problems in some areas, as is the rampant and irresponsible use of Jet Skis and long-tail boats. The beaches of Sihanoukville and nearby islands are similar to those of Phuket, but are much

less developed — for both the better and the worse.

Cambodia's "terrible past" that Mantula refers to is something that the world should never forget. It started when Pol Pot, guided by the idiots of the French Communist Party, assumed dictatorial power of Cambodia in 1975. Pol Pot imposed Agrarian Socialism, an insane version of Marxism designed to take Cambodia back to the Stone Age. It required all urban dwellers, including those dying in hospitals, to drop everything to go work on collective farms in the countryside and/or at forced labor camps. Even the most basic aspects of citizens' lives were controlled, from what they could wear, to whom they could talk to, to what they could think. People were killed for having lived in cities, having read books, and even for having worn glasses. Pol Pot's Khmer Rouge believed that adults had been tainted with capitalism, so the children were taught how to torture and then given leadership roles in the executions of hundreds of thousands of fellow citizens. In just three years of Pol Pot's inspired leadership, an estimated 25% of Cambodia's entire population had died of executions, forced labor and/or malnutrition. Despite being considered an even greater monster in relative terms than Hitler, Stalin or Mao, Pol Pot never stood trial for his crimes. Indeed, the United Nations recognized Pol Pot's Khmer Rouge as the rightful government of Cambodia until 1997, by which time he'd been out of effective power for more than 15 years and was hiding out with a small band of soldiers near the border with Thailand. Way to go humanity!

We have one last chapter in this Cambodian geo-history lesson. As strange as it might seem, the last official battle in the Vietnam War took place at the islands around Sihanoukville, which is why the names of the American soldiers killed there are the last ones on the Vietnam Veterans Memorial in Washington, D.C. The battles that took place were the result of the Khmer Rouge hijacking the merchant ship Mayaguez, and President Ford, smarting from having had to pull the U.S. out of Vietnam, decided that the U.S. couldn't be seen as wimpy. So in a series of blunders that were reminiscent of much of the Vietnam War, 41 Americans died and millions of dollars were squandered on a major operation — despite the fact that the Khmer Rouge had already abandoned the Mayaguez and set her crew free. Tourists to Sihanoukville can dive on two shipwrecks at Koh Tang Island that were a result of this military misadventure.

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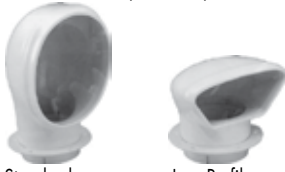
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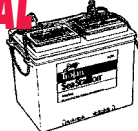
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# LETTERS

## TRICKS ARE FOR KIDS

Before *Latitude* accused the Quesadas of having their memory playing tricks on them, *Latitude* might have checked its own memory.

As S&S designed her, *Orient* was 63 feet, not 65 or 80 feet. And *Soliloquy* was 12 Meter #2. She was active in Southern California waters from the '50s to the '70s. She was designed by Starling Burgess, built by Abeking & Rasmussen in 1928, and was originally named *Isolde*. Before being shipped to the West Coast, she changed hands several times in the New York area, and was also named *Sally Ann* and *Ptarmigan*.

I saw *Soliloquy* sail off Catalina many times. She was a powerhouse upwind. I'm sorry to report she was broken up in Australia in 1988.

Roy E. Disney did order a Morgan 40 ketch from Charlie Morgan in 1970. Originally named *Impossible Dream*, she was delivered to Driscoll's Boat Yard that year. Throughout his life, Roy Disney championed wildlife protection, and was especially active in saving the peregrine falcon. I suspect he renamed his Morgan ketch *Peregrine* for his love of that magnificent raptor. Incidentally, in 1969, Roy Disney made a classic nature documentary film, *Varda the Peregrine Falcon*.

Skip Allan  
 Capitola

Skip — We don't think we "accused" the Quesadas of their memory playing tricks on them as much as wondered if that weren't the case. As it turned out, it was our research that played tricks on us.

We searched the entire database of the 170 12 Meters ever built — they were originally used in the Olympics — looking for more info on *Soliloquy*. How were we to know her name had been changed from *Isolde* and *Sally Ann* and *Ptarmigan*? Changing the name of a 12 Meter is sacrilege. In some countries it's probably a capital offense. Then there is the whole business about the International 12 Meter Class and boats such as *Soliloquy*, which complied with the 12 Meter rule, but hadn't been built as racing boats. Nonetheless, our apologies to all.

Since it's *TransPac* time, this is a great time to remind our readers that when Skip Allan was 21 or so, he, his brother Scott, and several other 20-ish sailing friends from the Newport Beach area took overall honors in the 1967 *TransPac* with the *Cal 40 Holiday Too*. Skip subsequently went on to great helming success in IOR boats, and equally great success cruising and racing his custom *Wylie 28 Wildflower* to Hawaii.

## GALLIVANTER LOOKING FOR CREW

Hurrah! Our family has decided to move back to the U.S. Virgin Islands. My wife Cath and son Stuart are going to fly, while I'm going to sail our *Hylas 49 Gallivanter* by way of the Cape of Good Hope. Although I'm capable and prepared to do the trip alone, I always prefer to have a friend or two aboard to share offshore adventures. So I'm putting the word out.

*Gallivanter* is a well equipped S&S *Hylas 49* that our family of three sailed from the Caribbean to Australia in recent years. I've just hauled and inspected her, and she's in good shape. *Gallivanter* has all the equipment you'd expect: two chartplotters, radar, four GPS units, paper charts, a sextant, a liferaft and fishing gear. She's got a watermaker, freezer, fridge, hot shower, TV with lots of DVDs, and all the rest.

I've been working as a licensed captain for the past 20 years, and have 1.5 circumnavigations to my credit, including most of one with an *Islander 37* pilothouse sloop I bought in Hawaii. A number of my adventures have been recounted in the pages of *Latitude*.



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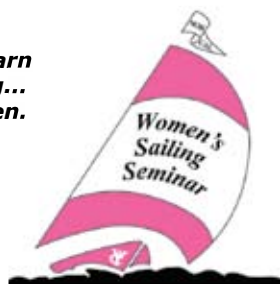
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## LETTERS

I'll be departing Brisbane and starting to sail north and over the top of Australia around the end of August. I intend to sail along the coast and stop at a few places between here and Darwin. From Darwin we'll head north and island-hop along the islands of Indonesia to Bali, and maybe even wrestle



The ferry Kirk McGeorge has been driving has lost its charm.

a Komodo dragon at one of the Indonesian islands.

I intend to hang around Bali for a few weeks before departing mid-October for the 3,500-mile passage across the Indian Ocean to Mauritius, after which we'll look for a decent weather window for the 1,500-mile leg to Durban. That can be a nasty one. I intend to be in Cape Town by mid-December, and will fly to the Virgins to spend the holidays with my family in our new home.

I'll begin the last leg, from Cape Town to Trinidad, in mid-January. Our transAtlantic crossing will consist of the 1,700-mile sail to St. Helena, and maybe a stop at Ascension, before the last 3,100-mile leg to the Lesser Antilles. *Gallivanter* averages about 180 miles a day, so we should be able to do that last leg in 20 days. After the first couple of hundred miles, the trip across the South Atlantic is considered to be one of the nicest in the world.

I don't pay for crew, but I cover fuel, food and expenses for the vessel. About all any crew would need is a passport, toothbrush, sunglasses and a few changes of clothes. We can expect to catch all the fish we want, and have periods of sunshine and rain, pleasant star-filled nights, periods of being becalmed, and maybe a moment or two of sheer terror. But it can sometimes be repetitive, so bring a book.

I like to have three people aboard for ocean crossing, and *Gallivanter* has three cabins. I maintain an easy watch rotation, and Otto the autopilot will do most of the driving. Simple, easy meals are what I prefer, and everybody cooks.

Crew do need the spirit of adventure, however, because you never know what will happen when you're dealing with boats and nature. For example, *Gallivanter* got clobbered by a runaway vessel in last January's floods of the Brisbane River, so she had to be hauled out for minor repairs — and to avoid more flooding. We did this at a tide-restricted yard at Redland City Marina on Moreton Bay. With the king tides of our winter solstice, my nine-year old son Stu and I launched *Gallivanter* and began snaking our way through a mangrove creek under the cold silver moonlight on the longest night of the Southern Hemisphere year. For an hour, we strained our eyes to see the reflections from the two dozen markers before finding enough water under our keel to get a solid reading on our depthsounder. Once clear of the channel, I engaged the autopilot, shook the wrinkles out of the main and genoa, and proceeded toward an eight-mile-distant anchorage.

Things were going well under the Southern Cross — until a loud thump shattered the peace just after midnight. A quick survey revealed that, in my haste at the launch, I had neglected to secure all of my lines properly. Stupid me! A bow line had washed over, fouled the prop, and destroyed the ceramic Drive Saver in our shaft coupling. I quickly anchored and found the spare Drive Saver I had purchased when installing the engine back in St. Thomas eight years before. I was able to unwind the rope-jam from within, replace the



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## LETTERS

coupling, and make it to the secure anchorage by 3:30 a.m. Stuart slept through the entire ordeal.

Thinking more about the delivery to the Virgin Islands, I've decided to include the Chagos Archipelago in the itinerary, as I know I would regret not including this extraordinary Indian Ocean stop. What's funny about paper charts is they can make potential destinations seem way out of the way, even when they only involve only a few extra miles. For example, one time we were at the Greek island of Santorini about to sail 475 miles trip to Malta. The north coast of Crete was down at the bottom of the chart, so just out of curiosity, I added the ancient capital of Crete as a waypoint. It turned out that it would only add 18 miles to our 475-mile passage.

By the way, I'm told that Harry Heckel, the oldest person to sail around the world solo twice, published a book titled *Around the World in 80 Years*. I'm hoping one of my crew will bring a copy. We met Harry in Borneo in 2000. While in Norfolk, Virginia in '05 or '06, we presented Harry with a certificate of achievement on behalf of *Latitude*. If I'm not mistaken, Harry is now 97 years old!

As much as my family has enjoyed Australia, Cath's homeland, we're eager to move back to our adopted home of the U.S. Virgin Islands. For one thing, I've been driving a car ferry back and forth across the Brisbane River — every five minutes for 13.5 hours a live-long day — for the past 10 months. I can't wait to quit this mind-numbing job in three weeks and cast off *Gallivanter's* lines to begin sailing home to the Caribbean. By the way, I've just completed everything necessary to upgrade my Aussie marine license from a Master 5 to a Master 4, which means I can move up from driving 80-ft vessels to 230-ft vessels. It was a major pain in the ass getting the upgrade, but the sea time I've gained working here in the Land of Oz is also applicable to upgrading my USCG ticket when I get back to the Land of the Free.

For those interested in crewing on *Gallivanter*, I can be reached at [svgallivanter@yahoo.com](mailto:svgallivanter@yahoo.com). Please do not contact me if: 1) You're not super enthused about the opportunity, or 2) You're not sure you can take the time off from whatever else you're doing or family obligations. Thanks.

Kirk McGeorge  
*Gallivanter*, Hylas 49  
Brisbane, Australia

### ↑↓ CAPSIZING MOD70S

I watched the terrific June 3 *Lectronic* video the Wanderer took from onboard while the MOD70 *Orion* sailed across Banderas Bay at speeds up to 35 knots. Pretty cool!

Then, in the June 24 *Lectronic* and on page 72 of the July *Latitude*, I saw the photo and story of the MOD70 *Spindrift* flipping over and breaking her mast during the La Route du Princes series in Dun Loaghair, Ireland.

Since the Wanderer and Doña de Mallorca were lucky enough to be aboard *Orion* for that sail on Banderas Bay, I'd like to know whether you were concerned about the tri flipping or whether you felt pretty secure.

Bill McClintock  
San Jose

HARRY HECKEL, JR.



Harry Heckel's book 'Around the World in 80 Years'.



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## LETTERS

Bill — Neither of us was concerned about flipping for three reasons: 1) Orion had a great crew headed up by multihull and MOD70 guru Steve Ravussin; 2) Until that time, no MOD70 had flipped, and the whole bunch of them had raced across the



MOD 70 S.A. / YVAN ZEDDA

**'Orion' can be seen scooting across San Francisco Bay waters these days.**

Atlantic at extremely high speeds; And, 3) because the winds on Banderas Bay were steady without any strong puffs. San Francisco Bay is a much different proposition, as the wind is often very gusty, so we hope Orion is being sailed conservatively.

By the way, Orion reportedly hit 42 knots of boat speed in 20 knots of true wind, just shy of the 44.15 knots Emirates Team New Zealand hit just as this issue was going to press.

Last summer we also got a chance to sail the 74-ft foiler l'Hydroptère across San Francisco Bay at 34 knots. Our impression — and it's nothing more than that — is that l'Hydroptère might be more stable than a MOD70 in gusts because she seems to be able to translate the power into speed more quickly.

### ⇓ WHY WASN'T THE MAINSHEET EASED?

I just read *Latitude's* comments on the capsizing of the MOD70 *Spindrift* and watched the video of the incident. I agree, I didn't see any sign that the mainsail was eased at all. From the photo in *Lectronic*, it looks as though the MOD70s



CHRIS SCHMID / SPINDRIFT RACING

**'Spindrift's epic capsize in June proved that even MOD70s can flip.**

may have a semi-circular mainsheet traveler. This is what I have on *Pantera*, 26 feet of track. With this arrangement, I only need 30 inches of travel on my mainsheet. I get this from a hydraulic cylinder in the boom and a hand pump at the helm. All these do is control the twist in

the main, and I usually don't have to adjust it more than six inches between sailing upwind and downwind.

In my view there are a number of benefits to this system. First, hydraulics are ideal for high-load, short-travel applications. Second, it eliminates the potential of the mainsheet's getting snarled in the cockpit, as you'd need a very long mainsheet in order to ease off enough to depower. Third, my 'mainsheet', all 30 inches of travel of it, can be adjusted with a valve for fine-tuning and 'blown' with a press of either of the 'panic buttons', one that's at the helm and the other in the bulkhead at the head of my berth. I have never used either panic button, no matter if I was racing or cruising.

The other method to de-power *Pantera* is the 26-ft curved track with a custom machined car from Lewmar. The traveller control line is two-part, comes off the winch on the centerline, and can be brought into the main cabin and left on the dinette table an arm's length from my pilot berth, which is at the same height. While I can completely depower my main without ever getting out of my bunk, I've never needed to do it.

All the winches on *Pantera* are self-tailers, but consistent with my previously stated Three Laws of Multihull Sailing, all

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# LETTERS

sheets come out of the self-tailers into vertically mounted cam cleats on bulkheads or coamings — when they aren't being hand-held. This means they can instantly be snap-released from anywhere in the cockpit. To review the Three Laws of Multihull Sailing: 1) All sheets must be free and ready to run; 2) All sheets must be free and ready to run; 3) All sheets must be free and ready to run.

So what happened on the MOD70 *Spindrift* in Ireland? From a couple of angles it seems clear the main was not eased at all. A racing crew should have been able to do that. Gusts usually show on the water in advance. Someone should have



JAY ALLWORTH

seen them coming. Someone should have been hand-holding the mainsheet. And someone else should have been ready on the traveller, too.

I don't know how mainsheets are controlled on MOD70s. Maybe the loads were too high to release the sheets. Maybe

**Bob Smith has sailed 52,000 miles aboard 'Pantera', many of them singlehanded.**

something jammed. If so, why wasn't the traveller eased? It sure looks like a full-width traveller from the photo. Can you remember from your sail on *Orion*? I would like to know.

Another issue I'm sure you're aware of is that boats like the MOD70s, and to a much lesser extent *Pantera*, bring the apparent wind so far forward that you don't have to ease the main much to have it luffing completely. So my guess is the capsizes was the result of some crew error or something jamming.

By the way, *Pantera* turned 17 years old on July 6. She's got 52,000 miles, all of them right side up.

Bob Smith  
Pantera, 40-ft custom cat  
Victoria B.C./La Paz

*Readers — Even more impressive than 52,000 miles is the fact that Bob has twice singlehanded this high-performance cat from Mexico to Victoria, B.C., often in high winds, and never once used the engine.*

*The MOD70 mainsheet traveller looks to be about a 20-ft-long semi-circle. Not only does it not go from one side of the boat to the other, it doesn't go from one side of the main cockpit to the other.*

## ↑↓NOT ALL SAILORS ARE BLUEWATER SAILORS

It was sad reading about GD 'Zen' French and his wife 'Lady Zen' abandoning their Iroquois 30 catamaran *Zen II* 250 miles out into the Pacific, and his analysis that he was "not a sailor" because he discovered that he didn't like bluewater sailing. I disagree with the notion that disliking offshore sailing means that one is not a sailor.

Sailing means being on a boat that is propelled by the wind, and being a sailor means being able to control and otherwise maneuver the boat. The vast majority of sailors never sail offshore, regardless of how much they may dream about it. Day and coastal sailing are just as much sailing as bluewater sailing, you just get to shore more often.

While most of my sailing miles were offshore, they were all from one voyage, the 1995 Tahiti Cup from San Francisco and the delivery back via Honolulu. So none of my sailing except that one voyage has been offshore. But I consider myself a



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— Herman Melville, *'Moby Dick', Chapter XXVI*



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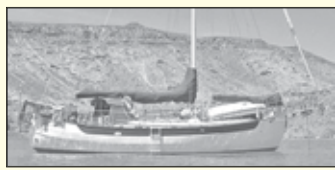
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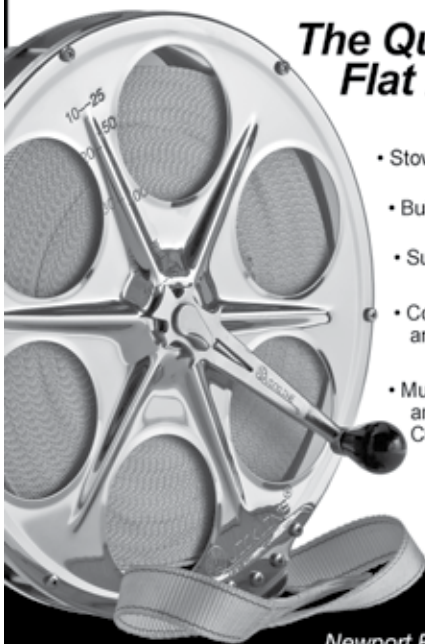


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## LETTERS

sailor because I sailed a lot.

While I wouldn't trade my offshore experience for anything — I'd been dreaming of bluewater sailing since well



COURTESY ZEN II

**A love for bluewater sailing isn't a prerequisite for calling yourself a sailor.**

before I was in high school — there were definitely some very negative aspects of it that I did not realize until I did it, starting with sleep deprivation. I have no interest in sailing offshore again, except under a very narrow set of circumstances — 50-ft

cat of my own in the tropics — that probably won't occur. Does that mean I'm not a sailor? Of course not.

I hope that *Latitude* and/or someone else will encourage Zen and Lady Zen to continue sailing, even if that sailing is not offshore.

Boatless in Berkeley

*B in B* — It seems to us that you can certainly be a 'sailor' without ever leaving the confines of Belvedere Lagoon, Lake Merritt, the Oakland Estuary or San Francisco Bay. Bluewater sailing is a niche that only appeals to a few.

### ↑↓ CELESTIAL NAVIGATION WITHOUT ALMANACS

I'm taking advantage of *Latitude's* kind offer to let authors review their own books. I've written *Celestial Navigation Without Almanacs*, which covers noon and Polaris sights with a sextant, and a variety of non-sextant methods using stars and sunrise and sunset times to get both latitude and longitude to within about a fourth of a degree — near enough to make sure you don't miss that island if you find yourself without GPS. All the sun and star information needed to do this until 2050 is included in the book, compiled from data published by the US Naval Observatory. This means you don't need to buy nautical almanacs each year or keep sight reduction tables.

I recently sailed from Oregon to La Paz aboard my Columbia 8.7 *Witch of Endor*. On the way, I was able to practice some of the methods taught in my book.

Sailing from Ensenada to La Paz last fall, I noticed two obvious — even stunning — ways to get your latitude from the stars while sailing down the Pacific coast of Baja in November. Shortly after dark in November, Orion, the best known of all constellations, rises in the east. At the latitude of San Diego, just after Orion has risen, the line between its two brightest stars, Betelgeuse and Rigel, is exactly parallel to the horizon. As you sail south, this line starts to be at an angle to the horizon. By Turtle Bay, Rigel, the more southern of the two stars, rises eight minutes before Betelgeuse, and the line between the two stars is at an angle of 5° to the horizon just after Orion has risen. This is because we are sailing around a curved Earth, and Turtle Bay is 5° of latitude south of San Diego. San Diego is at N 32° 40' (at Pt. Loma) and Turtle Bay is at N 27° 40'. As we keep sailing south, this angle becomes about 8° at Mag Bay, and 10° at Cabo. At any point along the way, we can find our latitude by measuring this angle, and subtracting it from the latitude of San Diego.

There is another star to steer your boat by on this voyage. Once you are about 3° south of San Diego, at about 11 p.m., you will see a bright star, Achernar, just above the southern horizon, sitting there all by itself, beckoning you southward.



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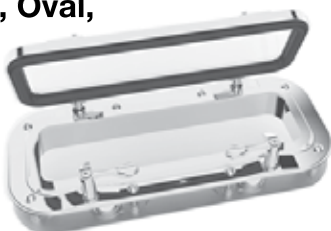
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# LETTERS

But to find out how to use Achernar to navigate southward in November, you will have to go to my website!

I have a number of pages at my website for *Celestial Navigation Without Almanacs*, including one that describes in more detail how to get your latitude from the stars while sailing south to Baja, with color diagrams of what the stars look like along the way. There are also excerpts from the book, a short fictional account about using the book to find Hawaii after being struck by lightning at sea, and information about how to purchase the ebook. You can find the main web page, with links to the others off it, at [www.markmason.net/nav](http://www.markmason.net/nav).

Mark Mason  
*Witch of Endor*, Columbia 8.7  
 La Paz, Baja California Sur

## ↑↓ A CITY THAT'S NOT FOR SNOBS

In my opinion, the liveboard community near Oakland's Union Park adds to the whole 'vibe' here in Oakland. And there is so much to like about this town. Having visited many parts of the world — including Venezuela, Egypt, Mexico, Pakistan, Britain, Germany and more — I have to say that while Oakland definitely has its problems — on which *Latitude* seems to continually focus to the exclusion of everything else related to this city — there is much to like about it.

In particular, for a city of 400,000, it is one of the most diverse cities I've ever been in. I ride the bus frequently with



AMINA WAHEED

my grandchildren and they love listening to all the different languages and getting into all sorts of conversations with fellow passengers. For its size, Oakland also offers a huge choice of cuisines, and at a much more reasonable price that most other towns around. We also have the best weather in the Bay Area. And there is probably a higher density of beautiful old Victorians in Oakland than anywhere else around.

***Are anchor-out communities being 'harassed' because of big business or because locals are tired of junk heaps piling up on shore during storms?***

I frequently drive by Union Park, and when I have time, I often stop and park there just to look at that liveboard community. Sometimes I go with my grandchildren, who are fascinated by it. It's one of the little communities that makes Oakland what it is. I have had a chance to stop and chat with some of the residents, and have never had an unpleasant conversation. 'Live and let live' seems to be their operating philosophy.

*Latitude* implies that maybe the city wants to get rid of this community because it is a 'crime center' where the residents think they are 'above the law' — although you present no evidence. True, you don't say it directly, but it certainly is implied. Having lived where I do for all these years, I have gotten pretty familiar with the evidence of 'crime centers'. One is broken window glass on the street or sidewalk. Another is used condoms on the ground. I have never seen either of these in the parking lot right by this community.

In fact, anybody who takes a look at Oakland politicians' campaign contribution disclosure forms, which are on file, will see that the real estate developers are a major power in Oakland city politics. And they have their eyes on the entire shoreline. There's nothing wrong with developing some nice housing, parks and walking areas, but the developers see

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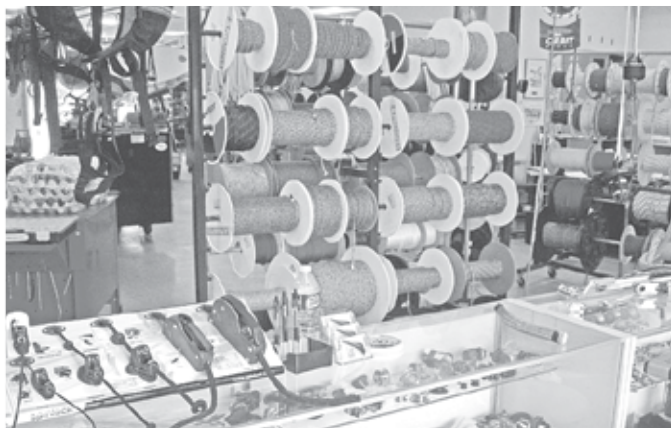
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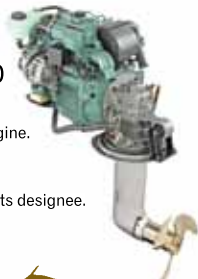
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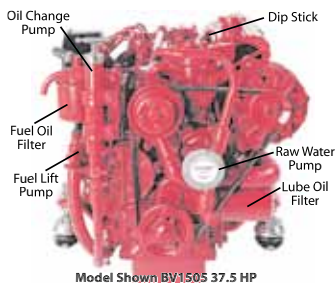
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## LETTERS

communities such as the one near Oakland's Union Park as an eyesore that brings down property values. Plus it galls them just to think that somebody is living somewhere for free. It's just as if they are trying to get some of the artist/hippie collective housing out of the shoreline, and to close down the San Leandro Marina. I'll bet anything that's who is behind this drive to get rid of these liveaboards.

As far as crime goes in Oakland — the issue on which *Latitude* seems to focus to the exclusion of everything else — yes, it's a real problem. But I've lived in the Oakland flatlands for 44 years, and I ain't dead yet. But I will admit, Oakland definitely isn't for snobs.

John Reimann  
Y-Knot, Catalina 36  
Alameda

*John — Having attended elementary, junior high and high school in Oakland, we have more than a passing knowledge of the place. We've lived in East Oakland, North Oakland, in the Montclair District, and after going to UC Berkeley, the Dimond District. The first and only time we ever levitated was in the back of a pizza parlor in East Oakland's Eastmont Mall. We began our journalism career working for The Montclair in Montclair and later down on Piedmont Avenue, which is also where the early issues of Latitude were produced.*

*Knowing Oakland as we do, the thing that really pisses us off is that we know what a really great place it inherently is — and could be — but how dreadfully far it has fallen from its potential. (Yes, we know there are still some really beautiful and reasonably safe places in Oakland, and that some areas are rising from ruins.) But when violent crime is a never-ending worry, the quality of education dismal, and the city government highly suspect, the Mediterranean climate, the many wooded areas, and the fertile flatland soil don't count for much. At least not to us. Neither does the 'vibe' or varied cuisine.*

*While our parents lived in Oakland until almost their passing, we decamped for hippie Marin in our early 20s and have never regretted it. We believe the most important responsibility of government is to provide a safe environment for all citizens, and that Oakland has failed dreadfully in that regard. Since you've lived in Oakland for 44 years, you have no idea how liberating it is not to have to worry about having to lock the front door to your house or your car, to say nothing of not having to worry about the personal safety of your kids.*

*We think diversity is grossly overrated when compared to things like personal safety and respect for other people. We don't care of what color or sexual orientation anybody is as long as they're non-violent, value education, don't peddle drugs or flesh, keep their residences in reasonable shape, and don't own pit bulls. Before you make a knee-jerk reaction to our politically incorrect indifference to diversity, remember that by choice we spend about a quarter of the year based out of a very poor village in Mexico and another quarter of the year in either West Indian or French parts of the Caribbean. We also have small businesses in Mexico and the Caribbean, and travel to considerably more countries on a regular basis than most people. One thing we've learned is there are many places where poverty is not seen as an excuse for violent crime.*

*Like anybody who takes taxis, we're exposed to countless immigrants from all over Africa, the Middle East, Eastern Europe and the old Soviet Union. They all think they've died and gone to heaven, not because things have been given to them, but because they now have an opportunity to make a decent life for themselves and their families. We love that attitude. As for varied cuisine, we get our fix in the dives of downtown*



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## LETTERS

L.A. and the various 'towns'. No snob or pretentious food for us, thank you.

We live aboard about six months a year, so we certainly don't have anything against that concept. But we do believe that liveaboard vessels should be required to follow the same laws as all other vessels when it comes to navigability, safety and environmental requirements. Harbormasters from one end of the state to the other will tell you that when you start giving passes and making excuses for illegal and irresponsible behavior, liveaboard communities devolve and become havens for a host of problems. One need only look at what happened at Clipper Cove and the current state of Richardson Bay. Just because you live on a boat or leave a boat at anchor shouldn't mean you get a pass from laws or personal responsibility — even if you live in Oakland.

### ↑↓ SURVIVING BOAT BREAK-UPS IS THE HARDEST PART

When we set sail from San Diego as part of the 2007 Baja Ha-Ha, we had no idea that thousands of miles and years would pass between us participants, and that we would be forever connected by 'learning how to Ha-Ha' together. Despite the fact that we lived so close to the ocean, we didn't have the benefit of living near a thriving sailing community prior to the Ha-Ha, so all of our cruise planning was done reading websites created by other cruisers, reading books, and dutifully reading *Latitude 38*.

When we first registered for the Ha-Ha in 2007, it finally became real that we were going cruising. More real than when we'd sold our home, quit our jobs, and loaded our Morgan 452 *Ketching Up* with 63 lbs of home-schooling books. The Baja Ha-Ha was what we considered the real start of our sailing adventure.

For me, those final pre-Ha-Ha days in San Diego were all about 'kid boats'. If I was behind someone with an equally large load at Trader Joe's or Costco, I'd casually ask "Are y'all doing the Ha-Ha?" (We Southern girls don't hesitate before asking personal questions of total strangers.) We were in full frenzy mode by the time we got to the Kick-Off Party, and all my social energies had been zapped by last-minute preparations and the reality of 'Oh my God, we are really doing this!'

But before we really met any 'kid boats', we'd begun friendships with *Airwego*, *Acapella*, *Wahoo* (the lone powerboat) and *Cirque*. Despite the fact that we had three bouncy boys, we were welcomed onto all these boats — more than just once, too, thank you very much — and our boys felt right at home with their new cruising families.

When we said our final goodbye to *Airwego* in La Paz, we endured the first of many boat 'break-ups'. Why hadn't anybody warned us about this heartfelt pain in any of the cruising books? Give me sloppy seas and gusty winds any day, as the saying goodbye to cruising friends really sucks, pardon my French.

When you become cruising friends, you share everything: the weather, boat parts, provisions, adventures, life histories, taxis, holidays, therapy, charts — and on and on. Who else but a cruiser will loan you \$700 in a Costco in Acapulco knowing you only by your boat name? Who else but a cruiser offers you their old dinghy for free when they hear over the cruisers' net that yours was stolen? There is absolutely nothing like a shared cruising experience to bring total strangers together. Our initial cruising goal was passports full of stamps from foreign countries. Our trip really became about our new cruising friends and the great adventures we shared.

So our hearts were heavy when we received the word from *Airwego* that, after a successful Pacific Puddle Jump and



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# LETTERS

months exploring in the South Pacific, they had hit a reef. They were safe, but their boat was lost and their adventure over. And when one of our favorite cruising families separated after returning to land, we tried to imagine how that could have happened, since they were frozen in our minds as the happy, salty and sun-kissed crew on our final happy hours in Z-town.

And most recently, there are no words and no explanations that will make any sense of the heartbreak of Laura Willerton,



COURTESY CIRQUE

**Laura Willerton, Louis Kruk's wife, touched many people's lives.**

Louis Kruk's beloved wife, losing her courageous battle with cancer. Louis and Laura were our dear friends. Our boys developed their VHF confidence hailing *Cirque*, as Louis always responded, parroting the pronunciation he heard from two of our crew members who'd lost their front teeth, and referred to our boat as "Ketchin Gup."

We spent many sunsets together, enjoying a drink

and reflecting on wonderful days. And tonight, as we watch the sunset from our home in Pawleys Island, South Carolina, we feel a world away, knowing this is Louis' first of many sunsets without his wife Laura by his side.

There were moments I wondered how I ended up on a boat surrounded by a summer squall, with lightning close enough to make the hair on my arms stand up at attention. Or how I got stuck in a leaking boat in the middle of the first recorded tropical storm — thank you, *Alma* — in Costa Rica. Or found ourselves floating backward in the middle of the Bay of Panama after the wind died and our prop shaft broke. But there were many more moments, a lifetime of moments, that I will never forget, all filled with cruising friends who taught us how to Ha-Ha.

Fair winds, Laura Willerton, fair winds.

Ashley DesMarteau, wife of a Gentleman Pirate with former cruising kids Griffin, Wils & Cooper  
*Ketching Up*, Morgan 452  
South Carolina

## ↑↓ THE GOOD, THE BAD AND THE UGLY IN SB

On a recent trip to Santa Barbara, I noticed several placards noting projects that have received funding from Cal Boating. The first project is the repair of the launch ramp. This seems like a worthwhile use of funds, as it serves the

general boating, kayaking, Jet Skiing, fishing and paddleboarding public. I call this one 'good'.

The next placard indicates that Marina 1 is to have several of its dock fingers upgraded and repaired. The unusual thing about the docks in Santa Barbara is that the rights to use the space are sold



N.W.B.R.

**Repairing the launch ramp to the benefit of the public is 'good'.**

to the new boat owner by the prior boat owner. To somewhat legitimize this process, the Santa Barbara Harbor Department charges a fee in excess of \$300 per foot of boat length when a slip is transferred. So the buyer of a 30-ft boat will have to pay the Harbor Department \$9,000, plus \$30,000 to \$40,000 to

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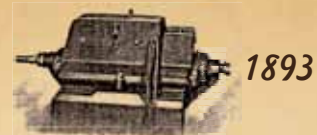
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## LETTERS

the seller for the right to use the slip. Keep in mind the docks are owned by the public and maintained with public monies. So in this case, Cal Boating is spending its funds to support a few wealthy individuals. As the docks are improved, the value of the slip should increase, thus enriching the existing owners when they sell the rights to the slip.

I think this is roughly the same as owning the rights to use a parking place on a city street in front of one's home. I hate to think what it would cost to purchase a parking place in downtown San Francisco. So I call this upgrade of Marina 1 as a 'bad' for the general public.



N.W.B.R.

The last placard piqued my curiosity. It was at an end-tie that was probably 60 or more feet long, and said it was being made three feet wider. This project is a windfall profit for whoever the slip holder is. I call this one 'ugly'.

**Widening an end-tie for one slipholder is 'ugly'.**

Because of the unique structure of slip ownership in Santa Barbara, I believe that Cal Boating projects are enriching a few wealthy and well-connected boat owners.

Please do not include my name or boat name as I would probably never be able to get another guest slip in Santa Barbara. I'm afraid that I'll then be stuck in cold and windy Ventura Harbor eating sponge cake and Pop Tarts.

Name Withheld By Request  
 30-ft sloop  
 Ventura

*N.W.B.R. — Unlike some places, we think Santa Barbara is a city where you can criticize a government decision and not have to worry about extreme retaliation.*

*Philosophically, we strongly agree with the concept that private citizens shouldn't be able to profit from owning the right to public property. But berthing rights are a little more complicated than they might seem on the surface, and government agencies up and down the coast have struggled to find equitable solutions.*

*The 'slip can go with the boat' policy started innocently enough. If you wanted to sell your Santa Barbara-based Cal 25 to someone else in Santa Barbara and the buyer couldn't keep the berth, where was s/he supposed to keep the boat? If the buyer was told s/he would have to take the boat to Ventura, it would be a deal-breaker. In places such as Santa Barbara, where the demand for slips has long been much greater than the supply, wise sellers realized that their Cal 25 with a slip was more valuable than a Cal 25 with a slip in less-desired Ventura or other places where slips were plentiful.*

*With Santa Barbara's seemingly never-ending increase in desirability over the last 30 or so years, the premium for a slip going with a boat has skyrocketed. If you have a sinking 40-ft wreck, she was worth about \$40,000 — if the right to the slip came with the wreck.*

*There are, of course, negatives to slips going with boats where there isn't enough supply. First, it allows for private individuals to profit greatly from public property. It meant entry to boat ownership in Santa Barbara became extremely expensive. And the combination of the increasing value of slips and Santa Barbara's low slip fees discouraged boatowners from selling their boats — even if they never used them.*

*Latitude has always thought there should be a 'use it or lose' it policy for berths where they are in short supply. Since*

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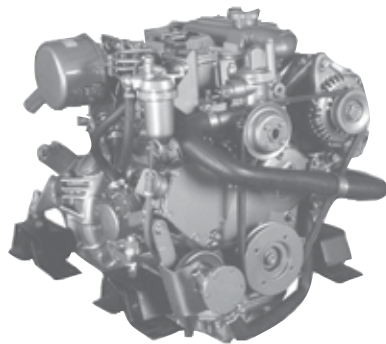
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## LETTERS

ocean access by boat in those areas is limited, it could be made more available if boatowners were required to take their boats out 24 times a year, which is only twice a month. If the boat owners don't take their boat out the minimum number of times, they would either have to pay double the normal slip fees or give up the slip. If they still didn't use the boat at least 24 times a year the next two years, they would lose their slip. We think such a policy would greatly open up the number of slips — and increase the number of new and lower-income sailors — in places like Santa Barbara. As brilliant as our idea is, nobody has ever seemed to like it.

Places such as Santa Barbara have long been wise to folks with rights to slips being able to profit greatly from them. The argument against stopping boats from going with slips cold turkey is that people who have paid the going rate — \$1,000 or so per foot — for the right to a slip would suddenly lose their \$25,000 to \$500,000 'investment'. After a tremendous amount of discussion, Santa Barbara came up with what they believe is a fair compromise solution, which involves the harbor's getting a cut of the action. Since it's a compromise, there are always going to be people who are unhappy with the program. While we don't think Santa Barbara's plan is good as our 'use it or lose it', we think it's reasonable.

### AMERICAN 'NOT CHEAP' OR MEXICAN 'NOT CHEAP'?

I'm very happy to hear that Doña de Mallorca is all right after rolling over twice and ending up on a berm in a Chevy Tahoe after being run off the road on the way to Punta Mita, Mexico. Just one question. You indicated the treatment she received at the San Javier Hospital in Nuevo Vallarta was "not cheap." Did you mean in U.S. terms or Mexican terms? Not cheap in the United States probably could have meant at least multiple thousands of dollars.

Jimmie Zinn  
Dry Martini, Morgan 38  
Pt. Richmond

Jimmy — The ambulance that picked up de Mallorca asked if she wanted to go to the public hospital in San Pancho or the private hospital in Nuevo Vallarta. She couldn't get a CAT scan at the former, but she could at the latter. Doña, a nurse, decided that a CAT scan would be a smart idea to see if she'd suffered any hairline fractures or other problems.



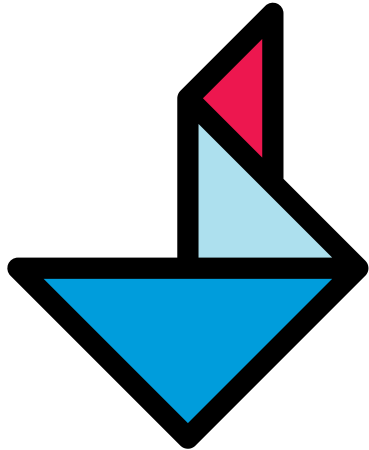
LATITUDE / RICHARD

**Doña de Mallorca received top-notch care at the comparatively pricey San Javier Hospital.**

The crew of the ambulance — which was free — couldn't have treated her better. And entering the San Javier Hospital in Nuevo Vallarta was like being admitted to a hospital patient's ultimate fantasy. Everything at the San Javier Hospital was brand new and sparkled so brightly that you needed sunglasses. The ratio of hospital staff to patients was about 25 to 1. Most important, the doctor seemed competent and had unlimited time to spend with her.

De Mallorca's bill came to \$3,300 USD. That's very high by Mexican public health hospital standards, and even some other private Mexican hospitals, but we suspect it's comparable if not lower than it would have been in the States.

It was an interesting comparison to de Mallorca's vertigo



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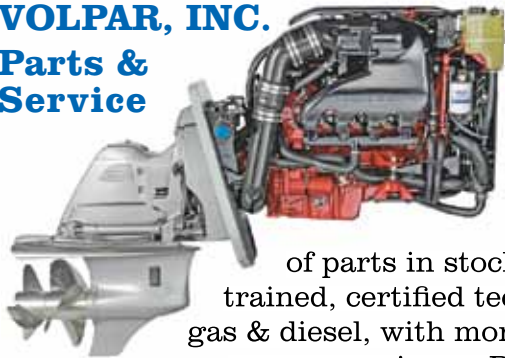


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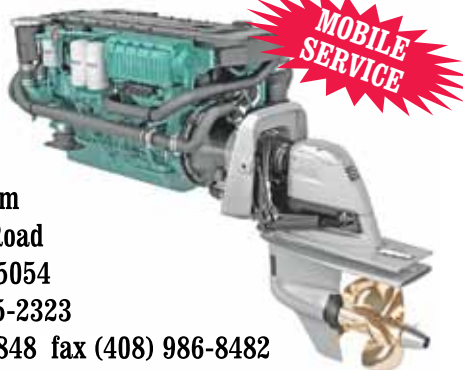
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## LETTERS

episode during the SoCal Ta-Ta that saw her spend eight hours at the Little Company Hospital in Torrance and four more hours at the Kaiser Hospital in South City. While the staff was great at the Little Company, there were 86 other emergency patients, with moaning people on gurneys everywhere.



LATITUDE / ANDY

**The new hospital in Nuevo Vallarta caters to American 'medical tourists'.**

Naturally, the doctors and nurses didn't have unlimited time with patients. At San Javier, the doctors and nurses had all the time in the world. The Little Company/Kaiser bill came to about \$14,000, and included a CAT scan and some other tests. De Mallorca's Kaiser health insurance paid for almost all of the first incident, and they've said they will pay for most of the incident in Mexico, too.

Based on reports from various friends who have had surgery for things like pacemakers, torn Achilles tendons, appendicitis and such, the costs are about one-quarter of that in the United States and the level of care has been excellent.

By the way, Jimmie, the next letter is for you.

### ↑↓ THE WHEREABOUTS OF IN LIEU OF

After Latitude started the 'Where Are They Now' feature about boats from peoples' past, Jimmie Zinn asked about the whereabouts of *In Lieu Of*, the Newport 30 on which he had his first wild sailing adventure. She currently lives on the Oakland Estuary at Pacific Marina.

Matt Peterson  
FastBottoms Hull Diving

### ↑↓ IS THE AMERICA'S CUP ABOUT SAILING OR BUSINESS?

As you know, Louis Vuitton is asking for a \$3 million refund from the America's Cup organizers because there aren't the promised eight or more teams in the Louis Vuitton Challenger Series. To me, this proves that this America's Cup is not about sailing. What happened to the days when the actual competitors — Ted Turner, for example — actually sailed their boats? Instead, we now have very wealthy proxies, who are rounding up hired hands to do the on-the-water trivia, while they are busy bickering over TV schedules, reserved zones on the Bay and other forms of income. I'm also not happy about the fact that, whereas America's Cup entries used to represent a country, they now have mercenary crews who have no relation to whatever country they are supposedly sailing for.

I find the entire America's Cup unbecoming, and don't believe it promotes an interest in sailing. It stinks!

Anneke Dury  
Paramour, Offshore 54  
San Francisco

Anneke — Louis Vuitton has been an America's Cup sponsor for the last 30 years — except for the 2007 Cup, when they dropped out because they said "commercialism" had overtaken the sailing competition. Prior to Louis Vuitton's picking up the tab for the Challenger Series, the challengers had to split the cost among themselves.

In return for sponsoring the Challenger Series for the 34th America's Cup, Louis Vuitton ponied up \$10 million — about

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## LETTERS

the equivalent of the retail price of 270 of their leather hammocks — against a guarantee that at least eight teams would take part in the Louis Vuitton Cup. To provide some context, there have been anywhere from seven to 13 teams taking part in the Louis Vuitton Cups since 1980. As a few people have noticed, there are only three challenging teams this time around, and three is fewer than eight. Little wonder that Louis Vuitton isn't happy. By the way, Louis Vuitton products have always been a little rich for our blood, but we've always liked their association with the America's Cup.

We agree that the America's Cup has become more about business than sailing, in the same way that the NBA and the NFL are more about business than basketball and football respectively.



GILLES MARTIN-RAGET / ACEA

We'll leave it to each sailor to decide whether that's a good thing. But from the very beginning, Larry Ellison and Russell Coutts made it clear that they were all about trying to make the 34th America's Cup a mainstream made-for-television sporting spectacle that attracted a big audience and therefore big sponsors — in the same vein as soccer, baseball, football and basketball. They made bold moves with the boats and the courses in an attempt to achieve that goal. Alas, at this point it seems they were too bold with the boats, which have turned out to be too extreme for safety, and too expensive for all but a few billionaires. And to date there is little evidence that sailboat racing will ever attract a mass audience.

**The Louis Vuitton Challenger Series got interesting when two boats were on the race course.**

As tangential as we believe the 34th version of the America's Cup is to the sailing that 99% of us enjoy, we hope that Oracle retains the Cup and that it's held again in San Francisco. But with much less expensive one-designs that will attract a minimum of 12 entries, and far fewer delusions of grandeur. After all, San Francisco Bay is the best America's Cup arena, and if done properly, the 35th America's Cup could be an entertaining sideshow to mainstream sailing.

### ON CUPS AND HANDBAGS

I saw Emirates Team New Zealand and Luna Rossa compete in the first-ever battle between AC72s. It looked to me as if the Kiwis came to San Francisco to bring the Cup back to New Zealand while the Italians came to sell shoes and handbags.

Louis Kruk  
Cirque, Beneteau First 42s7  
San Francisco

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

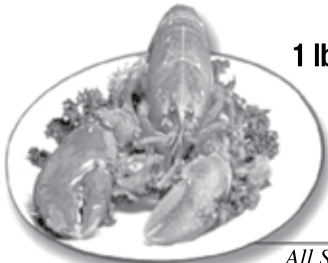
We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port and, if possible, a way to contact you for clarifications.

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

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# SIGHTINGS

## hawaii race resurgence

Category One ocean racing on the West Coast has had a surprising turnaround over the last couple of years, with massive big-boat fleets tearing it up all over the Pacific. This year's TransPac, with nearly 60 boats having raced from L.A. to Honolulu, will go down as one of the best TransPacs of all time. Not only was the fleet bigger than in 2011, but the quality of those entries was impressive. (You can read more about the race on page 86.)

The number of full-on Category Three professional boats has more than doubled from two years ago while the quality and speed of the boats themselves have increased dramatically. Turboed Volvo 70s, 100-footers, Audi MedCup TP 52s, record-threatening ORMA 60 trimarans — you name it.

The sailing world can't help but take notice that the West Coast's premier offshore race has re-cemented its position as one of the world's great yacht races, with top-tier teams and talent coming from around the world to participate. Of this year's 59 entries, a record 15 were international, with six from Japan alone.

But the TransPac is not merely an exception; it's a byproduct of what is increasingly becoming the rule. In the last three years we've also seen strong Pacific Cup fleets, a 50% year-to-year increase in Singlehanded TransPac entries, a new coastal classic established with the rise of Southern California's Islands Race, and a revitalized Mexican trio of the Cabo Race, Puerto Vallarta Race and MEXORC. The trend is encouraging, and the West Coast sailing industry is enjoying the resulting trickle down.

— ronnie simpson

## hanson medal for aysf

While the men on the American Youth Sailing Force, San Francisco's 'home team' for the Red Bull Youth America's Cup (September 1-4), undoubtedly want to win the event's trophy so badly they can

taste it, the award six of its team members received last month proves more about who they are as people than any sports trophy ever could.

On July 17, US Sailing announced that the six sailors — Ian Andrewes, David Liebenberg, Tommy Pastalka, Evan Sjostedt, Mikey Radziejowski and Nick Andrewes — will be awarded the Hanson Rescue Medal for their attempt to save a woman who'd driven her minivan into San Francisco Bay on June 21.

The tragedy unfolded around 5 p.m. when the minivan careened across Marina Green and into the Bay's frigid waters. At the same time, the AYSF members were getting ready for a fundraising mixer at Golden Gate YC. Almost immediately, six of the young men jumped into the team's Pro-

ceptor to attempt a rescue, but by the time they arrived on scene, the minivan was already nose down and sinking fast.

"When we saw the van in the water, our first thought was we've got to go help," said Ian Andrewes, sailing team manager. In the minute or two it took to reach the van, three of the team had stripped off their dress clothes and jumped into the water. A video shows three

continued on outside column of next sightings page

## blind sailor's

Mitsuhiro 'Hiro' Iwamoto, a 46-year-old totally blind sailor, set out from Fukushima bound for San Diego on June 16 on a voyage to build awareness for tsunami victims and to support local schools. Iwamoto was sailing with a sighted crewmember, 57-year-old newscaster Jiro Shinbou, aboard his Bristol Channel Cutter *Aeolus* about 800 miles off Honshu on June 21 when the boat hit something.

Though there's been no official word on what *Aeolus* hit, a GoPro camera caught the moment of impact. The video shows a large object directly in the boat's path.



**Tommy Pastalka and David Liebenberg tried to break out the rear window of the van while Evan Sjostedt tried to get the doors open. Ian Andrewes drove the Protector while Mikey Radziejowski and Nick Andrewes handed off tools.**

RON STEINAU



## boat sinks

When *Aeolus* began taking on water, Shinbou requested assistance. Within minutes, he called their shore team, who in turn contacted authorities. "Flooding water is greater than they can pump out. They have to abandon *Aeolus* and move to a liferaft in order to survive. Both are in good condition with no injury."

Two attempts were made by the Japan Maritime Self-Defense Force to reach the pair before they were finally plucked from the raft and taken back to Japan. They were uninjured but *Aeolus* sank.

— *ladonna*

## aysf — cont'd

of the team perched on the back of the van trying to pound out the rear window. They also made several free dives to try to pull the woman free. Sadly, they were unsuccessful.

It took several hours for rescue assets from the San Francisco Fire and Police Departments to locate the van in about 20 feet of water but by then conditions forced a delay in recovering the van and its sole occupant. The body of Debra Crenshaw, 60, was retrieved the next day and the vehicle removed from the Bay. The cause of death has not yet been released.

Even though they were unable to save Crenshaw, the team's instantaneous response to the accident and their unrelenting attempts to free her exemplify what true seamanship is all about. The award is a well-earned honor, as bittersweet as it may be.

— *ladonna*

*Last month's TransPac Race was one of the most memorable and competitive in recent history. Is top-tier yacht racing on the rise on the West Coast?*



# SIGHTINGS

## jeanne socrates sets world record

On October 24, Jeanne Socrates set sail from Victoria, B.C. aboard her Najad 380 *Nereida* bound for . . . Victoria. In the wee hours of July 8, she crossed her outbound track, thus completing her first nonstop singlehanded circumnavigation. This was Jeanne's third attempt at the feat, her first having ended when she had engine — and thus charging — troubles and had to pull into Cape Town, and the second ending in a violent knockdown at Cape Horn, which damaged *Nereida*.

This was all, of course, after she lost her first *Nereida* on a remote Mexican beach just 60 miles from the outbound track of her first solo circumnavigation (with stops). Jeanne is nothing if not determined.

This time around, Jeanne set her sights on a couple of records,

continued on outside column of next sightings page

## quest pirates

The murder of four cruisers off Oman in 2011 aboard the sailing yacht *Quest* substantially raised the stakes for sailors wanting to access the Mediterranean. Previously, the *modus operandi* of pirates operating in that area was to hold sailors hostage for ransom, but spare their lives. In the aftermath of the *Quest* incident, very few cruisers have dared to transit the Gulf of Aden *en route* to the Red Sea and the Med.

In early July, three Somalis involved



JAK MANG



*Round and round she goes, where she'll stop, nobody knows! Clockwise from above: Jeanne Socrates set two records when she returned to Victoria; friends, fans, news crews and the curious gave Jeanne some much-needed social contact; all smiles at the sound of the horn indicating her voyage was finally over; a few dangling parts, some rust stains, oil splatters from a Southern Ocean spill — not too bad considering what the poor gal went through; "I wasn't expecting it," says Jeanne of the OCC award she was given.*



JAK MANG



## convicted

in the attack were convicted of piracy, kidnapping and murder — 26 counts in all — and could face the death penalty when the sentencing phases are completed later this month.

Aboard the Marina del Rey-based Davidson 58 *Quest* on the night of the boarding were owners Scott and Jean Adam, and their friends from Seattle, Phyllis Macay and Robert Riggle. The pirates' stated intention was to sail the sloop to

continued in middle column of next sightings page



PHOTOS ROBERT MOLNAR / WWW.LIQUIDDAYSPHOTO.COM

## socrates — cont'd

one official and one unofficial. As this issue went to press, the World Sailing Speed Record Council — and the Guinness Book of World Records — was in the process of verifying her times. Once ratified, she will officially be the first woman to have sailed solo nonstop around the world starting from North America. A possibly more impressive, but unrecognized, record is that, at 70, she has become the oldest woman to circumnavigate solo from any location.

With her 71st birthday just around the corner, Jeanne insists that age is just a number. "After I landed in Victoria, a lot of people came down to say hello," she recalls. "One gentleman, who was about 60, told me that he'd been thinking about selling his boat because he thought he was too old to sail. 'But then I heard about you and we're going off cruising again!' he said. That makes me feel like this trip wasn't a totally selfish thing; that I've achieved something."

Indeed she has achieved something —

and not just a couple of records. As she points out, there are very few people who even attempt to sail nonstop around the world, and most of the "crazy people who do it" are racers. In fact, more people climb Mt. Everest in a single year than have ever sailed alone nonstop around the planet. So, yeah, that's a pretty big achievement.

While rounding all five of the Great Capes, *Nereida* was a safe and competent platform. But that's not to say there weren't problems. A "semi-knockdown" in a particularly nasty bit of water near Tasmania caused some of the worst damage of the trip.

"It was like a ton of bricks hitting the boat," Jeanne says. "It was so instantaneous and so strong that it undid half the welded joints on my radar mount. The wind generator came off its pole, too, and demolished itself before I could get it lashed down."

While she was cleaning up the mess the following morning, she just happened to notice that the rudder on her windvane had come off. At that point, she decided to head for a calm port to effect repairs — especially to the windvane — but she was able to re-attach the rudder before it came to that.

The loss of the radar and wind generator was a blow, but losing her sat phone on Christmas Day, followed by the loss of both her primary and then back up computers, was more troubling since it meant being even more isolated than she already was. But a group of dedicated Ham operators worked to keep her blog updated and to pass along messages from friends, fans and family.

Jeanne says that the trip took a month and a half longer than she'd planned. "There were so many calms," she moaned. The worst had to have been the one she found herself in on the final night of her voyage.

"I was just 10 miles from Race Rocks [the entrance to Victoria Harbor] when the wind just died." For hours, supporters and the official WSSRC time-taker bobbed around in a whale-watching boat keeping her company as the tide tried to pull her back out to sea. But the wind finally picked up again, allowing her to cross the finish line at 2:30 a.m.

As for what's next for the intrepid granny, Jeanne says a long haulout for *Nereida* at Westport Marina is top priority. "She's in a bit

continued on outside column of next sightings page



Despite constant movement for 259 days, 'Nereida' couldn't help picking up a few hitchhikers on her trip around.

ROBERT MOLNAR / WWW.LIQUIDDAYSPHOTO.COM

# SIGHTINGS

## socrates — cont'd

of a state, actually. There's so much to fix I'm overwhelmed. The boat's total chaos right now."

Once the boat's at least ready to sail, Jeanne will make her way down the coast — with a nice long stop in the Bay to visit old friends — with plans to spend the winter in the Sea of Cortez addressing any remaining repairs. From there, she expects visit Polynesia and, at some point, head for South Africa again.

Do we smell another circumnavigation in the making?

— *ladonna*

## conner does a 180 to win regatta

Last fall we got a grilling by Dennis Conner at Driscoll's Boat Yard in San Diego. Apropos of nothing, the four-time winner of the America's Cup, and the owner of the only pleasure yacht marina in Manhattan, pointed to one of his boats and said, in something close to an accusatory tone, "You're a smart guy, what kind bottom paint should I use?"

The boat Conner was referring to was the S&S-designed 47-ft *Endymion*, which was built at the Driscoll Yard in San Diego and had been kept in the Driscoll family ever since she was launched. Conner had just purchased her and was in the process of renaming her *Splendor*.

"What should I do about the boot stripe being too low in the aft part of the boat?" he asked next. Then, "I don't even know why I bought her. What should I do with the darn thing?" he demanded of us

We were laughing so hard we had to bite our lip. But the answer to Conner's last question was easy. "Do what you

usually do," we responded. "Win a few races with her, and then sell her for a big profit. Like you did with the Q Boat *Cotton Blossom II* and the S&S 51 *Brushfire*."

"I will never race this boat," Conner replied defiantly.

"We don't believe you," we responded, and pointedly looked in the direction of Patrick Langley, the BMW for Conner's fleet of some 30 sailboats, who was fairing *Splendor's* bottom to an almost impossibly smooth finish.

"I will never race this boat," Conner repeated with finality.

We don't want to brag, but time has proven us right and Conner wrong. On June 22, the great sailor raced *Splendor* to line and overall honors in the 38th annual running of the Santa Monica Bay One More Time Regatta for classic yachts. It was Conner's first appearance in the event, and he graciously attributed his victory to excellent crew work, fine sailing weather and — ever the dry humorist — "beginner's luck."

The One More Time Regatta is organized by the Wooden Hull YC, but is hosted by the Del Rey YC. The event is so named because the race was practically blown off the water in 1976. There was a 10-ft swell running that year, and one of the heeled-over racing boats came so close to the committee boat that her mast took out all the windows. "Let's do it one more time," said the intrepid race committee.

This year's One More Time Regatta was a 13.5-mile pursuit race sailed in bright sunshine, 10 knots of wind, and slightly lumpy seas close to shore. Conner's *Splendor* was the last of 13 boats to start. She

continued on outside column of next sightings page

## pirates



Marina del Rey's Scott and Jean Adam, and their Seattle-based friends Phyllis Macay and Robert Riggie, were murdered by pirates in 2011.



We can't fault Conner for wanting to race against the likes of 'Sally' and other classic yachts.



## — cont'd

Somalia, but that plan was foiled when the U.S. Navy's *USS Sterett* intercepted them. After four days of attempts to negotiate, Navy SEALs raided the boat, killing two Somalis and capturing 13 others. The four Americans had already been shot.

Although few if any cruising boats are attempting to cross the Gulf of Aden these days, the International Maritime Bureau recently reported an 80% drop in piracy in 2012 within the region. The organization says there is now more piracy taking place off the west coast of Africa than the east.

— andy

## conner — cont'd

covered the course in 2h, 42s, and nipped *Sally*, the second-place finisher, by four minutes. *Sally* is a fine Starling Burgess New York 10 Meter that was built in 1928 and is owned by C.F. Koehler of San Diego — whose boatyard is home to the Dennis Conner Museum. Taking third in fleet was *Pacifica*, a 57-ft S&S yawl owned by yet another San Diego sailor, Doug Jones. He won the Ketches and Yawls Class, taking the Peggy Slater Trophy for split rigs.

*Bequia*, a 41-ft custom cutter once owned by a singer/songwriter you may have heard of — Bob Dylan — was fourth overall. She did the best of the Santa Monica Bay-based vessels, and has been consistently winning trophies since she was restored by Angel and Steve Lopez.

Dick McNish's 46-ft Fellows & Stewart yawl *Cheerio II* took second place in Ketches and Yawls. McNish is famous in classic yacht circles for having started the McNish Classic Regatta, sailed out of Channel Islands Harbor,

continued on outside column of next sightings page



**Clockwise from here: The kids on 'Bequia' aren't having any fun at all; Doug Jones' 57-ft S&S yawl 'Pacifica' took first in class; Dennis Conner happily broke his vow to never race 'Splendor', winning the Wooden Hull One More Time Perpetual Trophy, presented by Del Rey YC Commodore Steve Guilford; 'Cheerio II' ol' chap; 'Splendor' in all her splendor.**

ALL PHOTOS ANDY KOPETZKY

# SIGHTINGS

## conner — cont'd

36 years ago. This year's McNish was slated for three days after we went to press, so we don't know for sure, but we suspect Conner was there with *Splendor* — and maybe a couple of more bags of new sails.

Previous entrants in the One More Time Regatta, include *Baruna*, *Circe*, *Bluenose*, *Rose of Sharon* and *Santana*. If you have a wooden boat, events such as the One More Time and McNish Classic give you, the amateur, the rare opportunity to go up against one of the best in your sport. Don't miss it.

— *latitude/richard and andy kopetzky*

## eight bells

Sailing icon and pioneer Ted Hood passed away on June 28 at the age of 86. Founder of Hood Sails, Hood Yacht Systems and Ted Hood Yacht Designs, he skippered 1974's winning America's Cup boat, *Courageous*, after supplying sails to many winning AC boats for nearly two decades. He went on to design a number of popular boats, and was responsible



'Aldebaran' sank on the Richmond jetty, where she rested for three weeks before being refloated.



## for ted hood

for the development of the modern roller furler. The list of his accomplishments would go on far too long for this space — we recommend reading his obituary on *TedHood.com* — and to say he influenced our sport is the understatement of the year. A celebration of his life will be held in Newport, RI later in the summer.

— *ladonna*



Spread: 'Aldebaran' in happier days. Inset: A heartbreaking sight.

## aldebaran rises from the bottom

Local sailors are familiar with the sight of the beautiful 70-ft 'pirate ship' *Aldebaran* plying the waters of San Francisco Bay — she won last year's Great San Francisco Schooner Race and is the official pirate boat of the Vallejo Pirate Festival — but the merry Fourth of July fireworks cruise aboard the schooner came to a tragic end when she ran up on the Richmond Jetty. Owner Hayden Brown designed and built *Aldebaran* over the course of 40-some years, and has taken well over 1,000 people out on the boat for charitable causes.

"We were coming back from the fireworks around 10:30 p.m.," he told us. "I had the GPS map on but hadn't zoomed in because I was looking for the entrance buoys. All of a sudden I saw a flash of water and realized that we were heading straight for the breakwater. My first thought was to turn, but I decided to take it straight on so the side of the boat wouldn't get crushed."

The Coasties plucked all 19 people aboard from the boat, but *Aldebaran* was left to her own devices, much to the chagrin of Brown. He and wife Fern contracted with Sausalito's Parker Diving to raise the boat but the severe damage to the ferrocement hull — several large holes — and the company's tight schedule meant *Aldebaran* had to suffer the indignity of being sunk for three weeks before she was successfully raised.

Unfortunately, the patches Parker put in place weren't tight enough to allow their pumps to keep up with the inflow of water, so she was carefully tucked into the mud on nearby Brooks Island. An added monkey wrench in Brown's plan to restore his beloved boat is that he can't find a boatyard to haul her. As this issue went to the printers, *Aldebaran* was still stuck in the mud, waiting for salvation.

The Browns have set up a fundraising page at [www.gofundme.com/3tjfhg](http://www.gofundme.com/3tjfhg), where they're also posting updates.

— *ladonna*



BRAD ANGLE

Hayden Brown started building the schooner in 1971. Now she sits in the mud, waiting.

## the disappearance of niña

"My wife Dorothy and I are optimists," Steve Darden told *Latitude* in a telephone interview. "We believe that the pessimists will be proven wrong, and that the crew of the schooner *Niña* will be found safe despite not being heard from in more than a month."

*Niña* is the classic 70-ft American staysail schooner built in 1929. On May 29, she and her seven-person crew set sail on the 1,100-mile passage from Opua, New Zealand, across the Tasman Sea, to Newcastle, Australia. There were seven people aboard: owner and commercial ship captain David Dyche III, 58; his wife, Rosemary, 60; and their son David IV, 17; their friend Evi Nemeth, 73; Kyle Jackson, 27; Danielle Wright, 18; and Briton Matthew Wootton, 35.

Dyche has owned the boat for 25 years, and had previously sailed her from the East Coast to Turkey and to the Caribbean.

The Tasman Sea is notorious for gales and the *Niña* crew knew it. The night before taking off, Dyche made a Facebook post that the Tasman Sea was spitting out gales and that he expected *Niña* would be hit by several of them on the way to Australia.

The last Iridium telephone call from the 84-year old schooner was on June 3 to New Zealand meteorologist Bob McDavitt. The vessel then was 425 miles northwest of Cape Reinga — the north tip of New Zealand's North Island — and her crew reported they were in 50- to

continued on outside column of next sightings page

## *niña* — cont'd

60-knot winds and seas to 25 feet. "The weather has turned nasty," said Evi Nemeth, "how do we get away from it?" McDavitt advised them to head south and brace for rough weather.

The last communication of any kind from *Niña* was a text message via an Iridium satellite phone on June 4 that reported her storm sails were in shreds and she was headed north at four knots under bare poles. For whatever reason, this text message didn't reach the party it was sent to, and wasn't released by the U.S. government until early July.

It wasn't until June 12, at the urging of family and friends of the *Niña* crew, that a search was initiated. New Zealand authorities subsequently conducted one of their largest searches ever, covering 615,000 square miles. No trace of the schooner was found. *Niña* carried a manually activated EPIRB yet no signal has been received from it.

Steve and Dorothy Darden are former Tiburon residents who became friends with the Dyches while in New Zealand last year, and were among the last to see them alive.

Two other Northern California sailors, 'Commodore' and Nancy Tompkins of the Mill Valley-based Wylie 38+ *Flashgirl*, also became friends with the Dyche family in New Zealand. Indeed, Commodore had a strong family connection with the 85-year old schooner.

"When we got to Whangarei, I saw *Niña*, which is very distinctive, and immediately recognized her," says Commodore. "She was the schooner my father Warwick had navigated across the Atlantic Ocean to victory in 1929."

A narrow schooner with long overhangs, *Niña* was designed by the famed Starling Burgess and built by Ruben Bigelow on Monument Beach in Cape Cod in 1928. She was built specifically to win the 3,900-mile race from New York to Santander, Spain. And she did. When she arrived in Santander, a launch pulled alongside and a gentleman waved his cap and shouted, "Well sailed, *Niña*. I congratulate you. I am the King of Spain." *Niña* continued on to England where she became the first American vessel to win the prestigious 600-mile Fastnet Race.

"Here I am, 80 years old, walking around the interior of a boat that my father had navigated across the Atlantic 85 years ago when he was just 30," says Commodore. "It was powerful experience." All the more so because Commodore is every bit his father's son.

Based on an hour aboard *Niña*, dinner with the couple, and another meeting, Tompkins said it was clear that both David and Rosemary had "totally embraced the schooner." But to his very critical eye, the schooner looked "a bit rundown" and "like an old boat that was struggling to be kept going." We asked him for specifics. "I noticed that a couple of the turnbuckles were slightly deformed. These were very large bronze turnbuckles that might have been the first the Merriman Brothers ever made. They needed to be replaced. David also explained to me that they had rebuilt the foundation of the forward mast — without unstepping it. I don't see how that could be done properly without unstepping the mast. Thirdly, he told me that they had sheathed the entire hull, and I believe the keel, in a quarter inch of fiberglass. 'That's what enabled us to do this trip,' he told me. That suggests to me that the underlying 86-year-old hull was not in the best condition."

We asked Commodore to speculate on what might have gone wrong on the schooner.

"The first thing that occurs to me is that there was still something wrong with the base of the foremast, and that under the tremendous compression of heavy weather, it opened up the garboards. That would sink the boat in a hurry. The second thought is that maybe one of the deformed turnbuckles had failed, causing the big aluminum main mast to fall, fill with water and, still attached to the boat, ram a big hole in the hull. Or the butt could smash a large hole in the hull. A distant third possibility is that the some of the fiberglass sheathing

continued on outside column of next sightings page

## deep trouble for

A stranger-than-usual incident came out of Sausalito last month. On July 21, New Zealander David McCormick (a dual national who also holds an Irish passport) was arrested 2.5 miles outside the Golden Gate by a heavily armed U.S. Coast Guard boarding party. He was charged in U.S. District Court with making false distress calls, failure to heave to, and assault on a federal officer: When the boarding party moved to cuff him, he reportedly smacked one of the officers several times — always



Spread: '*Niña*' in a 1958 East Coast race. Inset: The Dyche Family were dedicated to the classic beauty.



## troubled kiwi

a bad idea.

The more we learn about this bizarre case, the more we wonder about McCormick's state of mind. At roughly 9 a.m. that morning, the Coast Guard received a call "from a male voice with an Australian accent saying, 'Mayday relay, mayday relay, spots overboard, oh, he's over mate and he needs some help. He's over, um, in the fog somewhere in the Bay, I don't know where, but I'm trying to search for him

*continued in middle column of next sightings page*

## niña — cont'd

no longer adhered to the hull and led to some kind of hull failure."

Is there any hope for the crew of the *Niña*? It's true that the Tasman Sea is large and not home to many vessels. Indeed, one poster to a report on *SFGate.com* said he'd been on a fishing boat in the Tasman Sea that lost all power, and drifted helplessly for a month or so before being stumbled upon by a sailboat. When we started *Latitude* in the late '70s, and when EPIRBs were much less common and reliable, it was not that rare for boats or crews of boats in liferafts to survive unheard from for a month or more.

While the chances of the *Niña* or her crew being found become slimmer by the day, we, like the Dardens, continue to think positively.

— richard



**Aboard the Dardens' Morrelli & Melvin 52 catamaran 'Adagio' (l to r): Rosemary Dyche, Nancy Tompkins, Frank Moncrief, Commodore Tompkins, Dorothy Darden and David Dyche.**

SPREAD: NORMAN FORTIER; LEFT INSET: COURTESY NIÑA; RIGHT INSET: STEVE DARDEN

# SIGHTINGS

## where will you be on october 28?

With six weeks left until the September 15 entry deadline, the 20th annual Baja Ha-Ha cruisers rally from San Diego to Cabo is shaping up to be a standout. The entry roster has swelled recently to just under 100 boats ranging in size from 29 to 58 feet, with homeports as far away as Europe.

In recognition of the nearly 10,000 sailors that past events have brought south of the border over the years, Mexico Tourism is offering an extra measure of support this year, which will result in some special enhancements to Ha-Ha parties. And because this is the big 2-0, many past participants have pledged to show up on the starting line October 28 for another dose of G-rated Ha-Ha fun.

Among this year's 'repeat offenders' will be a pair of our favorite cruisers, Jeff and Debbie Hartjoy of the Longbranch, Washington-based *Baba 40 Sailors Run*. This dynamic couple did the 1999 Ha-Ha, then spent six years cruising the South Pacific. They did a second Ha-Ha in 2006, after which they sailed down the west coast of South

continued on outside column of next sightings page

## trouble

so if you boys got a pretty quick boat to whip over here, get over here, jiffy. Cheers, buddy, thanks." The USCG launched a search-and-rescue helicopter in response, but found no one, and could not confirm the location of the caller.

Several hours later, however, they heard the same voice stating that the lost shipmate had been found. Soon after, a CG patrol reportedly located McCormick aboard his 45-ft boat *Fortune*, which was moored off the Sausalito YC. When confronted, he told the guardsmen, "This is a peace ship and any attempt to board my vessel is an act of war." He also claimed to have firearms aboard, so the officers reportedly backed off and called



LATITUDE / ANDY

## — cont'd

for backup. While other assets were *en route*, McCormick cast off and made for open ocean, apparently thinking he could outrun the Coast Guard vessels that pursued him — another bad idea. With guns drawn, the guardsmen boarded the sailboat, where one of them was assaulted by the lone sailor. The boat was towed to Station San Francisco, while McCormick was booked on multiple charges.

But there's more to the story. According to Sausalito YC member Jeff Zarwell, *Fortune* had been moored on one of the club's guest buoys for several days, but by that morning some members had become alarmed by the captain's behavior. Saying

continued in middle column of next sightings page

## ha-ha — cont'd

America. Jeff said he always wanted to sail around Cape Horn, but it wasn't Debbie's idea of fun. So Jeff singlehanded around — as reported in *Latitude* — while Debbie flew to Punta del Este to meet him there.

If you're not familiar with the Baja Ha-Ha rally, let us clarify that it's a 750-mile cruise down the Baja coast with rest stops at two all-weather anchorages: Turtle Bay (Bahia Tortugas) and Bahia Santa Maria. We kick it off with a pre-Halloween costume party at the Shelter Island West Marine, this year on October 27. A procession through the harbor the next morning creates a photo op for San Diego media, as soon-to-be cruisers head out to the offshore starting line. Daily radio nets keep everyone accounted for.

Sailors from all walks of life have participated in past rallies, ranging in age from 3 months to 87. Any boat over 27 feet may enter if it was built and maintained for offshore sailing. The entry fee? Still \$375 per boat (or \$325 if your age or your boat's length is less than 35). That price includes several parties, lots of 'swag' and, of course, the rally administration.

Needless to say, the rally is big fun and the sailing is often superb, but as we've frequently been told, the best thing about it is the concrete exit date that gets you out into the cruising life. For complete info see [www.baja-haha.com](http://www.baja-haha.com).

— andy

## cat rescues six near cabo

"*Mayday, mayday, mayday!* This is the motor vessel *Alexis*. We are at 23°12.595N by 110°25.092W and we are sinking! Are there any boats that can hear us?"

"That's the radio call we heard at 2 p.m. on the afternoon of July 12 while 17 miles southwest from Todos Santos," reports Geo Uhrich, the Canadian owner of the Catana 431 catamaran *Our Shangri-La*. The sinking boat was Emilio Castañeda's Huntington Beach-based Hatteras 85, which had spent much of the winter at Marina de La Paz.

"We told the *Alexis* people not to worry because we were only six miles away and were headed to their position as quickly as possible," remembers Uhrich. "They thanked us and said there were six people aboard, including three children, and that the safety of the children was their primary concern. We told them that we estimated we could be there in less than an hour, but that we should stay in radio contact."

Joaquin Moya, the captain of *Alexis*, had explained that the boat's problem was that "one of the shaft seals had exploded and water was gushing in as though from a fire hose."

A half-hour after the original contact, Joaquin reported that he, the three children, Clark (the cook) and Chris (a crewmember) were getting into the 40-hp powered RIB.

"About that time we heard a response, in Spanish, from the freighter *Tula*," says Uhrich. "They said they were also on their way to the scene. Two of our crew are of Mexican heritage, so I had them ask *Tula* if they could contact the Mexican Navy. They said they would."

"We arrived at the location of the incident to see the Hatteras listing badly to one side," says Uhrich, "with her crowded dinghy heading toward us. We threw them a line and immediately took the youngsters aboard. They were wide-eyed and seemed to be a bit shocked by the turn of events. They soon calmed down and started asking questions,

continued on outside column of next sightings page



**Living 'la vida loca** — After doing the 1999 Ha-Ha, Jeff Hartjoy sailed 'Sailors Run' around Cape Horn. Debbie prefers hot Ha-Ha action so the couple will be back for Ha-Ha XX.



**Emilio Castañeda's Hatteras 85 'Alexis' sank when her shaft seals blew.**

COURTESY OUR SHANGRI-LA

# SIGHTINGS

## rescue — cont'd

such as how they were going to get home now that their boat was sinking."

The three adults returned to *Alexis* to retrieve the log book, personal effects, the EPIRB, a first-aid kit, some suitcases and other stuff.

"About a half-hour later *Tula* arrived at the scene. They were in constant contact with us by radio in Spanish as they stood off about

a quarter of a mile. They advised that the Marina Mexicana Search & Rescue was on the way by fastboat from Cabo and was expected in about 90 minutes. When the SAR arrived, they took everyone from *Alexis* aboard. They took lots of video, and had me sign a document about the basic facts of the case and my identity."

The crew aboard *Our Shangri-La* consisted of owner/skipper Geo

Uhrich, a talented fiddler who played a lot in the La Cruz area last winter, Fernanda Fenton, and crew Mike Kimbro and Carla Kutter. They had been *en route* to San Diego from Banderas Bay.

— richard

## south to santa cruz

Santa Cruz is a fabulous destination for a weeklong cruise. We chose to go over the Fourth of July holiday and got a few boats to join us. Instead of making the trip all at once, we broke it up with a stop at Pillar Point. The trip around Año Nuevo can be rather boisterous so getting an early start from Pillar Point is a good idea. But once clear of that, things mellow out and the sailing is stellar.

We chose to anchor off the boardwalk rather than going in to the marina. It can get rolly but we wanted the full boardwalk experience. The view was spectacular and it was so much fun to sit in the cockpit and listen to the people screaming on the rides. At night, the boardwalk looks so pretty all lit up, and we were even treated to some fabulous sunsets. The sea lions can be a problem so be sure to hoist the dinghy at night.

We landed the dinghy along the municipal wharf and set off to explore. There is so much to see and do in Santa Cruz, the most obvious being the boardwalk. That in itself will take at least a whole day, depending on how many rides you go on and how much food you eat. Be sure to be there on a Friday night to enjoy a free concert on the beach.

The Santa Cruz Surfing Museum is a short walk from the wharf and worth a visit. We sat on the rocks by the museum and watched the surfers while having our picnic lunch. A longer walk up the coast will take you to Natural Bridges State Beach, where there is, as the name implies, a great beach with a natural bridge. Keep going from there and you'll find yourself at the Seymour Marine Discovery Center. This little jewel is part of UC Santa Cruz and has some great stuff, including whale skeletons and hands-on exhibits. The Sanctuary Exploration Center on the Municipal Wharf is also a place worth checking out.

For the Fourth festivities, we gathered in the cockpit of the biggest boat in our fleet for a potluck and fireworks viewing. We figured the boardwalk people would do up some fantastic fireworks but as it turned out, they didn't. The locals stepped up and did their own show. We were all very surprised by the display they managed to put

continued on outside column of next sightings page

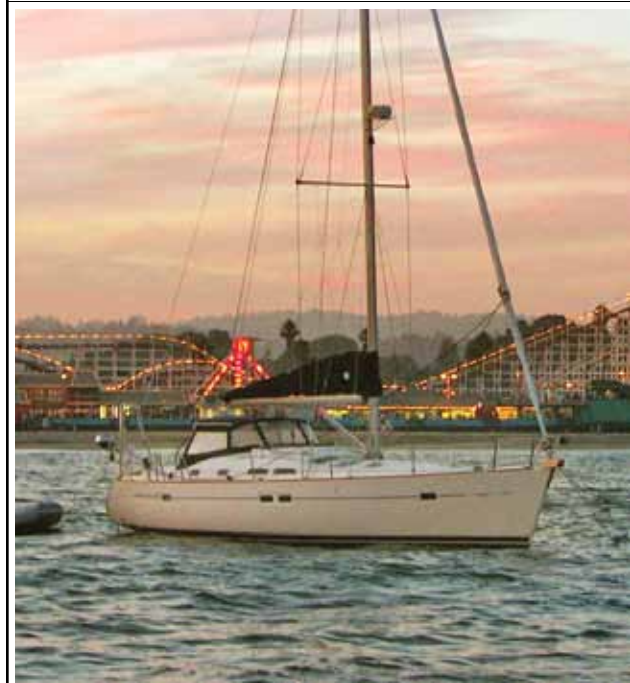
## trouble

something about an America's Cup protest, McCormick left his dinghy oars on the club dock — apparently on purpose — and hand-paddled out to his boat. Soon after, he was seen tossing several of his own sailbags overboard. That behavior precipitated a call to the Marin County sheriff, but their boat was unavailable, so the Coasties were alerted. There the two accounts converge. A Sausalito policeman was also involved with the pre-escape confrontation — he arrived at the club

COURTESY OUR SHANGRI-LA



The crew of 'Alexis' — three adults and three kids — took shelter on 'Our Shangri-La' until rescue services arrived.



South to Santa Cruz (clockwise from above) — Anchoring off the boardwalk is part of the thrill; a hike to the lighthouse lets you stretch your legs; riding the coaster allows you to stretch your vocal cords; 'Nataraja' enjoyed the sunny, if rolly, anchorage; Natural Bridges State Park is worth a visit; as is the Seymour Marine Discovery Center; (center) all goofballs welcome!



## — cont'd

carrying a loaded shotgun.

One thing that still remains unclear is the nature of McCormick's AC protest — and how dumping sailbags into the Bay could possibly strengthen his cause. No doubt we'll hear more about this embattled sailor because — based on the seriousness of the (federal) charges leveled against him — he is likely to remain in the Bay Area long after his Emirates Team New Zealand countrymen have returned to Auckland.

— andy

## santa cruz — cont'd

on. It was quite the pyrotechnic show that went on for hours!

Santa Cruz is a great destination with something for everyone. You can add to the fun by sailing over to Capitola, Moss Landing and even Monterey. For more information on fun stuff to do, check out [www.beachboardwalk.com](http://www.beachboardwalk.com), [www.seymourcenter.ucsc.edu](http://www.seymourcenter.ucsc.edu) and [www.santacruz.com](http://www.santacruz.com).

If you don't want to anchor out, be warned that reconstruction of the south harbor docks means that guest berthing is limited to one night. Guest berthing in the north harbor is allowed for up to two weeks, and reservations are not accepted. For more info, head over to [www.santacruzharbor.org](http://www.santacruzharbor.org) for details on getting a slip.

— emmy newbould




ALL PHOTOS EMMY NEWBOULD

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# TRANSPAC 2013 —



# A CLASSIC IN EVERY WAY



**T**he 2013 TransPac was a classic race in every sense of the word. There was a classic Pacific High dominating the weather map, albeit a little larger and stronger than usual. There were classic squalls to intercept or avoid, behaving exactly according to the classic right-hand-shift formula. The classic strategy — go south — was the winning call. There was a classic mixed fleet of 58 starters. And the most classic artifact in the race: the 1930 Sparkman and Stephens yawl *Dorada*, which corrected out to first place in class and fleet.

That's how the race will go down in the TransPac archives. But on the water, no two races are alike, and there was no shortage of 'this-has-never-happened-before' moments for crew, skippers and navigators. Especially navigators.

All good navigators start doing their homework well before the start date, and what the map showed in the week leading up to the first start made us all grateful that the race had been moved back a week from the traditional (if not classic) July 4 date. A large low was stationary right on the course and the trade winds were gone. Fortunately this resolved into the more normal pattern just in time for the first start on July 8, when the Pacific High returned to dominate the map — an ocean-sized mass of high-pressure air spinning clockwise about its center.

The strength of this high reached an impressive 1037 millibars at times, with readings of 1035 early in the race. It was far north and it was strong, suggesting a northern route for the best wind and a position on the inside of the shift as the wind follows the curve along the bottom of the high.

At least, that's what the widely-used Expedition software made of the situation, calling for a dramatically northern course banging the right corner from 1,000 miles out. Commander's Weather, a popular routing service that's only legal to use before the prep signal, suggested a more conservative route closer to the Great Circle, but still suggested exploiting the shift on the north side. But the Pacific High doesn't read weather forecasts, and it turned out to be so big that the wind gradients were shallow, even to the far north. A few days into the race, it became apparent that the best wind would be found to the south.

The boats that relied less on software-generated optimal routes and played their hunches seemed to do best. All that was needed was the classic instruction for sailing to Hawaii: "Sail south until the butter melts, then turn right." If your boat had refrigeration, you were likely to finish at the back of the pack.

**T**ransPac starts the slowest divisions on Monday, the mid-range boats on Thursday, and the rocket ships on Saturday. Unlike Pacific Cup, which starts in San Francisco on an ebb current that spits the fleet right out into the offshore breeze, the TransPac starts off Long Beach, usually in a light sea breeze, and can involve more than a day of light upwind work to clear the Channel Islands and reach the offshore wind.

Monday's starters — Divisions 7 and 8 — had a good northerly and a quick departure. Not so for the Thursday divisions — Divisions 4-6 — which faced a long night of shifty headwinds before clearing San Nicolas Island. On Saturday it flipped back to good sea breeze and the big boats — Divisions 1-3 — also got

***Saturday's big boat start offered up enough wind for racers to get well offshore and for spectators to get good photos.***

# TRANSPAC 2013 —



COURTESY DORADE

**The crew of overall winner 'Dorade', Matt Brooks' San Francisco-based S&S 52, took their jobs very seriously.**

away clean. But the Thursday start was the slow one, and this is clearly reflected in the overall results.

TransPac navigation experts (aka Stan Honey) will describe the early part of a typical race to Hawaii as the "slot car" phase. This is when the strong offshore northerly starts to fade and veer clockwise, and boats are forced to sail more to the north to keep the wind angle hot and the speed up. There is very little option to correct an early mistake in routing during this phase. If you aim too high after the start, you're lifted up into lighter air. If you aim too low, you stay in good breeze but waste time sailing extra miles.

This year was different. That massive Pacific High produced northerlies that persisted much farther offshore than usual, so the fleet was sailing close-hauled or on very close reaches just to stay up near rhumbline. It was a kind of reverse slot car race. Most of the fleet wanted to get north, to follow the best routing advice money could buy. But the wind forced everyone south.

**Tiburon's Chip Megeath and his crew of 'Criminals' won Division 4 by under four minutes!**



TRANSPAC YC

"The wind will tell you what to do if you just listen to it," remarked Chip Megeath, skipper of *Criminal Mischief*, the Tiburon-based R/P 45 that won Division 4. And the wind was saying, "Crack off, set your code zero or your flattest asym, and make your best VMC (velocity made good to course) to the finish, even if it means ignoring that so-called optimal northern route."

The wind had it right. Some-time around day five or six, the GRIB files switched from showing slightly more wind to the north to showing significantly more wind to the south. The trend increased each day, and the boats that had fought for leverage to the north now had to get themselves south to minimize their losses.

*Medusa*, a Santa Cruz 52 in the all-Santa Cruz Division 6, was the northernmost boat of the pack. They reportedly found a five-hour squall containing a generous right-hand shift that allowed them to jibe to port pole and reposition to the south. This helped them earn second-place finish in the division, five hours behind Jack Taylor's first-place SC50 *Horizon* — but only four minutes ahead of third-place *Bodacious IV*, Jeff Urbina's SC52.

*Horizon* did not have to make any latitude corrections to win. Their navigator was Jon Champaign, the "hippie navigator" from Santa Cruz with the Santa Claus beard. Assisted by Jon's son Eric, *Horizon* was one of the family efforts with two father-son pairs on board.

*Horizon* did its usual horizon job. They had the Commander's routing info, too, but wisely changed to the southerly plan early on, aiming for the 1016mb isobar (1020 is the rule of thumb) and going as deep as their polars would allow. This was *Horizon's* third consecutive TransPac division win.

Interestingly, Champaign's approach is relatively low-tech. Unlike boats with broadband access that can get Yellowbrick tracker updates that are only six hours old, *Horizon* had to make do with the roll call positions transmitted only once every day. He plotted his competitors' positions the old-school way, on celestial plotting sheets that eventually got taped together, making a very large map of the entire course.

In fact, access to real-time, time-shifted or day-old tracker data was a major topic at the post-race navi-

gators' briefing. The consensus among navigators in attendance seemed to be that in the future they would prefer a 24-hour delay in tracker plots on the public website. That way, nothing available to the public — or available to racers who might access the site or communicate with the public, deliberately or accidentally — would be any fresher than the 6 a.m. roll call positions that are always available to all the racers. It would level the playing field for the boats that don't have onboard broadband.

Another possible game-changer, at least for the top end of the fleet, is the roll-out of the new High Performance Rule. HPR is largely the creation of Bill Lee, designer and builder of the Santa Cruz line of ultralights. It's aimed squarely at contemporary designs like the TP52, and is intended to fit anything in the same style from 26 to 70 feet LOA. And unlike ORR, which keeps the formula secret, HPR is an open, type-forming rule with a public formula.

Nine boats in Divisions 1 and 2 agreed to score under this alternative system, in addition to the default ORR rating, and the winner — by 22 minutes — was Isao Mita's Judel/Vrolijk-designed TP 52





# A CLASSIC IN EVERY WAY

*Beecom*. This upsets the official TransPac ORR score, under which Tom Akin's TP 52 *Meanie* won by about four minutes. So maybe *Beecom* won the bragging rights. Or maybe not, since ORR was the official system for the race and the rule that the boats were optimized to rate under. We'll leave it as an exercise for the reader to puzzle out the real meaning of the split result.

With 58 boats in the fleet, there are 58 stories to tell, and some of them are more interesting than others. *White Knight* and *Foil* were the first Farr 40s ever to race a TransPac, and they had a great time despite hearing "You're crazy!" and "Is your life insurance paid up?" while preparing for the race. *Foil* ended up taking first in Division 5.

There were shoestring-budget operations, barely making it to the starting line with all systems functioning. *St. Vitus' Dance*, an '80s-vintage Beneteau First 42, was one of them, sailed by five ex-Navy guys and a 26-year-old woman with only two years of sailing experience who was recruited from Cal Sailing Club. (Turned out that she had all the big-boat racing chops and pretty much ran the show.) They lost three halyards,



had a leaky rudder bearing, suffered with battery-charging problems, needed a tow after the finish, and came in last in class. But they had a great time and caught the biggest fish.

One not-so-welcome new feature of this race was the increased presence of floating debris, believed to be largely a result of the 2011 Japanese tsunami. Most of the fleet reported close encounters and some near misses with large logs, tires, a small capsized boat, and other unidentified junk of all sizes. Some boats had damage. The 73-ft trimaran *Lending*

**If the new HPR ratings had been used, the Japanese TP 52 'Beecom' would have won its division by 22 minutes.**

*Club* was poised for a record crossing when a collision with flotsam damaged the boat's daggerboard. The crew was able to end-for-end the board and keep sailing, but the record eluded them, as they later struck five more objects. The only other multihull in the race was Lloyd Thornburg's M&M Gunboat 66 *Phaedo*, whose upper mast snapped not long after the crew recorded a 427-mile 24-hour run.

For the TransPac finish, a new wrinkle in the weather map appeared in the form of a weak low right over the Islands. Counterclockwise circulation superimposed on the already lighter-than-usual trade winds created a southerly wind shift on the approach. It was better than a dead-down angle on the last day or two, but it also moderated the usual hot spot north of Molokai and turned the infamously rough and windy Molokai Channel run to the finish line into a pleasant daysail.

As mentioned earlier, the biggest star of this show — and by far the most classic — was *Dorade*, the 52-ft yawl designed in 1929 by 21-year-old Olin Stephens. In her heyday, *Dorade* was a radical departure: fine lines, narrow beam, deep ballast, light scantlings and a long waterline. *Dorade* was the boat that put Olin Stephens and the Sparkman and Stephens design office on the map.

More than 70 years ago *Dorade* won the Transatlantic, Bermuda, TransPac and Fastnet races. Current owner — or rather, the current custodian — Matt Brooks of St. Francis YC is taking the boat to as many of those original venues as possible to see if he can duplicate past glories. So far he's on track, and even if *Dorade* doesn't sweep the world's ocean racing circuit a second time, the beautiful vintage boat turns heads at every guest dock and anchorage that's graced with



**Thomas Akin's Sausalito-based R/P 52 'Meanie' brought another division win home to the Bay.**

# TRANSPAC 2013 —

LLOYD THORNBURG / PHAEDO



Lloyd Thornburg's tricked-out Gunboat 66 'Phaedo' dismasted after logging a 427-mile day.

her presence.

Reflecting on *Dorada's* win, TransPac YC Commodore Dave Cort posed the rhetorical question: "Will a TP52 still be able to win an ocean race 70 years from now?"

— paul kamen

*With the last finisher crossing the line the day we went to press, we knew it would be a scramble to put this report together, so we tapped Contributing Editor Paul Kamen to write the previous overview. He sailed aboard Dave MacEwen's Los Altos-based SC52 Lucky Duck in Division 6.*

*Meanwhile we tasked race reporter Ronnie Simpson with keeping track of the action in the big boat divisions, while he crewed aboard Chip Megeath's Tiburon-based R/P 45 Criminal Mischief in Division 4.*

— Ed.

## Big Boat Highlights

*Division 1 — The competition in Division 1 was as much a spectacle as it was a yacht race. A 100-ft canting keeler,*

*Alameda's 'Invisible Hand' and Roy P. Disney's 'Pyewacket' handily won their classes.*



*Ragamuffin 100's* goal was to break *Alfa Romeo's* four-year-old monohull course record of 5d, 17h, while the turboed Volvo 70 *Maserati* and a fleet of mini-maxis — including 2011 Barn Door winner *Wizard* (ex-*Bella Mente*) — aimed to win on corrected time.

What no one expected was a semi-Corinthian program from the Bay Area to steal yet another class win in this year's TransPac. But that's just what happened when Frank Sloodman's R/P 63 *Invisible Hand* threaded her way through the fleet to steal a hard-fought and well-earned victory from pre-race favorite *Wizard* in what was a close and challenging navigator's duel.

Unlike the Thursday starters who were becalmed for much of the first day, Division 1 boats were launched off the coast on Saturday in a traditional northwesterly that allowed the fleet to quickly work past Catalina and begin sailing in fast reaching conditions. Early on, *Wizard* stayed high and closer to the rhumbline, while the two canting keelers dug south earlier looking for breeze.

Even farther south was *Invisible Hand* and the Kernan 70 *Peligroso*. For three days, *Ragamuffin 100* was on pace

for the record, but once they entered the light trade-wind running conditions that covered much of the course, they quickly fell off pace.

*Ragamuffin 100* extended out on the fleet to the north while *Maserati* dove south. Behind them, *Wizard* was playing the rhumbline while *Bad Pak* and *Invisible Hand* quietly jibed down the middle of the course, playing

the shifts. On corrected time, it was a three-boat race between *Ragamuffin*, *Wizard* and *Invisible Hand*, and it came down to which boat could run downwind the best.

As expected, *Ragamuffin 100* stretched out her lead to beat *Maserati*, but fell well short of breaking *Alfa Romeo's* 2009 course record. *Wizard* claimed her second consecutive Barn Door Trophy despite finishing more than a day slower than she did in 2011.

*Division 2* — Before the race started, much of the buzz on the dock was centered around Division 2. While Division 1 boasted the glitz and glamor of the big maxi-yachts, Division 2 offered up what looked to be one of the most competitive TransPac divisions in years.

The favorite was Isao Mita's TP52 *Beecom* (ex-*Audi All4One*). The Judel/Vrolijk-designed TP52 from Japan was widely regarded as the most highly-stacked team in the entire fleet, with a crew list chock-full of America's Cup and Volvo Ocean Race vets, and Olympians. The contenders included eight other teams hailing from Germany, Japan, Mexico and the U.S., with several of them also being full-on professional programs.

Just after rounding Catalina, Tom Akin's R/P 52 *Meanie* made the first major move of the race, setting their massive masthead genoa and getting pushed south, while most of the rest of the fleet stayed harder on the wind to make more westing. Only *Beecom* covered.

By the time the fleet made it out of the



# A CLASSIC IN EVERY WAY



PHOTO BY SCHEIDT PHOTOGRAPHY/ALFA SAILING.COM

**'Maserati' approaches Diamond Head. She was gunning for a record but didn't quite pull it off.**

Channel Islands, *Meanie* had already gained southerly separation, and four distinct groups formed: *Meanie* to the south, *Beecom* and two other TP52s covering the middle ground, a four-boat pack to the north (still well south of rhumbline), and *Rapid Transit* rapidly falling behind.

Three days into the race, the fleet slowed dramatically in light air, allowing the southerly boats to leg out and pass their northerly rivals. On day four, the fleet all dove south aggressively to look for pressure, with *Meanie* still being farthest south and *Beecom* again covering. Tom Akin's boys from the Bay Area were giving *Beecom* all they could handle, while *Lucky* and *Vincitore* remained within striking distance.

As the entire fleet sailed well south of the rhumbline — a rarity this late in a Hawaii race — it was an all-out drag race toward the Islands with no clear favorite.

first to jibe back and converge with the two leaders, creating a near-three-way tie. A day and a half out, the R/P 52 *Vincitore* made an aggressive move to the south to become the southernmost boat, finding more pressure and taking big gains on the top three in the process. It was then a four-boat race.

*Beecom* came ripping into the Molokai Channel close to the northwest point of Molokai. *Meanie* came in an hour and a half later, staying several miles farther north of Molokai. With too tight an angle to the finish, *Beecom* couldn't carry a kite and had to jib-top into the finish. *Meanie*'s more northerly route allowed her to rip into the finish with a chute up.

Having not led for a single minute of the last 1,000+ miles of the race, *Meanie* stole a breathtaking 4m, 32s victory over *Beecom*. Even more incredibly, *Vincitore* and *Lucky* finished third and fourth, with all four boats correcting out to within 50

minutes after more than eight days of racing.

*Meanie* skipper Tom Akin was in disbelief at the crew reception party. "We never led the race until the very end but we moved ahead when it mattered. To win a division this competitive by just a few minutes . . . it's just amazing. I'm so proud of my crew."

Navigator Jeff Thorpe improved his record in Hawaii races to an impressive seven class wins in eight races, and was equally thrilled. "This is the most competitive and stacked division that I've ever sailed in," he said. "To me and every guy on that boat, this is huge." Huge indeed. A Bay Area boat stole a victory by the



TRANSPAC YC

**Aloha hugs from loved ones are one of the best parts of finishing the race.**

narrowest of margins.

**Division 3** — Nothing says TransPac like the sleds that competed in Division 3. Long and sleek with flat sheer lines, the iconic 70-footers share the most successful design in the history of the race. The pre-race favorites were defending (and two-time) overall winner *Grand Illusion* and Roy P. Disney's famed *Pyewacket*, although no one discounted class stalwart *Alchemy*. With Santa Cruz 70s *Retro* and *Maverick* rounding out a five-boat fleet, there was little doubt in anyone's mind that the quintet of massive ultralights would be close and competitive all the way to the barn, while vying for the overall race win at the same time.

Departing Long Beach on Saturday, the small fleet of classic speedsters enjoyed mild but consistent northwesterlies that launched them off the coast and past the Channel Islands without the no-wind-induced delay that plagued the Thursday starters. With lots of waterline, comparatively stumpy rigs and modest ratings, the sleds immediately started posting 300-mile daily runs to claim an early lead in the overall standings. After the first couple of days, *Pyewacket*, *GI* and *Alchemy* sat at 1-2-3 overall.

The total race domination wasn't



**Jack Taylor's Dana Point-based SC50 'Horizon' did a horizon job on its division competitors for the third TransPac in a row.**

# TRANSPAC 2013 —

## 2013 TRANSPAC FINAL RESULTS

FL	CL	BOAT NAME	BOAT TYPE	OWNER	ELAPSED	CORR.
<b>DIVISION 1</b> (Started Sat., 7/13/13)						
20	1	<i>Invisible Hand</i>	Reichel/Pugh 63	Frank Sloomman	188:49:51	149:50:36
25	2	<i>Wizard</i>	Reichel/Pugh 74	David & Peter Askew	175:53:46	151:53:51
26	3	<i>Ragamuffin 100</i>	Elliott 100	Sydney Fischer	152:17:26	152:17:26
27	4	<i>Peligroso</i>	Kernan 70	Lorenzo Berho	204:30:24	155:05:19
30	5	<i>Maserati</i>	VOR 70	Giovanni Soldini	173:02:38	157:50:50
31	6	<i>Bad Pak</i>	STP 65	Tom Holthus	195:41:47	158:03:18
36	7	<i>Medicine Man</i>	Andrews 63	Bob Lane	212:29:50	165:28:00
<b>DIVISION 2</b> (Started Sat., 7/13/13)						
5	1	<i>Meanie</i>	Reichel/Pugh 52	Thomas Akin	200:20:21	138:18:11
6	2	<i>Beecom</i>	TP52	Isao Mita	198:46:15	138:22:43
7	3	<i>Vincitore</i>	Reichel/Pugh 52	Ricardo Brockmann	201:12:45	138:44:59
8	4	<i>Lucky</i>	TP52	Bryon Ehrhart	206:13:32	139:08:14
10	5	<i>Varuna 51</i>	Ker 51	Jens Kellinghusen	202:47:20	142:56:46
15	6	<i>Natalie J</i>	TP52	Philip & Sharon O'Neil	211:24:18	148:08:25
19	7	<i>Grins</i>	TP52	Rick Orchard	215:39:53	149:41:05
21	8	<i>KLC Bengal7</i>	Humphreys 54	Yoshihiko Murase	215:44:02	150:03:59
46	9	<i>Rapid Transit</i>	Antrim 49	James Partridge	242:07:57	174:54:59
<b>DIVISION 3/SLEDS</b> (Started Sat., 7/13/13)						
2	1	<i>Pyewacket</i>	Andrews 70	Roy P. Disney	207:41:03	134:51:21
3	2	<i>Alchemy</i>	Andrews 68	Per Peterson	210:07:11	135:23:18
11	3	<i>Grand Illusion</i>	SC70	James McDowell	219:57:24	143:06:15
16	4	<i>Maverick</i>	SC70	Chris Slagerman	221:29:38	148:15:29
17	5	<i>Retro</i>	SC70	David Team & Doug Baker	225:27:19	148:48:37
<b>DIVISION 4</b> (Started Thurs., 7/11/13)						
12	1	<i>Criminal Mischief</i>	Reichel/Pugh 45	Chip Megeath	224:49:32	145:46:01
13	2	<i>Bretwalda 3</i>	Rogers 46	Bob Pethick	230:51:24	145:49:48
18	3	<i>Resolute</i>	J/125	Tim Fuller	254:27:42	148:55:11
22	4	<i>Varuna 46</i>	Rogers 46	Chris Hemans	236:15:28	150:10:24
33	5	<i>West Coast Warrior</i>	J/125	Greg Constable	271:28:13	163:43:48
51	6	<i>Funnelweb</i>	Hick 15	Ivan Macfadyen	278:08:04	190:40:37
<b>DIVISION 5</b> (Started Thurs., 7/11/13)						
37	1	<i>Foil</i>	Farr 40	Gordon Leon	276:40:43	166:34:56
40	2	<i>Crescent III</i>	S-40	Akimitsu Hirai	282:49:00	169:36:15
43	3	<i>Pipe Dream</i>	Davidson 50	John Davis	286:23:31	173:20:58
47	4	<i>White Knight</i>	Farr 40	Zoltan Katinsky	285:26:57	175:21:10
53	5	<i>Alpha Puppy</i>	1D35	Alex Farrell	316:20:16	192:21:53
55	6	<i>Kahuna</i>	1D35	John Higham	330:08:43	201:59:05
<b>DIVISION 6/SANTA CRUZ 50s</b> (Started Thurs., 7/11/13)						
32	1	<i>Horizon</i>	SC50	Jack Taylor	263:29:36	158:28:11
34	2	<i>Medusa</i>	SC52	Jay Spalding	266:03:36	163:54:08
35	3	<i>Bodacious IV</i>	SC52	Jeff Urbina	258:05:11	164:00:04
38	4	<i>Prevail</i>	SC52	Bill Guilfoyle	272:38:50	168:05:42
39	5	<i>Deception</i>	SC50	William Helvestine	275:59:38	168:16:22
41	6	<i>J World's Hula Girl</i>	SC50 Mod	Wayne Zittel	271:14:03	170:01:40
42	7	<i>Relentless</i>	SC52	Dan Woodworth	270:15:56	172:38:22
44	8	<i>Lucky Duck</i>	SC52	Dave MacEwen	280:30:18	173:24:59
52	9	<i>Chasch Mer</i>	SC50	Gib Black	300:16:46	167:49:32
<b>DIVISION 7</b> (Started Mon., 7/8/13)						
14	1	<i>Ten Quarter</i>	First 40	Yuichi Takahashi	283:30:44	147:39:55
24	2	<i>Kiho</i>	X-41	Hiroshi Kitada	283:19:20	151:16:06
28	3	<i>Sansiri</i>	Tripp 40	M. Spies & P. Buranrom	302:39:13	155:25:34
45	4	<i>Gefion</i>	Reichel/Pugh 44	Kazuhiro Nakajima	319:14:56	174:24:48
50	5	<i>La Sirena</i>	Beneteau 47.7	John Sandrolini	320:50:11	186:10:19
54	6	<i>Creative</i>	J/105	Edward Sanford	343:55:21	194:56:59
<b>DIVISION 8</b> (Started Mon., 7/8/13)						
1	1	<i>Dorado</i>	S&S 52	Matt Brooks	293:23:18	132:20:55
4	2	<i>Sleeper</i>	Jeanneau 44	Ron Simonson	298:44:05	135:59:10
9	3	<i>Westward</i>	Lapworth 50	Sam & Willie Bell	296:09:24	141:47:48
23	4	<i>Between the Sheets</i>	Jeanneau 52	Ross Pearlman	291:12:01	150:13:28
29	5	<i>Manatea</i>	Seastream 650	Bob Hayward	264:10:57	156:30:01
48	6	<i>StumpyJ</i>	Columbia 43 MkIII	Ed Stumpp	347:33:35	178:33:51
49	7	<i>St. Vitus' Dance</i>	Beneteau First 42	Christopher Haines	359:35:19	183:56:38
-	-	<i>Aquarius</i>	Jeanneau 43	H. Funaoku & J. Nicholson	DNF	DNF
<b>MULTIHULLS/DIVISION 9</b> (Started Sat., 7/13/13)						
1	1	<i>Lending Club</i>	ORMA 73	John Sangmeister	131:52:33	131:52:33
-	-	<i>Phaedo</i>	Gunboat 66	Lloyd Thornburg	DNF	DNF

to last though, as the fleet hit light air when entering the trades. They dove farther south and briefly slowed to daily runs in the 220- to 230-mile range. With *Pyewacket*, *GI* and *Alchemy* engaged in a close three-boat race, everyone else covered — no one took a flyer or made a major tactical deviation.

Jibbing down the track in VMG running conditions, the trio of sleds was well-committed to the south. Hooking into a nice header that propelled them straight to the Molokai Channel on starboard jibe, it became a two-boat race between *Pyewacket* and *Alchemy*. They exchanged the lead at nearly every check-in, separated by just minutes on corrected time. With the 3- and 4-minute deltas in Divisions 2 and 4, the race committee, racers and fans alike held their collective breath as yet another division looked destined to be won — and lost — at the last minute.

Rumbling down the northern side of Molokai, *Pyewacket* was able to lay the finish without jibbing. *Alchemy* had to take a last-minute hitch onto port to get south into the increased pressure off the beach. Ripping into the finish at an average speed of 14 knots, *Pyewacket* had done everything right, and their stellar, straight-line finish allowed them to pull away when it mattered most, earning a division win by just a half-hour over *Alchemy*. Despite being in the Saturday start, which looked good on departure but was slow in the middle of the course, *Pyewacket* managed to move into second overall, 2.5 hours behind overall winner *Dorado*.

**Division 4** — One of the most intriguing divisions in this year's race was Division 4. Consisting of two J/125s, two Rodgers 46s, an Open 50 from Down Under and Tiburon's R/P 45 *Criminal Mischief*, the class looked to be wide open with no clear favorite. The fastest of the Thursday starters, Division 4 drifted out of Long Beach in gray and gloomy Catalina eddy conditions. Much of the fleet covered less than 100 miles in the first 24 hours.

The light and veering breeze forced crews to complete numerous sail changes during the first night, much of the time showing 0.00 on the speedo. The two Rodgers — *Bretwalda 3* and *Varuna 46* — loved the light stuff and pulled out to an early lead, with *Criminal* in the middle and the two stumpy-rig J/125s suffering in the back of the fleet.

Once beyond the Channel Islands and into more northwesterly breeze, there was a major split. The Rodgers and the J/125 *Resolute* stayed in jibs and hugged the rhumbline, positioning themselves just

# A CLASSIC IN EVERY WAY

south of it, while *Criminal*, the J/125 *West Coast Warrior* and the Open 50 *Funnelweb* all set close-reaching sails and began making southing. On days two and three, *Criminal*, *Funnelweb*, *Warrior* and *Varuna* all set reaching spinnakers and dove south while *Bretwalda* and *Resolute* continued favoring the rhumbline.

It was to be a navigator's duel. *Varuna* worked back up to join her sistership, while *Criminal* and *Funnelweb* continued diving south. Now entering the trades, *Bretwalda* and *Resolute* swapped the corrected-time lead while *Criminal* began making serious gains on the fleet. By day five, the fleet was VMG-running in the trades and *Criminal's* southerly position saw them in a private "puff-header," where they had more breeze from a more desirable angle than the rest of the fleet. This allowed them to gain 50 miles overnight and move from fifth to second.



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**'Tritium Lending Club' missed the TransPac record by 2.5 hours, but it wasn't for lack of trying.**

Continually gaining miles, *Criminal* caught up to *Bretwalda* until the two were locked in a match race, despite a huge north-south split. Converging near the rhumbline 900 miles from the finish, the computer models showed the class to still be a four-boat race.

Locked in a drag race to the Islands, *Criminal Mischief* and *Resolute* made

a move back to the rhumbline to set up a northerly approach, while the Rodgers chose to maintain a southerly approach. *Criminal* navigator Brendan Busch and tactician Ian Klitza made all of the right calls, and the *Criminals* came smashing into the finish line at sunset to earn the Division 4 victory by the smallest margin of any division in this year's TransPac: a minuscule 3m, 47s!

"Three minutes corrected in a TransPac race," said skipper Chip Megeath upon hearing the news. "That says every moment is a game changer."

With *Invisible Hand* and *Meanie's* wins in Divisions 1 and 2, and *Criminal Mischief's* Division 4 win, the Bay Area's three most prominent offshore programs that sailed in the 2013 TransPac earned an almost unprecedented sweep of class wins.

— ronnie simpson



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