

Latitude 38

Latitude 38

VOLUME 436 October 2013

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OCTOBER 2013

VOLUME 436



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Élan - energy, style and enthusiasm

Elan has been a fixture in the Express 37 one-design fleet for a long time, but for relatively new owner Jack Peurach, the ocean races have been particularly rewarding. In 2012, *Elan* won her division in the Pacific Cup - and nobody was more surprised than first-timers Jack and his crew. The 2013 OYRA (Ocean Yacht Racing Association) series has been equally kind to *Elan*, with a string of solid finishes. Jack and his crew placed first in their division at the close of the season.

Elan has had this success with a relatively old set of Pineapple sails that came with the boat, which according to Jack, "miraculously, still look great." It has only been this year that Jack has started to upgrade to a new set - not surprisingly, exactly like the old set ... from Pineapple Sails.

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Cover: The 34th America's Cup was a thrill ride, all the way down to the 19th race. See page 84 for full coverage of this epic event.

Photo: ACEA / Abner Kingman

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

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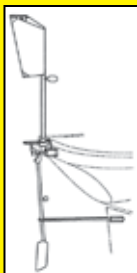
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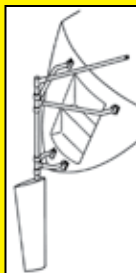
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Latitude 38

"we go where the wind blows"

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ABOVE: J/88 hull #1 flying 3Di 760m mainsail and jib in Newport, RI. Photo courtesy J-Boats



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36' Catalina
1986
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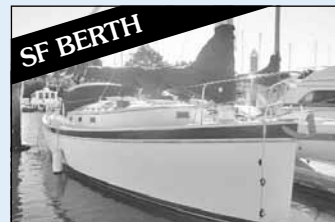
36' Islander Freeport
1978
\$48,000



33' Hans Christian 33T
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1982
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CALENDAR

Non-Race

Oct. 1-13 — 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.

Oct. 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 or (415) 447-5000.

Oct. 2-30 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under 'Events' tab at www.stfyc.com.

Oct. 3 — SF2SF Ocean Race, a presentation about the newest around-the-world race by Cree Partridge and Jim Antrim at Corinthian YC, 6:30 p.m. Free. RSVP at www.cyc.org.

Oct. 4-6 — Westsail Owners Rendezvous at San Leandro YC. Guest speaker: Dave King. Would-be owners welcome! Info, www.westsail.org/NCrondy.

Oct. 4-26 — A Salute to the America's Cup art exhibit by BayWood Artists on the Bay at the Bay Model in Sausalito. Info, www.baywoodartists.org.

Oct. 5 — Redwood City PortFest, a free showcase of the waterfront. Live music, kids' activities, food and wine garden. Info, www.rwcportfest.com or (650) 306-4150.

Oct. 5 — Chula Vista Marina Swap Meet, 7 a.m.-noon. Info, boatslips@cvmarina.com.

Oct. 5 — Chantey Sing aboard a historic vessel at Hyde St. Pier, 8 p.m.-12 a.m. Free. RSVP to peter_kasin@nps.gov.

Oct. 5 — Oktoberfest. EYC, www.encinal.org.

Oct. 5, 26 — 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.

Oct. 5-6 — US Sailing Advanced Judges Seminar at St. Francis YC. \$90-\$135. Register at raceadmin.ussailing.org/Judges/Seminar_Calendar.htm.

Oct. 6 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Oct. 6 — Inaugural OPB-YC Crew You Regatta for all boats 24 feet and under in the vicinity of Brooks Island and Southampton. Not your typical sausage fest — owners don't drive. Treasure hunt and potluck BBQ raft-up after. Info, www.opb-yc.com/crew-you.

Oct. 6-27 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Oct. 7-11 — Hey, sailor, it's Fleet Week. The air show and naval fleets have been canceled, so this year's activities revolve around Humanitarian Assistance Disaster Response. See www.fleetweek.us.

Oct. 10 — Are you a single boatowner needing crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

Oct. 10 — Behind-the-scenes presentation on America's Cup TV technology by Stan Honey and Ken Milnes at Encinal YC, 7 p.m. Free. Info, www.encinal.org or www.alameda-yachtclub.org/AYCevents.

Oct. 10-14 — 44th Annual United States Sailboat Show, a.k.a. the Annapolis Boat Show. Info, www.usboat.com.

Oct. 13-18 — Round the Rocks Flotilla, a cruise around Catalina & Santa Barbara Islands led by Capt. Holly Scott of *Charlie's Charts*, \$150/boat. Info, info@charliescharts.com.

Oct. 14 — Celebrate Columbus' famous sail today.

Oct. 16 — Downwind Marine's Offshore Communication

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Ranger 25 Tug, 2010.....	105,000
Ranger 25 Tug, 2009, includes trailer.....	105,000
Ranger 21 Tug, 2008.....	39,000
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CALENDAR

Training seminar series kicks off with 'Using Your Marine SSB' by Gordon West & Shea Weston, 5:30-9:30 p.m. \$25 each or \$30/couple. All seminars at Downwind Marine unless noted. **10/17:** 'SailMail Training' by Jim & Sue Corenman and Shea Weston, 8:30 a.m.-4:30 p.m. at Pt. Loma Assembly Hall, \$50/\$75; **10/17:** 'Radar Made Simple for Cruisers' by Terry Sparks, 5:30-8:30 p.m., \$25/\$30; **10/18:** 'Icom M802 Made Simple for Cruisers' by Terry Sparks, 5:30-9:30 p.m., \$25/\$30. RSVPs recommended. Info, www.downwindmarine.com.

Oct. 18 — Sail under the full moon on a Friday night.

Oct. 18 — Full Moon Sail aboard the schooner *Seaward* in Sausalito, 6-8 p.m. \$50. Info, www.callofthesea.org.

Oct. 19 — Baja Ha-Ha Welcome to San Diego Party at Downwind Marine, 12-4 p.m. Info, www.baja-haha.com.

Oct. 19 — Pacific Offshore Academy prep seminar #2 at Richmond YC, 1-5:30 p.m. Perfect for anyone planning to sail to Hawaii, especially in the Pacific Cup. Free for Pac Cup skippers, \$20 for others. Pre-registration strongly advised! Info, www.pacificcup.org.

Oct. 21 — Downwind Marine's Evening Cruisers' Seminar Series kicks off with 'Tips & Tricks for Life Afloat' by Wendy Hinman, 6-8 p.m., \$3, backdoor at Downwind Marine. More seminars at same time and location. **10/22:** Charts Past, Present & Future (Capt. Ann Kinner); **10/23:** Cruising Mainland Mexico & PPJ Prep at Puerto Vallarta Marina (Dick Markie); **10/24:** Surviving a Haulout (CF Koehler); **10/25:** Life at Sea—What Works, What Doesn't (Capt. Dale Parshall); **10/28:** Philosophy of Ground Tackle (Capt. Holly Scott); **10/29:** Safety Lessons for Offshore Cruising (Bruce Brown); **10/30:** Mexican Liability & International Health Insurance (DeAnne Amancio); **10/31:** Outboard Motor Care (Tom Teevin); **11/1:** Cruising the World—A Bluewater Family Adventure (Bob & Gail French); **11/4:** What's New for Cruising Mexico (Capt. Pat Rains); **11/5:** 12-Volt Cruising (Barry Kessler); **11/6:** Off the Beaten Path in Mexico (Mark & Emily Fagan); **11/7:** TBA; **11/8:** Planning for Cruising (Capt. Ann Kinner). Info, www.downwindmarine.com.

Oct. 25 — Boatrides & Barbecues fundraiser for Cass Gidley Marina & Sausalito Community Boating Center at Dunphy Park, 4:30-6:30 p.m. Free boat rides, music & BBQ. Info, www.cassgidley.org.

Oct. 25 — Presentation by Marc and Doreen Gounard on their circumnavigation on their catamaran *Imani* at Sausalito Public Library, 7:30 p.m. Free. Info, www.ci.sausalito.ca.us.

Oct. 26 — SF Maritime's Sea Music Concert Series continues aboard *Balclutha* at Hyde St. Pier, 8-10 p.m. Next up: Serre l'Écoute. \$14 per concert. Info, www.maritime.org or (415) 561-6662 ext. 21.

Oct. 26 — Maritime Crafts for Kids at SF Maritime National Historical Park's Hyde St. Pier, 3-4 p.m. Free. Info, john_cunneane@nps.gov or (415) 447-5000.

Oct. 27 — Baja Ha-Ha Halloween Costume Party & BBQ in San Diego West Marine parking lot. May the best pirate win!

Oct. 28 — Baja Ha-Ha XX Cruisers Rally to Cabo San Lucas starts from San Diego! Info, www.baja-haha.com.

Oct. 31 — Dress as your favorite sailor for Halloween.

Nov. 3 — Daylight Saving Time ends.

Nov. 3 — Sailing program forum to discuss how to grow the sport, organized by Alameda Community Sailing Center at Oakland YC, 1 p.m. Info, atariane@sailalameda.org.

Nov. 7 — High Tech Sail Making by North Sails' Bill Pearson at Corinthian YC, 6:30 p.m. Free. RSVP at www.cyc.org or (415) 435-4771.

Racing

Sept. 29-Oct. 5 — International Folkboat Regatta. RYC,

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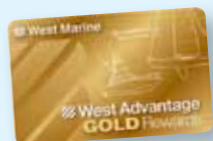


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CALENDAR

www.richmondyc.com.

Sept. 30-Oct. 5 — Melges 24 Worlds. SFYC, www.sfyf.org.

October, 1983 — It Was Thirty Years Ago from the feature article 'America's Cup':

It warms our journalistic heart to think that Red Smith, the legendary sport columnist for *The New York Times*, must have faced this situation, too. We're sitting here with the printer breathing down our necks for our pasted-down flats, but the story — no, *The Sailing Story of the Century!* — doesn't have a conclusion yet. The seventh and deciding race of the 1983 America's Cup race won't be over until the pressmen turn on their machines. What do we do, Red? What do we do?

Whether or not the Aussies, led by the dashing John Bertrand and the frumpy, puckish Ben Lexcen, can finally wrest the Auld Mug from the grasp of the New York YC and their dogged defenders on *Liberty*, this will always be remembered as the year the America's Cup became a real yacht race. No more lopsided, ho-hum four-zip walkovers by the Yanks in their technically superior and more ably sailed yachts. After four challenges and \$16 million, Perth tycoon Alan Bond came up with an effort equal to and in some ways superior to the Americans. No longer can media journalists fall back on Ring Lardner's hackneyed comment that watching yachts race was as exciting as watching grass grow.

Newsflash! It appears now, minutes after *Australia II* crossed the finish line ahead of *Liberty* in the seventh and final race, that the 132-year winning streak has been broken. Barring protests or acts of God, the America's Cup will be removed from its case at the New York YC and carried to its new home at the Royal Perth YC on Pelican Point, Crawley Bay. The unthinkable has happened.

Conner seemingly had the race in the bag, crossing the starting line eight seconds ahead in the light winds. The red-hulled *Liberty* held comfortable leads for the first four legs, rounding the second weather mark by 57 seconds. *Australia II* went farther east on the run, finding more breeze and surging ahead to a 21-second lead by the time they reached the final turn. From there, skipper John Bertrand and his Waltzing Matildas zealously guarded their gains to take the winner's gun.

Radio stations flashed the news around the world. History had been made. For patriotic Americans, this was a bitter blow. The Stars and Stripes no longer rule the seas. For patriotic Australians, this was the closest to heaven on earth they will ever get. Three cheers for the winners — they did a fine job.

Oct. 5 — Kay & Dave Few Regatta. CPYC, www.cpyc.com.

Oct. 5 — Oktoberfest. OYC, www.oaklandyachtclub.net.

Oct. 5 — Shorthanded Races. TYC, www.tyc.org.

Oct. 5-6 — YRA Season Closer. Island Tour on Saturday, Crazy 8 on Sunday. CYC, www.yra.org.

Oct. 5-6 — Sausalito Cup, a J/105 match race. SYC, www.sausalitoyachtclub.org.

Oct. 5-6 — Fall Dinghy Regatta. SCYC, www.scyc.org.

Oct. 5-6 — Vice Commodore's Cup. HMBYC, www.hmbyc.org.

Oct. 6 — Red Bra Regatta. SBYC, www.southbeachyc.org.

Oct. 6 — El Toro Stampede. RYC, www.eltoroyra.org.

Oct. 6 — Fall Series #3. FLYC, www.flyc.org.

Oct. 11-13 — IOD NAs. SYC, www.sausalitoyachtclub.org.

Oct. 11-18 — International Knarr Championship. SFYC, www.sfyf.org.

Oct. 12 — Jessica Cup, fleet racing for big woodies. StFYC, www.stfyf.com.



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- 1995 32' Pacific Seacraft \$107K
- 2005 32' Beneteau 323 **SOLD**
- 2011 31' J/95 **SOLD**



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CALENDAR

Oct. 12 — Joan Storer Regatta. TYC's women skippers' race. TYC, www.tyc.org.

Oct. 12 — Los Gatos Challenge Race. SeqYC, www.sequoiayc.org.

Oct. 12 — Fall Series #2. SSC, www.stocktonsc.org.

Oct. 12 — Fall Series #4. FLYC, www.flyc.org.

Oct. 6, 13, 27 — Berkeley Chowder Series runs every Sunday through March, except on Berkeley Midwinter weekends. BYC, www.berkeleyyc.org.

Oct. 12-13 — PHRF Championship. MPYC/SCYC, www.scyc.org.

Oct. 12-13 — Vanguard 15 Fleet Championships on Tomales Bay. InvYC, www.invernessyachtclub.org.

Oct. 13 — Laser Short Course Championship at RYC. Info, nburke@skysail.com or (415) 601-7483.

Oct. 19 — YRA Yankee Cup & YRA-ODCA Champion of Champions. IYC, www.yra.org.

Oct. 19 — BYC's Oktoberfest Cup, featuring two buoy races for multis and an around-Alcatraz race for monohulls. Info, www.berkeleyyc.org.

Oct. 19 — Corkscrew Slough Regatta. SeqYC, www.sequoiayc.org.

Oct. 19 — South Bay Championship. SeqYC, www.sequoiayc.org.

Oct. 19 — Twin Island Race #3. SYC, www.sausalitoyachtclub.org.

Oct. 19-20 — Franks Tract Regatta. Andreas Cove YC (Owl Harbor), www.andreascoveyc.org.

Oct. 19-20 — Leukemia Cup Regatta, PHRF and one design racing to benefit the Leukemia & Lymphoma Society. Hosted by SFYC, featuring keynote speaker Sir Ben Ainslie. Info, www.leukemicacup.org/gba.

Oct. 19-20 — Joe Logan (Merces), Calvin Paige (Stars) and Albert T. Simpson (sportboat) Regattas. StFYC, www.stfyc.com.

Oct. 20 — Lady Skipper's Race. PresYC, www.presidiyachtclub.org.

Oct. 20 — Fall Series #5. FLYC, www.flyc.org.

Oct. 22 — Stanford and Cal sailing teams duke it out on the water in the Big Sail. StFYC, www.stfyc.com.

Oct. 26 — Round the Island Race. SFYC, www.sfyyc.org.

Oct. 26-27 — Great Pumpkin Regatta, a Halloween tradition. Also serves as the Islander 36 Nationals. RYC, www.richmondyc.org.

Oct. 26-27 — Fall Dinghy & Olympic Classes. StFYC, www.stfyc.com.

Oct. 26-27 — San Francisco Cup for Catalina 34s. SBYC, www.southbeachyc.org.

Oct. 26-Nov. 2 — 27th Annual Pro-Am Regatta on Virgin Gorda, hosted by Bitter End YC. Info, www.proamregatta.com.

Oct. 27 — Fall SCORE #3. SCYC, www.scyc.org.

Nov. 2 — Summer's Last Gasp. HMBYC, www.hmbyc.org.

Nov. 2 — Midwinter #1 (Manuel Fagundes Seaweed Soup Regatta). GGYC, www.ggyc.org.

Nov. 2 — Red Rock Race. TYC, www.tyc.org.

Nov. 2 — Fall Series #3. SSC, www.stocktonsc.org.

Nov. 2-3 — Club Boat Series #1. StFYC, www.stfyc.com.

Nov. 2-3 — Perry Cup/Kelp Cup. MPYC, www.mpyc.org.

Nov. 3 — Midwinter #1. SYC, www.sausalitoyachtclub.org.

Nov. 3 — Jack & Jill+1, the woman-skippered triple-handed race on the Estuary. IYC, www.iyc.org.

Nov. 9 — Winter #1. SeqYC, www.sequoiayc.org.

Nov. 9 — Turkey Shoot. LWSA, www.lwsailing.org.

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San Francisco September 11-14 (Rolex Big Boat Series)

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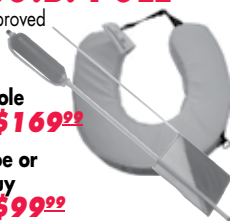
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CALENDAR

Nov. 9-10 — Club Boat Series #2. StFYC, www.stfyc.com.
Nov. 9-10 — Midwinters #1. BYC, www.berkeleyyc.org.
Nov. 9-10 — Opti Winter #1. SFYC, www.sfyc.org.
Nov. 10 — Midwinter #1. IYC, www.iyc.org.
Nov. 13 — YRA Year-End Trophy Party. Details TBA.

Remaining Summer Beer Can Regattas

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intraclub only; Thursday evening JY15 races through October. Gary Farber, racing_chair@cal-sailing.org.
COYOTE POINT YC — Every Wednesday night through 10/2. Jim Maishin, (650) 793-0741 or regatta@cpyc.com.
LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/16. Steve Katzman, (530) 577-7715.
MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 10/2. Rak Kumar, rakk@copper.net.
SANTA CRUZ YC — Wet Wednesdays through 10/30. Laser Fridays: 8/16. Info, (831) 425-0690 at scyc@scyc.org.
SEQUOIA YC — Every Wednesday night through 10/9. Dan Lockwood, (650) 326-6783 or dan@hnlockwood.com.

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

October Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
10/05Sat	0020/5.3	0548/1.4	1216/6.0	1825/0.1
10/06Sun	0108/5.2	0624/1.7	1250/6.1	1907/-0.2
10/12Sat	0723/4.8	1231/2.7	1825/5.4	
	LOW	HIGH	LOW	HIGH
10/13Sun	0102/0.2	0819/5.2	1345/2.2	1941/5.4
10/14Mon	0202/0.3	0906/5.5	1446/1.6	2052/5.4
	HIGH	LOW	HIGH	LOW
10/19Sat	0037/5.2	0547/1.6	1208/6.2	1832/-0.3
10/20Sun	0126/5.1	0627/2.0	1240/6.1	1911/-0.3
10/26Sat	0652/4.5	1206/3.0	1716/4.6	
	HIGH	LOW	HIGH	LOW
10/27Sun	0008/0.9	0739/4.7	1312/2.7	826/4.4

October Weekend Currents

date/day	slack	max	slack	max
10/05Sat	0216	0451/3.6E	0817	1109/3.3F
	1407	1709/4.6E	2049	2346/3.8F
10/06Sun	0303	0535/3.4E	0852	1146/3.2F
	1440	1751/4.9E	2132	
10/12Sat	0217	0522/3.2F	0847	1102/2.2E
	1438	1719/2.2F	2010	2319/3.9E
10/13Sun	0322	0629/3.3F	0943	1210/2.5E
	1550	1835/2.4F	2125	
10/14Mon	1033	0026/3.8E	0421	0728/3.4F
	2234	1315/3.0E	1652	1944/2.9F
10/19Sat	0219	0449/3.2E	0816	1104/3.2F
	1357	1701/4.7E	2053	2354/3.9F
10/20Sun	0307	0531/2.9E	0856	1142/2.9F
	1434	1741/4.7E	2136	
10/26Sat	0141	0443/2.5F	0808	1016/1.7E
	1408	1634/1.4F	1920	2227/3.1E
10/27Sun	0236	0540/2.5F	0858	1114/1.9E
	1512	1740/1.5F	2027	2324/2.9E

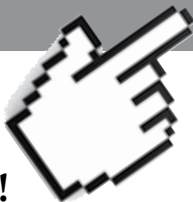
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LETTERS

↑↓ OUR EXPERIENCE AT AQUATIC PARK

On our way from San Diego to British Columbia in 2010, we sailed into San Francisco Bay and anchored at Aquatic Park.



COURTESY EMERALD STEEL

'Emerald Steel's dinghy fit right in at Hyde St. Pier.

After anchoring, I scanned the beach with binoculars looking for a place to land our dinghy. I noticed an old dory on the beach next to the pier, so I thought, "Hm-mmmmm, looks

like a good spot." So after rowing in, that's where we left our dinghy. We then hopped onto the pier and noticed all of these beautiful classic wooden vessels.

After spending about two hours casually strolling up and down the pier admiring all the ships, we decided to return to our boat. But when we jumped back down to the beach, we were stopped by two security guards who asked us what we were doing. We explained that we were anchored out in Aquatic Park and had left our dinghy there on the beach. Only then did we learn that we'd been inside the San Francisco Maritime Museum, which is meant to be entered from the street via the front gate after you pay an entry fee. After explaining that our boat, a replica of Joshua Slocum's famous *Spray*, has a



COURTESY EMERALD STEEL

And 'Emerald Steel' fit right in at Aquatic Park.

somewhat historical link, the guards agreed with a laugh to allow us to keep our dinghy there for the next two days.

For whatever it's worth, we had a fun and pleasant experience in Aquatic Park, with our dinghy being properly watched over by security guards.

Julius & Suzie Hanak
Emerald Steel, *Spray* replica
San Diego

↑↓ 10 FEET WOULD HAVE BEEN ACCEPTABLE

At 12:30 p.m. on August 29, we were motorsailing WSW on San Francisco Bay aboard *Salcera* on starboard tack at 5.5 knots. Oracle Team USA's catamaran had been heading NNW, and then tacked downwind, heading east. They came at us at about 35 knots, and their chase boat was not on station.

Salcera held her course, and within seconds Oracle, also on starboard, was upon us. We watched in silence as she took our stern by just three feet! Such a small distance at such high speed was not corinthian seamanship. Ten feet would have been acceptable, but three feet was negligent. Had either vessel changed course even slightly, *Salcera* would have been destroyed and crew on both boats would have been killed.

There had been no radio alerts that boats were to clear the area, as there were for the next day. We are excited that the America's Cup came to San Francisco Bay, but we think the Oracle sailors need to be more respectful of others.

Marla Forrest
Salcera, Catalina 34
San Francisco Bay



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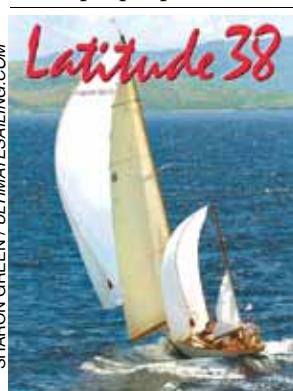
LETTERS

Marla — If your boat was missed by only three feet, we'd agree that it was too close for safety. On the other hand, we personally would have been thrilled to be on a boat that an AC72 skirted at such a short distance at such a high speed. It's unlikely we'll see the likes of those monsters again anytime soon.

⇅ WHAT WOULD STERLING HAYDEN SAY?

I've learned a lot of things about sailing from reading *Latitude 38* and *Lectronic Latitude*. The July 22 *Lectronic* article titled *What a Great TransPac!* not only mentioned a little of overall winner *Dorade's* colorful history, but also educated me as to the correct pronunciation of her name. I'd always heard people pronounce it as 'Dor-aid', not 'Dor-odd'.

SHARON GREEN / ULTIMATESAILING.COM



That got me searching the internet for a little history of dorade vents. Lo and behold, this is what Wikipedia had to say about them: "The first appearance of dorade boxes was on the Olin Stephens-designed *Dorade*, a yacht built in 1929 for ocean racing. As originally built, *Dorade's* vents led directly below, but this was found to allow water below, and the vents were modified in the early 1930s."

Wind-funneling dorades were named after 'Dorade'.

How interesting. Now if you can just get people to follow Sterling Hayden's admonishment that a boat's main living — and, of course, drinking — area, usually found between the port and starboard settees, is a 'saloon' and not a 'salon', which is where one would have one's hair done.

Jon Hafstrom
Sea Horse, Island Packet 35
San Francisco

Jon — We'd always thought it was 'Dor-aid', too, but when we met Fremont owner Matt Brooks at the Voiles de St. Barth in the islands two years ago, he kept referring to her as 'Dor-odd'. He pays the bills and wins the races, so we're pronouncing it the way he does. Of course, if you went to a chandlery and asked for a 'Dor-odd' vent, you'd probably get an odd look.

Just before going to press, we bumped into Matt while watching the America's Cup races. "You can call her 'Dor-odd' as I do, or you can call her 'Dor-aid', just call me for lunch," he said.

As for saloons and salons, pronunciations and spelling change with time. Most sailors in the United States who use 'saloon' predate the Boomer generation.

⇅ YOU'RE SUCH A TOSSER

I saw the *Lectronic* article about the epic battle between the Tosser — the Wanderer — and the Hoarder — Doña de Mallorca — aboard *Profligate*. Did you know that in the United Kingdom, 'tosser' more or less means the same thing as 'wanker'.

Nick Burke
Secretary, Laser District 24

Nick — The Wanderette, our second wife, was a bird from London, so we knew that. We deliberately used the term Tosser for the sake of a self-deprecating double entendre we hoped might win a chuckle or two.

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LETTERS

↑↓ DOÑA'S LINGERING REPUTATION IN MALLORCA

We had a thoroughly enjoyable evening on our Catalina 42 last year with the Tosser and the Hoarder after the Tosser gave his presentation at the California YC. Having the two of you aboard was one of our boating highlights. As we mentioned that night, we would soon put our beloved sailboat *Breez'n*, which

we had owned for 18 years, up for sale. She sold in two weeks to a lovely couple from the Richmond YC, where she lives today.



LATITUDE / RICHARD

It's the yin and yang of life. Hoarders and tossers living in harmony . . . or something.

When we'd last hauled her for a bot- tom job in January of 2012, the lift op- erator told me *Breez'n* weighed 29,000 lbs — about 9,000 lbs, or one-third, more than her designed displacement. I nearly fainted. After recovering, I proclaimed that *Breez'n* was going on a diet. Marci, being a hoarder, had other ideas.

But with the sale of our boat, we had to remove all our gear and stores before the new owners could take over. When *Breez'n* was hauled for the survey, the operator told me she was down to 24,000 lbs. We'd removed nearly 2½ tons from our boat! I couldn't believe it.

We've since bought a lot up in Poulsbo, which is across Puget Sound from Seattle, where we're building a home. Be- cause the wind is so light and fluky up here, and the currents so strong, we're going to buy — gasp! — a powerboat. Both of us have lived up here before, so we have a idea of what we will be going through during the winter months, but we still intend to go boating year 'round. In fact, I'll be buying a Harbor 20 sailboat by Schock to sail out of Port Madison. She'll be perfect for sailing on the long and pleasant summer evenings.

P.S. We had a wonderful time in Palma de Mallorca, Spain, last November. Doña de Mallorca will like the fact that she's still remembered there after all these years.

Garry & Marci Willis
ex-*Breez'n*, Catalina 42
Poulsbo, Washington

↑↓ "I PREFER THE TERM 'GATHERER'"

Tossing versus hoarding is a common battle between the sexes! I identify myself as a Gatherer as opposed to a Hoarder.

Christine Hagen
Avventura, KP-44
Jackson

↑↓ "HI, MY NAME IS KATIE..."

Hoarding is the only reason that I would want to get a big- ger boat. I'm enrolled in Hoarders Anonymous, but have yet to graduate.

Katie Prather
Miss Teak, Morgan 45
Dana Point

↑↓ GENDER ROLES

Marina and I go through the same Tosser versus Hoarder battles on our Swan 44 *Mykonos*. Women must be hoarders because I like to toss.

Myron Eisenzimmer
Mykonos, Swan 44
San Anselmo



Racing

Beer Can Racing: Wed. until Oct. 9, Piano bar after the race
South Bay Championship: Oct. 19
Winter Series:
#1 Nov. 9, #2 Dec. 7
Redwood Cup Series:
#1 Nov. 23, #2 Dec. 21

Other Activities

Port Fest: Oct. 5
Cruise-outs:
• San Francisco YC: Oct. 12-13
• Angel Island: Nov. 29 - Dec. 1
• Encinal YC: Dec. 14-15

Social

Drop-in Dinners*: Oct. 11, 25; Nov. 1, 15; Dec. 13
Racer's Ribs Dinner*: Oct. 26
Installation Dinner*: Nov. 9
Holiday Party*: Dec. 20
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LETTERS

Readers — Myron and Marina will be doing their fifth Ha-Ha this month.

↑↓ WATER, WATER EVERYWHERE...

In June of 2004, my wife Jennifer and I celebrated our 10th wedding anniversary by sailing out the Gate for Hawaii — and right into the teeth of a gale. Our boat was a beautiful but slow Vagabond 47 ketch. I've done two Ha-Ha's on trimarans, and will be doing this fall's on our new trimaran, so *Latitude* probably thought I only dabbled in fast boats.

After Jennifer flew home from Hawaii, four friends and my dad crewed on the trip home. A week from San Francisco, we ran out of water. Part of the reason was that my dad had apparently been taking baths. Yeah, the Vagabond had a tub.

We sailed another week without water and low on rations before we got back to the Bay. A year later I sold the Vagabond to buy a couple of rockets: a Moore 24 and a Corsair 31 trimaran. While taking all our stuff off the Vagabond, I opened a seldom used locker in the cavernous main salon — to find it absolutely packed with bottles of Hawaiian Springs water!

Paul Martson

Orange, Contour 34 trimaran
Pierpont Performance Sailing
Ventura

↑↓ NOT QUITE 99 BOTTLES OF BEER, BUT CLOSE

My biggest fear during our South Pacific cruise was that we'd run out of toilet paper, which would have been gross. My husband Mike moaned every time I came home from the store with another case of toilet paper. I justified it by explaining how handy it would be when something was rattling in the middle of the night — just stuff a roll of toilet paper in the rattle area.

When we finally got back to Redondo from Hawaii, Mike removed all the rolls of TP that were still on the boat. It was then that we learned we'd crossed the Pacific and back with 88 rolls of unused toilet paper.

Robin Stout

Mermaid, Aleutian 51
Redondo Beach / La Cruz, Mexico

↑↓ IN CASE WE HAVE TO ABANDON THE HOMELAND

My father purchased an Alberg 35 sloop new in 1965, and I have been in charge of her since 1996. When I took over, I figured that I would need whatever Dad had needed on the boat. But over the years I have learned differently, as I have removed 40-lb anchors, gallons and gallons of booze — in the 1960s nobody wanted to be caught short of booze — 60 lbs of stainless bolts and nuts, and the oddest of all, six rusty and swollen half-gallon cans of Campbell's soup. Bless those folks at Campbell's for using such good cans, as half gallons of clam chowder all over the inside of a lazarette would have been awful.

When I asked my father why he'd put all the soup on the boat, he replied, "Just in case we have to abandon the homeland." Go figure. These days it's a couple of MREs for emergency food. Old habits die hard, especially these days.

Molly Pruyne

Alberg 35
Richmond YC

↑↓ DON'T TOSS THE DINGHY ANCHORS

It's been a few years since our family stopped in Malaysia during our circumnavigation, but digging around in our boat recently, I found several tins of curried tuna and tinned ham

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LETTERS

that we'd bought there. But the Tosser on *Profligate* may want to keep two of the five dinghy anchors he discovered, as a dinghy anchor was the only thing we had stolen during our circumnavigation.

Emma Mather
Blue Sky, DownEast 45
Redondo Beach

↑↓DON'T MAKE GENERALIZATIONS

Some women, for example me, are Tossers, while some men, including my partner Craig Shaw, are Hoarders. Go Tossers, go! But just remember to hide the garbage, because the Hoarders always check.

Jane Roy
Adios, Columbia 43
Portland, Oregon

↑↓SPARES FOR SPARES

I'm with Doña the Hoarder. I say it's better to have something and not need it than to not have something you need. How are you going to fix things without spare parts?

Craig Shaw
Adios, Columbia 43
Portland, Oregon

Craig — Carrying critical spare parts that can't easily be obtained while cruising is one thing, de Mallorca's hiding 75 lbs of pasta aboard Profligate is another.

↑↓TWO PEAS IN A POD

I always knew there was a reason that my husband Rob and Doña de Mallorca got along so well. I had to toss about 50 lbs of moldy rice and beans when I moved aboard! And you should see how many broken screwdrivers he has tucked away — "Just in case." We needed a bigger boat just to store all the crap we'll never use.

LaDonna Bubak
Gazelle, Wauquiez Centurion 47
San Rafael

↑↓MANGO MADNESS

As I recall, my 'Mango Man' Wayne and I helped impose a similar diet on *Profligate* years ago. We're now doing the same on our Hughes 45 cat *Capricorn Cat*. If we don't use something in three months, it goes on the dock for someone else.

Mango Man is the Hoarder, I am the Tosser. But only yesterday Jim Milski, who just circumnavigated with his Schionning 49 cat *Sea Level*, found a muffler and some dinghy wheels in the dumpster at our Sierra Point Marina in Brisbane. "You gotta have these," Jim said to the Mango Man. And the Mango Man put them on our boat. It's an ongoing battle for me.

Carol Baggerly
Capricorn Cat, Hughes 45
Brisbane

↑↓MORE ON ALDEBARAN

I could not agree more with *Latitude's* response to the letter by Hayden Brown, whose 70-ft schooner *Aldebaran* sank, with many people aboard, after hitting the Richmond Breakwater. Brown subsequently pleaded for succor.

After one of last year's AC World Series races, Brown and *Aldebaran* nearly ran me down on my 30-ft sloop *Adagio*. I had been proceeding under sail on starboard toward the Cityfront when *Aldebaran* approached under power off my port bow. Yet Brown refused to yield, as was required of him

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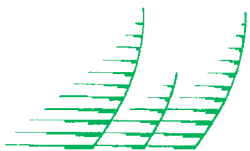


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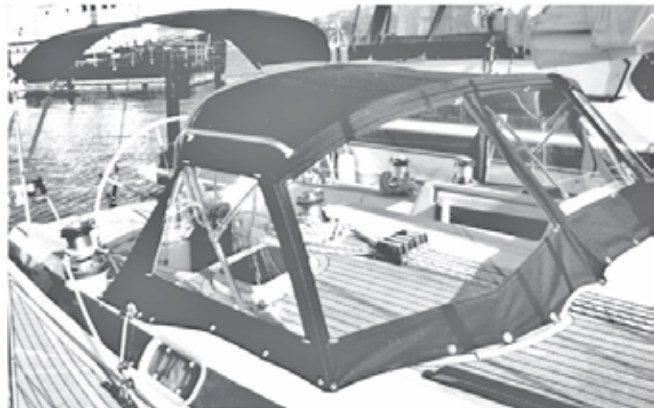


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LETTERS

by the Rules of the Road.

I think that the view George Hale expressed in his August letter, that Brown coming a cropper was karma, is correct. That, plus the fact Brown took so many people sailing while not having insurance, speaks volumes.

Jon Price
Tiburon YC

Readers — We received several angry phone calls from a woman who accused us of "hitting a man in his 70s when he's down." We understand her point of view. We also sympathize with Brown, whose boat sank as a result of her being driven onto the jetty, probably ending his sailing days. And we sympathize with Brown's wife, who subsequently suffered an injury that required her to be hospitalized. However, we think these possible considerations are negated by the evidence that Brown's angry encounter with George Hale was not an isolated incident.

In addition to the letter from Jon Price above, another Latitude reader wrote us about a similar incident with Brown and Aldebaran last October. The man and two friends were sailing his small sailboat near the Richmond Jetty, when they saw Aldebaran, under power and with many people aboard, approached. Despite being required to yield, Brown and Aldebaran reportedly missed hitting the small sailboat by what the skipper on another boat nearby estimated to be about one foot.

We're told that Brown had been driving Aldebaran, and after the near miss he screamed at the people on the other boat. He then left the schooner's helm to sit down on the boat's stern, arms defiantly folded over his chest. According to the owner, it was about 10 seconds before anyone took the helm of the schooner.

One of those on the small boat was a retired harbor master, who advised the owner to report the incident to the local harbor master. The owner didn't, but says he now regrets it.

About a week later, the owner says he was driving to Brickyard Cove with another friend, when he saw Brown working on Aldebaran at a private dock. The owner went to talk to Brown, and explained that he'd been on the boat Aldebaran almost ran down. Brown is said to have demanded to know if the man had come to fight or come to sue. When Brown saw that he had a friend with him, he asked if he'd been brought along to beat up Brown. The friend was 70 years old.

There is a place for sympathy, but when we receive a minimum of three reports in a year of someone with a much larger boat apparently endangering much smaller boats in separate incidents, while almost proudly admitting to having no insurance, we don't believe we can ignore it.

Fortunately, nobody was hurt in any of the incidents. We wish Brown good luck in trying to sell his salvaged boat and moving to Florida, and we hope his wife recovers quickly.

↑↓PASS THE VEGEMITE!

I brought the current *Latitude* 38 to our good mate Bob Mackie when we visited him and Annie Brennan aboard their canal yacht *Nellie*, which is moored in Paris. As always, he was enjoying it thoroughly — until he read Jim and Kent Milski's disparaging comments about the food in Australia. Given that the food on *Nellie* was as good as, if not better than, everything we ate while in Paris, I have to sympathize. Not only are Aussies Bob and Annie some of the best cooks ever — which is one of the reasons we are thrilled that they are going to do the Baja Ha-Ha with us aboard our sailboat *Compañera* this fall! — but with my six-plus months of traveling in Australia, I have to agree with Bob that the comment was pure rubbish!

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Charts – Past, Present and Future

Wednesday, October 23 – Dick Markie

Info on Mainland Mexico & Puddle Jump

Thursday, October 24 – CF Koehler, Koehler Kraft

Surviving a Haul Out

Friday, October 25 – Author Dale Parshall

Life at Sea, What Works...or Not

Monday, October 28 – Capt. Holly Scott

Tips and Techniques in Using Ground Tackle

Tuesday, October 29 – Bruce Brown, USCG Trainer

Offshore Safety to Know Before You Go

Wednesday, October 30 – Amancio & Chrispeels

Travel Liability and Health Insurance News

Thursday, October 31 – Tom Teevin, Educator

Outboard Motor Care in Mexico

Friday, November 2 – Authors Bob & Gail French

18 Endless Summers of Sailing

Monday, November 4 – Capt. Pat Rains

What's New for Cruising Mexico

Tuesday, November 5 – Barry Kessler

Onboard Power to the Cruiser! 12 Volt Tips

Wednesday, November 6 – Mark & Emily Fagan

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LETTERS

P.S. Love your magazine!

Susan Flieder
San Diego

↑↓ A STONE IN MY DECK SHOE

I have just read the interview with Jim and Kent Milski with interest. One point he made put a little stone in my deck shoe, and prompts my reply. His vast and sweeping statement "Of course even the best Aussie food isn't very good" took my breath away. In my experience, even the worst Aussie food is better than the unhealthy, fat-laden food in the United States.



KRAFT FOODS

Maybe Robert has a point.

as your taste buds, have been a little off.

Another small point. Yes, the Aussie dollar is high now, but when I did a circumnavigation in 2001, the Aussie dollar bought 52 cents U.S. So Jim and Kent, your timing, as well as

Robert Mackie
Nellie Dick, Dutch Barge
Paris, France

↑↓ THE VERY VARIABLE COST OF CRUISING

I would like to have written more often in the past because I've been cruising for 25 years, but I didn't pay attention in school. This letter is so long that I guess it could qualify as a rant, but I want everyone to 'be real' about what it costs to own a boat and go cruising. I've read reports in *Latitude* about how inexpensive it can be to cruise, and how little this guy or that couple spent per month. But what people include or don't include as part of the 'cost of cruising' is so subjective that it's not really the true cost. I don't think this helps cruisers who are just starting out.

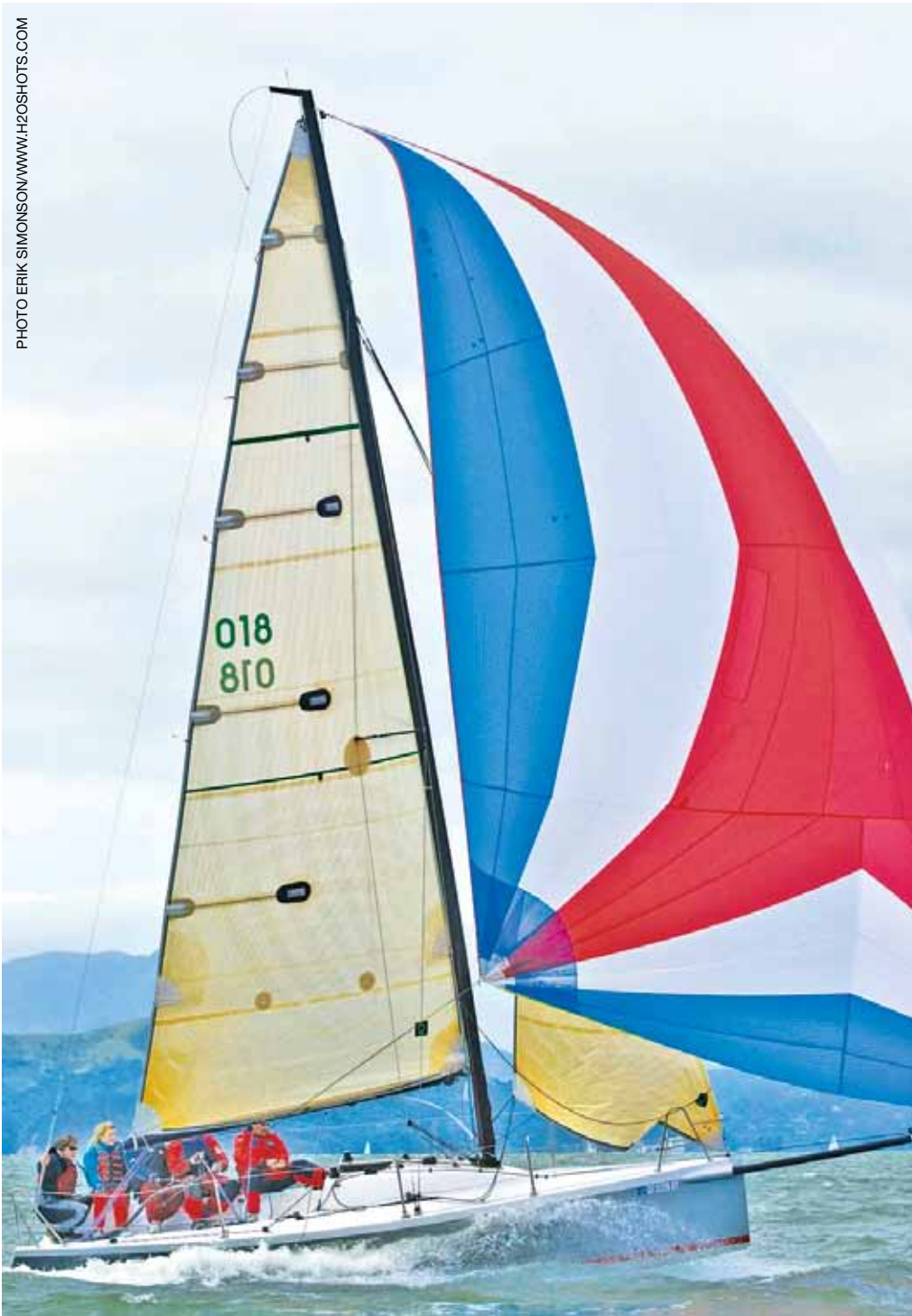
I'm a 50-year-old who is cruising my third boat, a 1977 Tayana 37. I left Fiji in 2006, and have been surfing in Indonesia as much as I can handle for part of each year. I spend the rest of the year in Thailand and Malaysia. My boat is pretty close to the bottom of the scale when it comes to boats that I see cruising the oceans, but let me run down my expenses to show everybody what it has cost me.

I paid \$53,000 for my Tayana when I bought her in Fiji in 2005. My first refit in Fiji cost a little less than \$35,000. The chainplates were \$1,000; rigging \$5,000; sails \$6,000; SSB \$2,000; new thru hulls \$1,000; a small autopilot \$1,000; refrigeration \$2,000; toilet \$500; dinghy \$2,500; two outboards \$3,500; anchor windlass and chain \$2,500; EPIRB \$1,000; two-month haulout \$1,500; paint job \$2,000.

I later sailed to Australia, where I spent \$30,000 on an additional refit. Twenty-five thousand of it was for a new diesel, prop and shaft, as the originals were 33 years old and had died before Darwin. A big autopilot and radar were another \$5,000.

I then reached Thailand, where I spent nearly \$50,000 on my third refit. It was \$4,000 for self-tailing winches; \$2,500 for roller furling, jib cars and track; \$1,000 for new stainless; \$7,000 for all new exterior teak; \$5,000 for refrigeration; \$2,500 for a stove with oven; \$1,500 for an alternator and regulator; \$500 for an electrical panel; \$1,000 for solar panels; \$1,000 for batteries; \$1,000 for an inverter; \$3,000 for 10 coats of varnish for the entire inside and outside of the boat; \$1,000 for painting the deck; \$3,000 for Treadmaster

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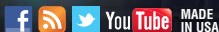
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LETTERS

for the deck; \$1,000 for a television, DVD and stereo; \$500 for a chartplotter; \$5,000 for another cheap paint job; \$5,000 for various things such as epoxy, bottom paints, thinners and stuff; \$3,000 for a five-month haulout, and \$2,000 for an apartment for five months.

I did all my own work except for the engine installation and stainless. I did a lot of wood repairs inside, such as five new bulkheads and some cosmetic stuff. Now my boat looks good and is in good working order. She is not a show boat, but she's my pride, and I like to be ready to sail anywhere at any time.

So my budget for the boat, refits and cruising for the last eight years has come to a total of \$330,000. Broken down, that's \$175,000 for the boat and refits, \$90,000 in maintenance, gear replacements and haulouts, and \$65,000 in food and diesel. It does not include medical costs and that of plane tickets home to visit family. So my eight-year cruise has cost over \$41,000 a year. I expect that my boat is currently worth \$100,000 if I wanted to sell her. So if I sold my boat today, my cost would have been just under \$29,000 a year. I would be surprised if you can poke a stick in my figures, because as I said, I'm a budget cruiser all the way.

Since my last refit in 2007, I have spent average \$15,000 a year replacing gear failures. I'm now on my second refrigerator, second windlass, and third autopilot. In addition, I spend about \$6,000 a year for food and \$2,000 a year for diesel.

That said, I'm not complaining, and I'm happy with my life. Depending on how you want to calculate it, I spend either \$29,000 or \$41,000 a year to surf waves that others pay \$6,000 to surf for just 10 days. I've been getting to surf epic waves most of the year, and haven't worked a job in over five years. The latter is not by total choice on my part, as there have been legal and logistical issues. So while I'm not complaining, I think it's important that people know what it really costs to go cruising.

I understand that it's possible to cruise in parts of Mexico — and other places — for much less. I cruised Mexico for three years on a \$10,000 boat and spent another \$10,000 while I was there. But that was with a very basic boat that had 30-year-old sails, no windlass, no sounder, and just a handheld GPS, rowing dinghy and liferaft. But when you cross an ocean, you're in a different environment.

With regard to the guy who said he cruised the Med for \$700 a month, I would not want to be in a blow on his boat after five years of cruising, that's for sure. I bet the boat smells too. In fact, he might just be the guy anchored way away from the rest of us here in Phuket right now.

I love *Latitude*, that it's online, that you know your stuff, and that it's staffed by surfers.

Kevin Whitegon
Helena, Tayana 37
Phuket, Thailand

Kevin — Thanks for the kind words, although we have to admit that we're more SUP-ers these days than we are surfers. But we've still got the stoke — at least in 80-degree water.

You couldn't be more correct than when you say the cost of cruising is hard to pin down because of the variables. The main variables are usually the cost and condition of one's boat going in, how extensively the boat is equipped and the condition of the existing gear, how good a person is at maintaining and repairing stuff, and what part of the world one is cruising in and at what speed.

While it's vague concept, when most people talk about the 'cost of cruising', we think they are referring to the average

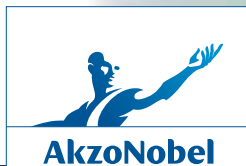


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LETTERS

monthly expenses after they have the boat and have equipped her to take off. Calculated that way, your cost of cruising would be about \$24,000 a year, \$15,000 of it being for gear and maintenance. That strikes us as reasonable amount for a singlehander, but certainly not low-budget.

The thing that strikes us about your expenditures is that you seem to have paid a lot of money for a boat that you seemingly needed to rebuild immediately from not much more than a hull and mast. The engine was ancient, five bulkheads needed to be replaced, the chainplates were bad, she didn't have a dinghy or outboard, and she didn't have a windlass, SSB, refrigeration, roller furling, or self-tailing winches. With all due respect, it seems as though you paid \$55,000 for a monumental fixer-upper.

Had you had the \$175,000 you've ultimately spent on your boat, you could have bought the best Tayana 37 in the world, wouldn't have had to do any work on her, and would have had \$50,000 to \$75,000 left over. Few sailors appreciate the amount of time and money it takes to restore a fixer-upper. We suggest making one's very best estimate, then multiplying the time and money by four. Seriously. While it costs more money upfront, in the long run it's almost always less expensive to buy a boat that is already well equipped with relatively modern equipment.

The one thing almost all cruisers tell us is that they spend what they have. For example, Ben Doolittle of Sacramento just completed a two-year cruise from the Ha-Ha to Annapolis with his wife Molly and sons Mickey and RJ aboard the Catalina 38 Knee Deep. "While we probably spent an average of \$3,750 a month," Ben says, "there were months when we only had \$2,000 come in, and we lived on that. On months when we had \$6,000 come in, we somehow managed to spend all that, too. You spend what you have."

Well, not everybody does. Take Jake van Ommen of the Gig Harbor-based Nadja 29 Fleetwood. When he left Santa Barbara for Thailand in early 2006, he had \$200 to his name and the promise of \$1,700 a month from Social Security — nothing else. He's since cruised more than 40,000 miles to more than 40 countries. And while we're not sure if he's still doing it, for the first three or four years he, having once gone bankrupt, religiously put \$1,000 of the monthly \$1,700 in the bank each month. Somehow he was able to live on a total of \$700 a month, and he didn't feel deprived at all. By the way, he recently left Holland for Colombia, where he'll begin exploring South America.

The guy who spent \$700 a month while cruising in the Med a few years back was Mike Harker of the Manhattan Beach-based Hunter 466 Wanderlust. Mike was a quiet and meticulous guy who kept his boat clean as a whistle and all her systems in perfect running order. He'd just taken delivery of Wanderlust when he singlehanded her across to the Med. Although Mike owned a triplex on the water in Manhattan Beach, he was thrifty by nature. For example, he ate lots of Costco canned chicken because he wanted to, not because it was all that he could afford. He rarely stayed in marinas, and his only dining extravagance ashore was a cup of coffee each morning when he'd people-watch and do his socializing. Mike later took delivery of the new Hunter 49 Wanderer III, and singlehanded her around the world in 11 months.

While we think most cruising couples spend between \$25,000 and \$50,000 a year, there are certainly those who spend way over \$100,000 a year because they can, and those who spend under \$10,000 a year because that's all they have. Our friend Jim Green of Martha's Vineyard took off from Panama on the start of his third circumnavigation aboard his 10 Meter Tango II with \$150. "Don't worry," he told his new girlfriend,



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LETTERS

"we'll find a wreck or something and make a little money." And they did.

In a July 2011 Sightings piece, Cindy Holmes and Faith Tamerin of the Berkeley-based Vanguard 32 Carmen Miranda stated, "The only way for women with no real money to see all the things they want to see in the world is by cruising boat. Two women can cruise the world on \$500 to \$600 a month." Mind you, they spent the last nine years of their circumnavigation in the Med, going up the canals of Europe — a berth in Paris was \$25/night — and over to Ipswich, England, where they used the boat as a very cheap hotel and restaurant for two years.

↑↓ LIVING AT POVERTY LEVEL AND LOVING IT

The publisher of *Latitude* asked us if we'd be willing to share what it's been costing us to cruise for the last 14 years. It seems to vary depending on the amount of money avail-



COURTESY SAILORS RUN

Debbie and Jeff Hartjoy may live at poverty level, but you'd never know it.

able to us. But the average for the last five years has been about \$1,500 per month. That's allowed both of us to fly home once a year to visit family and do basic maintenance on our Baba 40. In the five years prior to that, we got by on \$800 per month, which included basic maintenance, but only allowed one of us to fly home each year. We do have some investments that allow us to dump an additional \$5,000 into the boat every five years for new sails and rigging, as we need to keep *Sailors' Run* in top shape.

We're enjoying the America's Cup racing on the Bay, but can't wait for the start of what will be our third Ha-Ha.

Jeff & Debbie Hartjoy
Sailors' Run, Baba 40
Longbranch, WA

Readers — Just so nobody is mistaken, the Hartjoys don't just sit in an uninhabited anchorage in the Sea of Cortez and call it cruising. After doing their first Ha-Ha in 1999, they spent seven years sailing to and around the South Pacific. After doing their second Ha-Ha in 2006, they sailed down the west coast of South America, after which Jeff singlehanded around Cape Horn. Since then they've sailed up to the Caribbean, back to the Pacific, and up to California. These folks are so full of life, we can't wait to see them in San Diego at the start of this year's Ha-Ha.

It's people such as Jeff and Debbie — and there are many more — who are proof positive that it's possible to cruise very actively on a modest budget. We'll remind everyone that \$1,500 a month, which is \$18,000 a year, isn't much more than \$15,500, which is considered to be the poverty level for two in the 48 contiguous states. In Alaska, it's \$19,380, or more than what the Hartjoys spend to cruise.

↑↓ AVOIDING BEING FLEECE BY TAX ASSESSORS

I recently read the following blog at bit.ly/18HNr2X:

"California trying to fleece former property taxpayers. We'd sold the house and cars, and left nothing in California but a post office box. When we left our slip in San Pedro, we made sure the harbormaster signed us out as having departed.



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Despite all this, we still got a personal property tax bill for our boat from Los Angeles County.

"When we called up the Assessor's Office to tell them that we were not in California at any time during 2013, they insisted that we show proof of *continuous* slip occupancy in Mexico. Say what?! When we pointed out that we spent many days out at sea and many days out at anchor, they couldn't grasp the concept, and still insisted that we had to show receipts. Then they insisted that the Coast Guard records showed us still being in Los Angeles because our boat's hailing port is Los Angeles. Somehow the onus is on us to show proof that we were not in California rather than them showing that we were.

"Yes, you could say that we are livid. We assume they will try the same stunt next year. I used to feel good about our paying taxes, but now I wish we'd tried to shirk them as we're assumed to be doing anyway. Idiots!"

A friend of mine wrote the blog, not I. But as I will be leaving Los Angeles myself to go cruising in a couple of years, I want to know what I can do to prevent being caught in the same situation. What can a sailor do to ensure that the county is legally obligated to release a boat from their tax rolls? Is this a common problem for California boats going abroad?

I can't help but wonder if somebody in the County Assessor's Office is making things up. Are there other counties in the state that require a boater to provide proof of continual slip occupation in Mexico to release the boat from the county tax rolls?

Mike Crews
Valinor, Ericson 32-300
San Pedro

Mike — Assessors in the various counties of California interpret the personal property tax laws differently. Some counties don't require any proof that you've left the county with your boat, while others demand to see extensive proof. We don't have statistics to back it up, but our understanding is that Los Angeles County is one of the most demanding and least understanding counties.

There are two solutions. The first is to contact your County Assessor and ask what the county's policy is. The downside of this is that such policies are subject to change when counties need money badly — which is, more and more, all the time. A permanent solution, one favored by many cruisers, is to sever all ties with the county and the state of California by taking up residence, so to speak, via a mail forwarding service in a more tax-friendly and understanding state.

One such service popular with cruisers, full-time RV travelers, merchant seamen, traveling nurses and such is St. Brendan's Isle Mail Forwarding in Green Cove Springs, Florida. As the company website states, "For many of our more than 4,000 clients, Florida is an ideal state to establish residency and register vehicles. Florida has no state income tax, and tag registration is very economical. As part of our mail forwarding services, we can provide the necessary forms and instructions for these important administrative matters. In addition, we can provide assistance with these other administrative matters such as Florida voter registration, Florida driver's license, renewal of Coast Guard vessel documentation and more."

Once you dump your California post office box and can demonstrate to your former county and the state that you're registered to vote in another state, have a drivers license in another state, and get all your credit card and other bills in another state, it's easy to get them off your back. The important thing is to work with a mail forwarding agency that provides



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LETTERS

you with a street address, because if California just sees a P.O. box number in another state, they are going to consider it bogus. The typical mail service for cruisers costs about \$14 a month, and you should check their website for all the many benefits. There are other mail forwarding companies in other tax-friendly states that offer similar services, so you may want to do a little comparison shopping.

By the way the motto of the L.A. County Tax Assessor is 'Valuing People and Property'. What a joke, as a more accurate motto would be 'Corruption Is Us'. For example, on October 17, 2012, Los Angeles County Tax Assessor John Noguez, the head honcho, a Mexican-American whose birth name was Juan Renaldo Rodriguez but who has



LA TIMES

L.A. taxpayers can rest easy knowing their tax assessor 'values people and property'.

also used the aliases Juan R. Noguez, John R. Noguez, and Juan Reynaldo Rodriguez Noguez, was arrested on 44 counts of conspiracy, bribery and corruption. Bail was set at \$1.36 million. Key conspirators Mark McNeil, Noguez's chief appraiser, and Ramin Salari, a campaign

contributor, old friend, and Arizona tax consultant, also were arrested. Between February and September 2010, Noguez allegedly accepted \$185,000 in bribes from Salari and used his influence to greatly lower the appraised property values for Salari's clients, saving them millions of dollars in property taxes.

During a warranted search of Noguez's Huntington Park home — he had previously been mayor — investigators purportedly found a list of about 20 of Salari's clients seeking significant reductions in their property assessments. Almost all of the requests were honored. Among the properties to receive illegal tax cuts were those owned by Douglas Emmett Inc., whose chief executive, Jordan Kaplan, and wife were — and this will come as a real surprise — Noguez's top campaign contributors. In Noguez's first year in office, 23 tax reductions were granted to Douglas Emmett Inc. For instance, Kaplan's \$21.5 million home in Pacific Palisades received a tax break of \$198,000. Most other big tax cuts went to — big surprise again — other high-end properties on the affluent Westside.

Noguez, who is still married to Lilliana Guerrero, a woman who is openly gay — not that there's anything wrong with it — spent from October to March in an isolation cell in the Los Angeles County Jail waiting to raise \$1.6 million in bail. Most of it came from a single individual. Noguez is on a leave of absence, which means he still collects his salary of \$197,000 a year while facing as much as 30 years in prison.

Had the author of the blog made a significant enough 'campaign contribution' to Noguez, we doubt the Assessor's office would have bothered him.

How to get rid of corruption in California? 1) Because they are 'public servants', all government officials and employees accused of crimes against and/or abuses of taxpayers should be presumed guilty, not innocent, until they prove themselves innocent. If they are clean, it should be easy enough for them to do. 2) Erect guillotines in front of every city hall. 3) Use the guillotines. Corruption is the cancer of the world and must be stopped.

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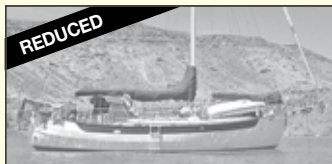
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LETTERS

cord in favor of rousting Oakland's boat community — the liveaboards who have anchored their boats in the Oakland Estuary near Union Park. The fact that it seems the editors — from what they have to say about Oakland — wouldn't set foot here hasn't stopped them from condemning the liveaboards as a bunch of thieves or whatever.

Being a long-time resident of Oakland, and one who enjoys all the down-to-earth people who live around me, I actually



Oakland's 'flavorful' anchor-out community.

took the time to go out and interview one of the people who live in that community. Below is a link to the interview I did. Maybe at least those with a sense of humanity who look at it will come away with the understanding that these are real live human beings, not just some label like 'thief', whose lives will be turned upside down if they are kicked out of here.

The video can be seen at: oaklandsocialist.com/2013/09/13/oaklands-boating-community.

John Reimann
Y-Knot, Catalina 36
Oakland

John — It's nice of you to tell us we what we believe, "more or less," but thanks, we can speak for ourselves. And more precisely, too. 1) We believe in anchoring out and living aboard where appropriate. We do it all the time in California and Mexico, and all over the Caribbean. A long time ago, Oracle's Larry Ellison was so poor he lived aboard a sailboat in the Berkeley Marina — until he had to sell his boat to be able to buy food. 2) We agree with laws requiring boats to be registered with the state or documented. 3) We agree with laws requiring boatowners to follow prescribed safety requirements for their boats and that the vessels should be navigable. 4) We agree with laws requiring boatowners to have their boats comply with environmental regulations. 5) We believe that there has historically been a strong correlation in California and other places between authorities' not enforcing 2, 3 and 4, and surrounding communities becoming hotbeds of crime. Can we make it any clearer than that?

We went to the Oakland/East Bay Socialist Group website you suggested and watched the video interview with Mike West. We urge Latitude readers to do the same. It was Mr. West, the gentleman who was being interviewed, not us, who said, "One of the biggest problems is that there is a lot of theft that goes on out here [Union Park area] and in the marinas." He mentioned that there was an organized group of people who steal outboard motors, and that he ran into a guy in Tahoe who had 10 nice outboards in the back of his van, for sale, cash only. West also said that some of the residents of the community have to "scrape or steal" for a living. And that some previously sold pot. "That's what I did," West says. "Mostly in the carnival business. That's the one job I've gone back to. Like a good carnie, I spent all my money cruising the world."

Based on the video, West looks like a nice guy. If he adhered to 1, 3 and 4 above, and didn't steal our stuff, it would probably be fun sharing an anchorage with him. Although we'd ask him

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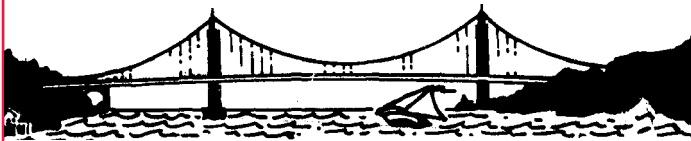
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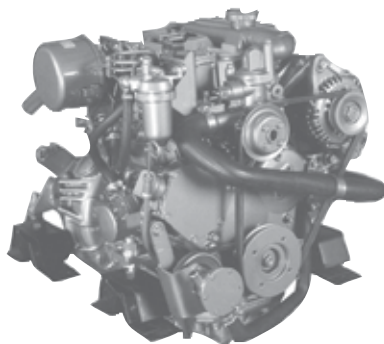
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LETTERS

to please not smoke when he came onto our boat.

According to West, the State Lands Commission notified anchor-outs near Union Park that they are trespassing, and are subject to arrest as of September 27. West predicted that the Alameda County Sheriff would take everyone off their boats, declare the boats abandoned, then charge the owners for towing and storing their boats. "Big Brother plus," he calls it.

Your contention is that the anchor-outs are getting kicked out because the "big real estate interests that run Oakland," in conjunction with the Chinese, want to develop the 'Oakland Riviera'. You're probably right. Personally speaking, we think development and gentrification of Oakland are the only things that have a chance of actually helping the truly needy get the assistance they need. Poor people stealing mostly from other poor people is an inefficient and unsustainable economic model.

↑↓ THE CASE FOR CELESTIAL NAVIGATION

I've recently returned from an offshore passagemaking class, where I had my students practice celestial navigation skills they'd learned earlier in the year. It's one thing to learn in a classroom with some dockside practice taking and reducing sights, and an entirely different experience applying celestial navigation on a small boat in challenging seas.

My students often ask me: "Why do I need to know celestial navigation when GPS units are so readily available and economical?" I respond by telling my story of navigating in the 1992 Pacific Cup race to Hawaii. Just for the fun of it, I was practicing my celestial navigation every day. I guess I was a bit of a pest, asking people to take notes for me, to record times, and even to move so I could get a better view of the sky. Four days into our trip, the skipper dropped his only GPS unit. It was the early days of GPS, so the units were quite pricey, and most boats didn't have three or four as they do today — and the batteries came out. We took out the manual, but after several hours we still couldn't get the GPS to work. As a result, I was instantly promoted from Pest to Assistant Navigator, and no one complained again about my carrying on with celestial navigation.

I used a sextant to navigate in the '94 running of the Pacific Cup, and won t'the West Marine/Henry Lloyd Pacific Cup Navigator's Trophy.

There are many scenarios in which GPS just might not be available. Yes, some of those scenarios are unlikely, but if you were making an ocean passage, wouldn't you like to have a back-up method of navigation?

A fellow sailor has told me that using celestial navigation is like relying on a Model T for transportation. He may be right, but I personally take great joy in being able to maintain an old vehicle without having to pay someone else to do it. Unfortunately, when I look under the hood of a new automobile these days, it is pretty clear that for any major problems, it's going to have to go to the mechanic or electronic technician. It's the self-reliant part of doing things that has always been attractive to me, and isn't sailing a sport where self-reliance is key? After all, if we are merely interested in getting from Point A to Point B, there are many more efficient means of transportation.

In the offshore passagemaking class, it was fun to see the delight in my students' eyes when their celestial observations agreed with our recorded DR and GPS positions. Even though we had 10 or more GPS units aboard our vessel, it was the celestial navigation that proved to be the most fun way to navigate.

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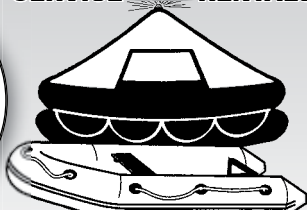
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LETTERS

Capt. Craig — We admire those who are into the Zen of celestial, but even when making passages we just don't have that kind of time. That's why, no matter if we're offshore in the Caribbean or doing a Baja Bash, we navigate by iPad.

↑↓ CELESTIAL NAVIGATION AND TIMEKEEPING

I'm hoping that someone can point me in the right direction, as I'm trying to learn basic celestial navigation for its own sake, and in case I ever get to sail farther offshore than Catalina.

I think the School of Sailing & Seamanship at Orange Coast College in Newport Beach has a good in-depth celestial navigation course, but it's too far away for me to attend. Are there any other in-depth study programs or classes in San Diego that would help me grasp celestial faster than I'm currently doing by reading books?

The main reason I've heard for navigating with celestial in tandem with GPS is in case your boat is struck by lightning and your GPS turns to goo. But I think there is another reason, as doing celestial would require that I maintain good time-keeping. Most affordable chronometers are digital, and would suffer the same fate as the GPS in the case of lightning. So I'm wondering if I could keep a second digital chronometer in a Faraday cage (steel box) and expect it to survive a lightning strike. Is my only foolproof option to purchase, for thousands of dollars, a mechanical chronometer such as an Omega or Rolex? Is there a modern mechanical ship's chronometer made by anyone for this purpose?

David Lovato
Tardis, Catalina 27
San Diego

David — Historically, the fastest way to learn celestial is by setting sail with a sextant, a timepiece, an instruction book, and the necessary tables. Once sailors get lost, they tend to be better able to focus on the process of learning celestial.

From time to time the Maritime Museum in San Diego gives a 12-week course in celestial navigation, which includes a sail aboard the tall ship Californian to hone those skills at sea. This year's course ended in June, but they'll probably be giving another one soon. It's a rather long course that includes a lot of history, so you might ask around for more bare-bones instruction.

It's possible that a lightning strike could wipe out a GPS — as well as all your other electronics. But if you have the GPS units spread around the boat — on Profligate we have one in each nav station, one above the owner's bunk, and navigation apps in both our iPhone and iPad — it would be pretty hard for lightning to knock them all out. If we get in a lot of lightning, we might wrap a couple in foil and put them in different places around the boat. We're confident that at least a couple of them would still work.

Naturally all six of our GPS units come with very accurate clocks, as does our VHF radio. So we'd only get a Rolex or Omega to impress a woman.

↑↓ HURRICANE AVOIDANCE SOUTH OF THE BORDER

Please cover Hurricane *Ingrid* and Tropical Storm *Manuel* in depth. I've been doing detailed charting of both the Pacific and Caribbean sides of Mexico and Central America for an upcoming trip next year. Once you head south of the Sea of Cortez, and especially south of Mexico, there are relatively few ports on either the Pacific or the Caribbean side and even fewer marinas, and many of the 'ports' in the chart books are simply a long pier for piping fuel or where local fishermen pull their boats ashore.

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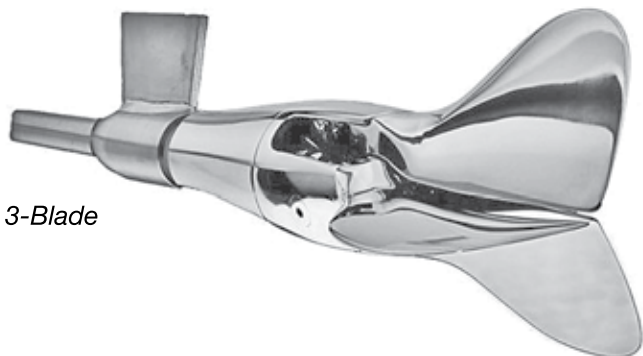
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LETTERS

Not ports in the U.S. expectation sense of the word.

There are some coves in Mexico, Guatemala and Honduras, and many coves in Costa Rica that I'd anchor in if the seas were flat, but the idea of picking one from the chart book or even my Google Earth snapshots, with pending hurricane landfall, sounds rather unwise. Having only ridden out one hurricane in Key West back in '86 — and it turned out to be a dud — I am inclined to say head for deep water far from shore. But I'd like to hear what your instinct says before the fact, then in hindsight as the news comes in, about how people actually fared.

By the way, in cases like this, it would be great if sailing sites had a 'Breaking News' area so people could get an idea how their cruising friends are doing.

John Wiesendanger
Pillar of Autumn, Hunter 40
Eureka

John — There's a one word answer to your last suggestion: Facebook.

It's unclear to us why you, a mariner, are making such a big deal out of Hurricane Ingrid and Tropical Storm Manuel. Ingrid was a mild Category 1 hurricane that started and ended in the Gulf of Mexico, where few cruising boats ever go. Manuel was a mere tropical storm that started at the latitude of the border with Guatemala, then made landfall near Manzanillo. While Manuel reformed to the northwest of Cabo, and temporarily had forecasters predicting a landfall at La Paz, it went 180 degrees in the other direction and dissipated over the mainland. The only cruising boats that might have been affected, and we doubt it, were at Grand Marina in Navidad, which offers excellent protection.

The big danger and destruction from both Ingrid and Manuel came from Biblical amounts of rainfall and resultant flooding. Manuel was forecast to bring 15 inches of rain in most areas, and 25 inches in others. Ingrid about the same. Landslides from each storm killed at least 20 people and many more are missing. Such landslides are as much a fact of life in those parts of Mexico as earthquakes are in California.

For the record, so far this season the Eastern Pacific, mostly meaning Mexico, has already seen nine tropical storms and six hurricanes. This is about average, and there'll be more before the season is over.

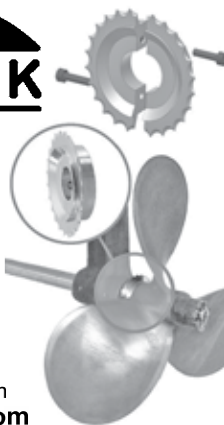
Avoiding tropical storms in Mexico isn't that difficult for mariners. Most boatowners simply take their boats out of Mexico or secure them in relatively well protected marinas at places such as Barra, Puerto Vallarta, Mazatlan, Cabo, La Paz, Puerto Escondido or Guaymas. Barra was hit by a tropical storm a few years ago, but the boats in the marina and the canals did fine. Vallarta, thanks to tall mountains and a turn in the coast, has never been hit by a hurricane. Mazatlan hasn't been hit in years. Cabo and La Paz get hit every couple of years, but usually not directly enough to cause severe damage. The boats at the marina in Cabo have withstood a couple of 100-knot direct hits. Puerto Escondido and Guaymas get whacked from time to time, even though they are far to the north, and some untended boats have been destroyed.

Tropical storms and hurricanes are extreme weather events that mariners should avoid at all costs. Nonetheless, it's not too hard to figure the odds of getting hit in the places mentioned, and it's low enough that you can get insurance for your boat in all of them during hurricane season.

If you're going to be cruising on the Pacific Coast of Central America, avoiding tropical storms and hurricanes is easy. They are virtually nonexistent in the winter, which is basically from

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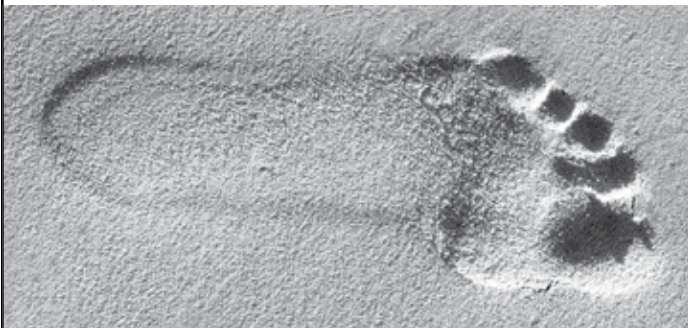
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LETTERS

early November through May 15. From May 16 through October, stay either north of Turtle Bay or south of Guatemala. Costa Rica almost never has tropical storms. We think they got their first one in history last year, while Panama never gets them. If you want to be on the east coast of Central America during the hurricane season, you either stay in Panama or go up the Rio Dulce in Guatemala.

That said, we assume you know that the only time you have tropical storms and hurricanes is when it's very hot and humid, which is why most cruisers either take their boats out of hurricane zones or secure them and head to more pleasant weather.

Head for deep water if a tropical storm or hurricane threatens? Not us. Even tropical storms are worthy of fear and great respect. Boats are easier to replace than lives.

If it's any comfort, there are tens of thousands of people who have cruised from California to Mexico and Central America, and Panama to Cuba. The anchorages and ports of refuge are sufficient and known to everyone, as is the part of the year when you need to be particularly aware of possible major weather events.

⇕ **SUPERYACHT REGATTA WAS A SUPER DUD REGATTA**

I wonder if the America's Superyacht Regatta races are on video, and if so, where. I had difficulty finding the start times on the America's Cup website, so I contacted Hillary, the logistics person. She said the times "should be on the website." I know they should be, but I couldn't find them.

I saw some of these behemoths as I crossed the Bay Bridge on September 9, but couldn't get the info on the start times until it was too late. I wanted to see the clouds of sail these guys put up, and watch them race around the Bay. I suppose others would have liked to do the same.

Norm Allendorph
Yipe Yipe, Frers 40
Tiburon

Norm — Let's face it, the Superyacht Regatta was a super bust. The organizers didn't attract enough boats, maybe because San Francisco is so far from the waters of the Caribbean and Med where these boats like to play, maybe because San Francisco lacks the facilities to accommodate them, or maybe because the America's Cup folks wanted so much money from participants. It didn't help that the regatta organizers didn't provide timely information before or after the alleged event. Bummer. The accompanying photo shows what it should have looked like.

RICARDO PINTO / ACEA



We maybe be spoiled by Caribbean superyacht regattas, but the America's Cup Superyacht Regatta was just 'meh'.

⇕ **NEVER FORGET**

Thanks for elaborating on Cambodia's "troubled past," as Andrey Mantula — who was promoting Cambodia's first yacht marina — so blithely put it. How could anyone forget the ultra-vivid images of the Killing Fields?

Greg Dorland
Escapade, Catana 52
Lake Tahoe

⇕ **IMPOSSIBLE DREAM SAILS ON**

I read with great interest the reference to the Morgan 40



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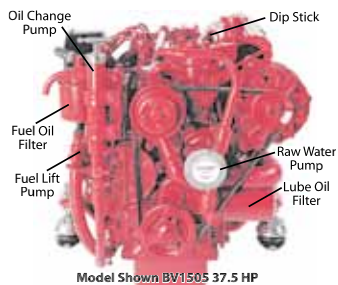
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LETTERS

Impossible Dream that was commissioned by Roy Disney. I am



COURTESY IMPOSSIBLE DREAM

'Impossible Dream' now lives the dream in Puget Sound.

the current owner of *Impossible Dream*, which is now moored in Port Townsend, Washington. I would like to report the boat is alive and well sailing in the Northwest. She spent the better part of last year's sailing season in Southeast Alaska, and has just returned from a short jaunt in the San Juan Islands. The boat has maintained her name since Roy gave it to her in 1970. I believe the name was a result of the successful completion of the full-length animated feature film *Fantasia*, which many thought couldn't be done.

Tom McDowell
Impossible Dream, Morgan 40
Port Townsend

↑↓ DON'T FORGET ABOUT MAKELA BOATWORKS

Your September *Sightings* article on the Spaulding Wooden Boat Center referred to it as the last remaining wooden boatyard in California. Don't overlook one of your faithful ad-



MAKELABOATWORKS.COM

Our apologies to the great crew at Makela Boatworks in Fort Bragg.

vertisers, the well-respected Makela Boatworks, which has been doing business in Fort Bragg since 1947. I speak from personal experience as to the quality of their work, and the honesty and humility of Howard, the current owner and son/nephew of the

original Makela Brothers. Issue #171 of *Wooden Boat* had a great story on the history of the yard.

In the ad for the Spaulding Wooden Boat Center, they refer to themselves as the only "nonprofit" wooden boatyard in California.

Don Furber
Calliope, Ericson 36C
Eureka / Puerto Escondido, Mexico

Don — Thanks for the correction, and our apologies to Howard and the folks at Makela Boatworks. Our boats are plastic, but we respect that 'wood is good'.

↑↓ INFO ON THE LOSS OF JAZZ

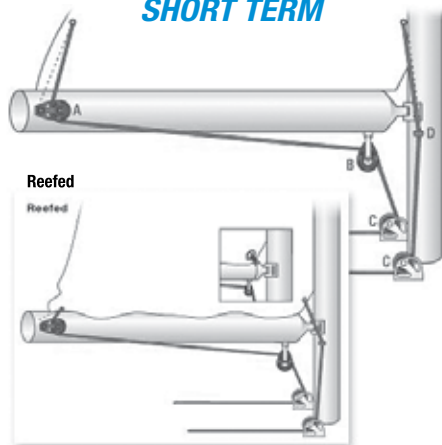
I'm responding to the letter from the folks on *Sojourn* seeking info on Tim Nielson from the Bodega Bay-based Alberg 37 *Jazz*. I spoke to him via phone in California after the loss of his boat. He told me that he'd been motorsailing and had his autopilot set for Matanchen Bay/San Blas. Three hours later, he woke up lying on the cabin sole, a large bump on his head and a sizeable bruise on his hip. His boat was in the surf 15 miles north of San Blas, the motor no longer running.

He got his passport and wallet, and swam through the surf to the beach. After he walked a spell, a dirt biker picked him up and took him to a village, from where he was taken



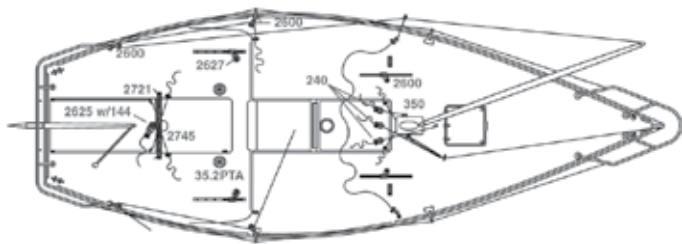
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LETTERS

to the hospital in San Blas. He spent a day in the hospital as they ruled out heart attack and stroke, and he had no signs of a concussion. He was delayed another day dealing with the Port Captain about leaving the boat on the beach. When he returned to *Jazz* the next day, she'd been stripped.

Tim was in good spirits when I spoke to him, in good health, and was going back to work to buy another boat. I wish him luck, and hope to see him back down in La Cruz, Mexico, again soon.

Nikk White
Balance, Baba 30
 Portland / La Cruz

↑↓ GOING TO THE DOGS

You had to print a letter about dogs. Isn't your inbox full enough? As a liveaboard with a dog, I feel compelled to respond to some of the complaints in Mr. Name Withheld By Request's letter. I both challenge him and agree with him.

The author mentions "pristine docks" being ruined by dogs. That's a good one. I saw a pristine dock once. It was at Isle Royale National Park in the middle of Lake Superior. There wasn't a spot of dust on it, or poop from dogs or birds. There was no electricity, water, people or roads either. Here in the Bay Area, my boat has been boarded or pooped on by dogs, cats, gulls, tweety birds, rats, herons, raccoons, mice, and the dreaded two-legged 'rat'. Most docks have rat highways — a.k.a. electrical and plumbing conduits. A dog with a good nose can follow them. We also have skunks, but they are rarely on the dock. And even without the boaters these docks are not pristine.

Mr. By Request's solution of punishing pet owners by making them pay a monthly fee won't work. It's done in a few marinas around here already, and that doesn't make them better nor lower the number of pets. And I doubt the money goes to marina improvement. Besides, the pet owners will pay it. Owning a dog is expensive. My vet bill this week was \$125 for an ear infection, and that was one of the lowest bills ever.

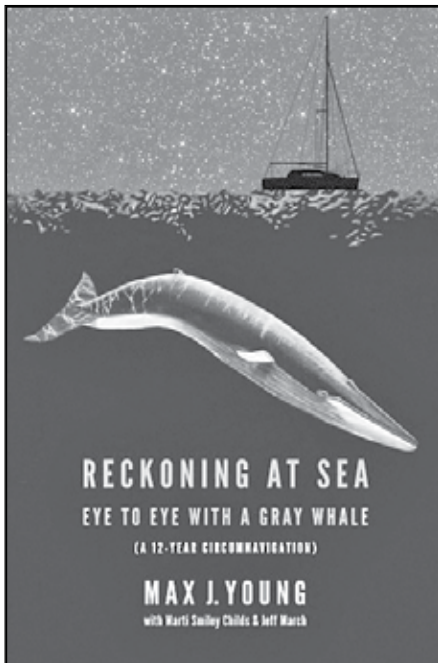
But I do sympathize with the poop problem. Pet owners need to be responsible. I once had a liveaboard neighbor who had a cat that used my Cal 25 for a poop box. The owner of the cat always agreed to clean up after her cat, but she never did. The harbor master finally did something about the situation, but many won't get involved. As a result, I have seen docks where everybody with a dog just lets their pooches poop on the dock. Nobody cleans it up, so it becomes stinky and unsanitary and there are flies all around. It seems to be all right with all of them, but it's not a place I would choose to keep my boat.

As a dog owner speaking to other dog owners, please listen up. If your dog is broken, fix him/her by using techniques from the Dog Whisperer. They work. For the rest of you with undamaged animals, the AKC has a K9 good citizenship program.

Name withheld by Request II
 Perhaps the same big marina somewhere

NWBRII — It's true the word 'pristine' is overused, thanks primarily to certain environmental groups who describe anything short of a toxic waste dump as 'pristine'. Nonetheless, we think everyone knows the author was talking about reasonably clean docks. While there may be many different ways to soil docks, is it not fair to say the most offensive kind of dock desecration is dog poop?

As for your claim that additional fees for having pets in marinas won't lower their number, how do you know that? *Maybe*



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



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LETTERS

if there were no fee, there would be twice as many pets. And if the pet fee were \$1,000 a month, we don't think there would be many pets at all.

As we've written before, we're neutral on pets. We know they are the key to the happiness and emotional well-being of many people, and think that's great. Well, great as long as the owners clean up the poop in public places and on other peoples' property, and that the owners understand any contact between the pet and strangers should be initiated by the stranger. What's with pet owners who think the time to control their dogs is after the dog has slobbered all over somebody? How would they feel if a stranger came up and gave them an unwanted slobber?

We're also a little confused by growing sense of entitlement felt by dog owners in California. Last Friday we were at Fior d'Italia at the San Remo Hotel in San Francisco with friends from the Caribbean, and customers brought not one, but two medium-sized dogs into the bar. While they only had one short barking fit, they made themselves easy to trip over and took up much of the room under the tables usually used by human legs and feet. The next day we watched the America's Cup at the 2 A.M. Club, Mill Valley's only dive bar, with a guy from the Artemis syndicate. Another guy came in with the biggest Great Dane in the world, who merrily made himself comfortable right in the middle of a main walkway. The dog's owner was typically oblivious to the obstacle the friendly beast made. To top it off, the next day we were in Mill Valley's secular temple, the big Whole Food Store, when a girl, about 10, came in with her dog, and obviously pranced around with the dog as though it were the family home. What next, dog walkers bringing their horde with them to doctor's appointments?

↑↓ HOW LONG HAVE YOU BEEN TRUCKING BOATS?

I'd like to respond to the August issue letter regarding getting boats from one coast of the United States to the other. The *Latitude* editor did an admirable job of explaining the pros and cons of various delivery methods, and it's certainly true that trucking a boat is still the most cost-effective option in the vast majority of cases. I'm very pleased that *Latitude* mentioned the cost-saving concept of connecting with an existing load, so that trailers don't travel empty. This is beneficial to the customer (saves money), the trucking company (saves money/lost time), and the environment (reduces unnecessary fuel consumption).

It can be difficult, however, to find these deals, which can easily save the boat owner 30% or more. To that end, we at San Diego Boat Movers have established an online tool to easily connect boat owners with empty trailers that are available in their area. We also have a user-friendly quoting tool so it's much easier to get an idea of the cost up front. Please feel free to share this with your readers:

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↑↓ CAUTION WHEN CAREENING

Latitude wanted to know where and when people had beached their boats so they could work on the bottom without having to pay for a haulout. In the early days — meaning 1984 to 1992 — of my 40-ft cat *Minette*, we used to beach her in the shallow lagoon behind Ballast Point at Cat Harbor, Catalina.

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LETTERS

We'd place the boat in the tiny bay, put plywood down on the mucky sea-floor, then some milk crates, and wait for the tide to drop. We'd quickly clean, dry and paint the bottom before the tide came back in.

We went to do it again several years later, but were quickly kicked out by the Island Company, which claimed jurisdiction over all the waters "inside Cat Harbor."

Mike Leneman
 Multi Marine
 Marina del Rey

Mike — We're not going to mention any boat names, but we know that at least one large catamaran put her fixed keels on the hard to do work both at a popular island off the coast of California and on a beach in San Diego this summer. The owner was probably able to get away with it because he was just working on thru-hulls and not sanding and painting the bottom.

To illustrate an example of beaching a multihull, the accompanying shot is of Thor Temme's Kauai-based 44-ft cat-rigged trimaran ketch Meshach. If we remember correctly, the photo was taken about four years ago near Isla Partida in the Sea of Cortez. As all the islands are part of a national park, it's unclear what rangers would think about it, although as long as there was no pollution, they probably wouldn't mind.

That said, a month or two ago Robin Kirkcaldie of the Santa Barbara-based Red Witch II careened his Bounty II on a beach



COURTESY MESHACH

The Temme family beached their tri 'Meshach' near Isla Partida a few years ago.

in the northern Sea of Cortez. In that part of the Sea, there's hardly anybody to mind anything. By using the word careened, we indeed mean to indicate that Red Witch II is a monohull. If things weren't properly stowed, it could be a real mess inside, as she was probably heeled over more than 45 degrees. Oddly enough, the last monohull we can remember being intentionally careened was Max and Vera Zenobi's Sausalito-based Bounty II Maverick. That was about 30 years ago on the Pacific Coast of Panama, where tides can run 15 feet or more.

DEFYING VERTIGO TO GO SAILING

After a half-decade of not being able to sail due to nasty vertigo from Meniere's disease, I've finally gotten things sufficiently under control to consider going sailing again. When I couldn't go on or even near my boat, I quit picking up *Latitudes* because reading them made not being able to sail even more painful. So I hadn't looked at an issue until July.

As I was reading that issue, I came across a discussion of whether there was a preferred way to reef a cat. So I was reading the question and the response, and wondering what in the world these folks were thinking. Center the main on a cat going downwind instead of chicken gybing? And then I realized that the cat under discussion isn't a catboat, but a catamaran. The only thing catboats and catamarans have in common is the need to reef early and often.

I wish there were more catboat and una rig sailors on San Francisco Bay, so we owners could hang out and talk about

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LETTERS

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Nadja Adolf
Nala, Seaward 23 (una rig)
Newark

Nadja — Since you weren't reading *Latitude* last October, you probably didn't know that *Doña de Mallorca* was laid low for 24 hours during the middle of the SoCal Ta-Ta by a severe case of vertigo. We had no idea it was such a wicked malady. Fortunately, it seems to have been an isolated incident in her case. We hope yours is truly under control.

↑↓ THE LAST LETTER ON REEFING CATS

Seeing the article on reefing reminded us of a certain person in the Seattle area who took a 34-ft Gemini 105 cat out in big winds — reportedly 70 knots. The boat flipped when, according to rumor, the mainsheet wasn't released fast enough.

We've owned our 'little kitten', a 1986 sistership to the Gemini that flipped, for 20 years. Before we left the Seattle area in 2004 to do the Ha-Ha and cruise full-time, we installed a simple quick-release on the mainsheet block. It's a last resort that thankfully we've never had to use.

While cruising in the Galapagos, we once got hit by a big squall that made dropping the main quite trying, and required a lot of muscle. With a main the size of the main on *Profligate*, I'm sure it would be a much bigger problem.

We've learned that you don't need Batt Cars on a catamaran to reef, you just need a paranoid wife such as mine who makes me reef way early. Reefing early also makes for a happy marriage, and we get to keep cruising.

Rob & Linda Jones
Cat 'n About, Gemini 3000
La Paz, Mexico

↑↓ ROOTING FOR NEW ZEALAND

Having read the September 11 *Lectronic*, I have to ask: Do you really not understand why most local fans are rooting for Emirates Team New Zealand? It isn't cheering for the underdog. New Zealand is never an underdog. It's all about Ellison's hubris, bad decisions, and several PR disasters.

Ellison has made the America's Cup a billionaire's playground more than ever before. His choice of boat design has taken it out of the realm of fantasy for us mortal sailors. He has made it so expensive to compete that, out of a dozen entries in the 2012 World Series, only four could afford to compete for the Cup itself. That is a killer for spectator interest. Then we had the Artemis disaster, followed by the Louis Vuitton Cup, in which all it took to win was for a boat to cross the finish line. Add to that the ridiculous wind cancellations, blacked-out TV and YouTube broadcasts and Oracle's cheating, and it's hard to imagine how anyone could root for Ellison's team.

The boats are technological marvels and exciting to watch. The regatta is a complete fiasco.

Elan Caspi
Belmont

Elan — We understand what you're saying, and should note that you wrote it before the Cup Finals, which have been a smash. We'd also point out that it's not at all uncommon for fans to detest the owner of a team while loving the team itself.

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LETTERS

↑↓ THE PENALTY WAS TOO SEVERE

The losers in the AC45 'cheating scandal' are the jury. Nobody has shown how much difference, if any, these enhancements made. In fact, the so-called "enhancements" are insignificant. Show us the difference in the results that resulted from the addition of these enhancements.

The two-race penalty was too severe and really tarnished an already tarnished America's Cup. If New Zealand wins by just two races, there will be an asterisk after their victory noting the penalty against Oracle. The penalty does not fit the crime, which was committed in a previous series. I suspect most sailors, no matter who they are rooting for, will be rooting for an even playing field as AC 34 begins.

Patrick McCormick
St. Somewhere, Beneteau 440
Alamitos Bay

Readers — This letter was written before the start of the Cup Finals, which turned out to be such a great success.

↑↓ IF YOU CAN'T BEAT 'EM, CHEAT 'EM

As the saying goes in motor sports racing, "If you can't beat 'em, cheat 'em. It's our job to cheat, it's their job to catch us."

This is what happens when yacht racing tries to emulate NASCAR. It's all about the money now.

Bob White
Scotts Valley

Bob — When we were young and naive, we liked to think that sailors were a cut above, and valued sportsmanship and fair play above all. Over time, we learned that there were those



GILLES MARTIN-RAGET/ACEA

Oracle really tripped — in more ways than one — when their AC45 was 'modified' last year.

so intent on winning that they'd spend lots of money to 'bend' the rules. Such as taking boats up to Stockton to get an IOR certificate because being measured in fresh water resulted in a better rating than when measured in salt water. Or soaking all the halyards in water to make the boat a little less stable. These were relatively minor bendings of the rule. Then Dee Smith, one of the most sought-after international sailors to ever come out of Northern California, told us about the time many years ago that he was crewing on a boat in the SORC — then the most prestigious racing series in the United States — when they were becalmed and turned on the engine. Appalled beyond belief, Smith got off the boat as soon as they reached the dock and never spoke with the rest of the crew again.

That's the thing about yacht racing; it's only as good as the integrity of the participants. Sure you can have checks, but if somebody wants to cheat, there will be opportunities. The thing that disturbs us is that if Oracle or some rogue member of the Oracle team made those illegal changes to the AC45s, what other and more effective illegal changes might they have made?

We realize that in many sports, trying to cheat without getting caught is considered to be part of the game. But we like



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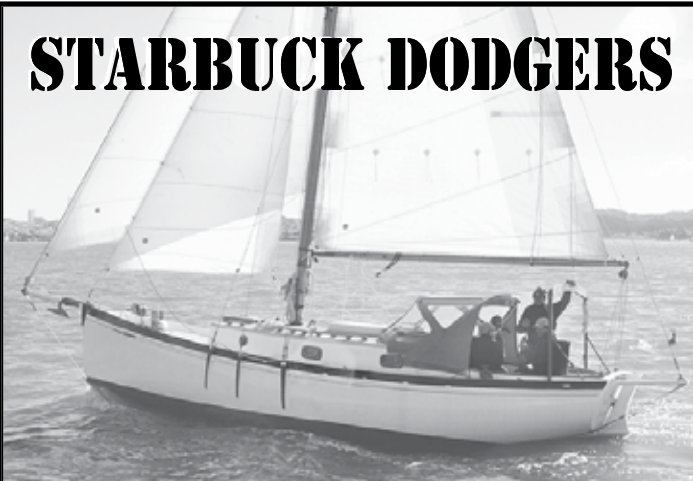
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Dan Jones aboard *Apster*,
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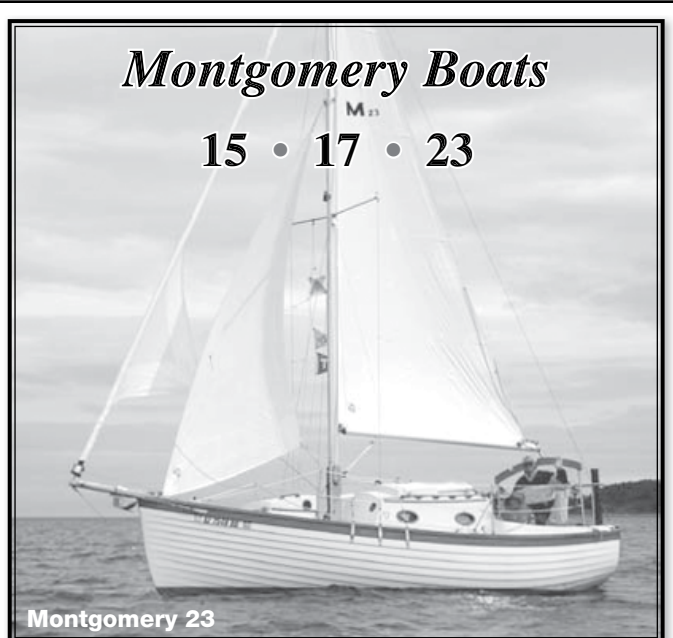
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LETTERS

to continue to like to think that yacht racing is different.

↑↓ BLOODY CHEATS

Bloody cheats. Of course, Oracle management knew about the changes to the AC45s. Now we'll have to put up with the whining that is sure to follow Oracle's losing the Cup.

Cheating, for heaven's sake, oh please.

James Baker
Telegraph, Morgan 382
Lahaina, HI

James — What you 'know' and what you can prove are two different things, aren't they?

↑↓ WHAT'S THE CONNECTION?

I have yet to hear what the mechanism is whereby a penalty in a race seemingly unrelated to the actual America's Cup is assessed to an actual America's Cup team. Can you explain to the readers what the connection is between the AC45s and the America's Cup?

Al Fricke
Meridian Passage, Valiant 40
Northern California

Al — The rationale is that the AC45 World Series and America's Cup are part of the same event. If you didn't participate in the World Series, you couldn't participate in the Cup.

↑↓ NOT AS UNRELATED AS IT MAY SEEM

I think the Oracle AC45 offense had nothing to do with the America's Cup. The World Series was a separate event invented by Oracle. Personal punishment and fines are fine, but to take two races away in the Cup finals was excessive. There is no direct connection between the two series, which makes it akin to taking points away from a boat racing TransPac because a crewmember used an illegal part on a Laser race.

Bruce Powell
Calou, Jeanneau 47
Tiburon

Bruce — On the surface it seems as though they were different events, but they were actually two parts of the same event.

↑↓ CREDIT WHERE IT'S DUE

Just a heads-up. The Master Mariners Regatta is managed by Sausalito YC and has been for decades. I know, as I've been the PRO for the past 10 years, and they had it long before that. The Encinal YC simply hosts the party. If the Sausalito YC could get some credit, I'm sure they would appreciate it.

Jeff Zarwell
RegattaPRO.com

Jeff — Thanks for clearing that up, as it's been one of the more popular events on the Bay for many years.

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

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

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

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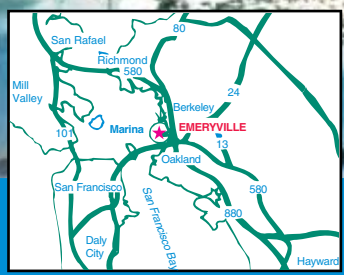
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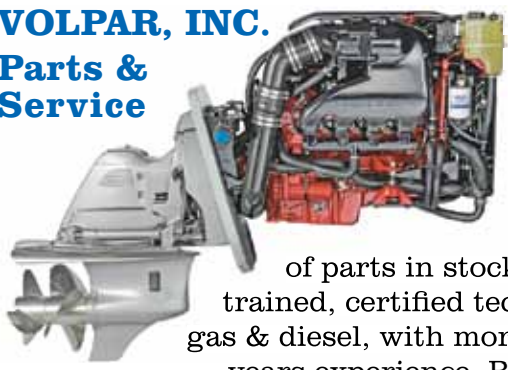
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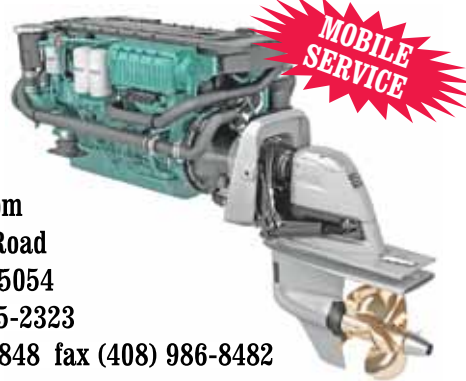
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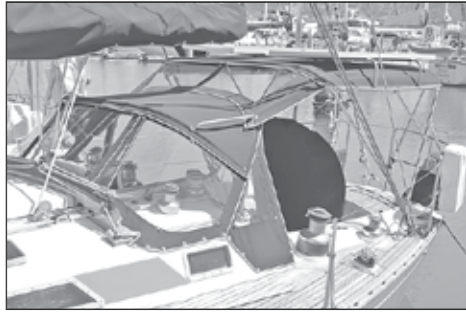
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rolex big boat series preview

Although the annual Rolex Big Boat Series will have concluded by the time you read this, the following analysis will serve as a preview to our November edition coverage.

After several years of declining numbers, the Rolex Big Boat Series (September 26-29) has bounced back from last year's disappointing total of 66 entries to a once-again impressive total of 110 entries. Why? Because they let small boats race in the 'Big' Boat Series. For the first time ever, boats under 25 feet comprise nearly half the fleet.

Across the nation, whether it's Key West, Charleston, Block Island or the West Coast, big boat numbers have been on the decline at major regattas while small boat entries have exploded. Now RBBS is no different. The largest class by far this year is that of the classic one-design sportboat, the Melges 24. RBBS will serve as the Melges 24 Pre-Worlds,

and has attracted an astounding 40 boats from 12 nations.

Also in attendance for the first time ever is the all-new J/70 sportboat, which has drawn eight entries for its San Francisco debut. The inaugural J/70 North Americans are the same weekend in Annapolis and feature a 90-boat fleet. With a rapidly growing fleet

that is outpacing old J/24 sales, expect the "small boat revolution" to be a permanent feature of the Big Boat Series from now on. Starting right in front of the race deck and running short courses, the J/70s should be one of the most entertaining classes for spectators.

One of the most exciting classes of the regatta will be the HPR class. With four J/125s, a McConaghy 38 and a Farr 400, this is the one to watch. Aboard the defending champ J/125 *Double Trouble*, skipper Andy Costello and crew will have their hands full battling Trevor Baylis and a stacked crew on the J/125 *Resolute*, while Greg Slyngstad's *Hamachi* (also a J/125) is also said to have a very talented crew. Don Payan's McConaghy 38 *Whiplash* should fare well under the HPR rule, if given the right conditions and with good sail handling. Long joked to be the 'Help Premier Racing' rule, HPR was literally written around the Farr 400. Could this finally be the year that the Farr 400 does well at Big Boat? Rumor has it that the HPR class will run random-leg courses, as will the multihulls.

For only the second time in the long history of RBBS, a multihull class will be included in the fleet roster, and what a class it is. With Tom Siebel's awe-inspiring MOD 70 *Orion*, plus a Marstrom 32, a SL 33 stacked with American Youth Sailing Force sailors, a ProSail 40 and Bill Turpin's venerable little D-Class *Rocket 88*, the two- and three-hull class should make for some fantastic racing.

Always one of the most posh and competitive events of the year, the Rolex Big Boat Series lives up to its reputation with 22 J/105s, 7 J/120s and a healthy IRC fleet. It has also once again attracted some of the West Coast's — as well as the world's — top sailors. While many big-boat regattas are on the decline, San Francisco's fall classic is on the rebound due to good decision-making.

By allowing small boats and multihulls, and catering to new rules like HPR, RBBS has changed with the times. With an impressive roster of entries, while running literally on the heels of the world's most important inshore regatta — America's Cup 34 — the Rolex Big Boat Series is once again cementing its place as a regatta of international relevance. Find out more at www.rolexbigboatseries.com.

— ronnie simpson

pdf implicated in

Last month, US Sailing released their independent review panel's report on the March accident that took the life of San Diego sailor Craig Williams, a crew-member aboard the Columbia Carbon 32 *Uncontrollable Urge* in the Islands Race. That report points a finger at the Spinlock Deckvest lifejacket, which Williams and four other members of the six-man *Urge* crew were wearing, as a factor in Williams' untimely drowning at age 36.

According to the report, the construction of the PFDs allowed the inflated bladders to pull over the heads of four of the crew — including Williams — in the



MOD S.A./YVAN ZEDDA

The MOD 70 'Orion' will be one of the shining stars of the Rolex Big Boat Series.



The start of St. Francis YC's Rolex Big Boat Series nearly coincided with the final race of the America's Cup.

sailor's drowning

rough surf they swam through to reach shore. "The deceased was found floating face down with the flotation chamber pulled over his head," the report noted. "Given that the crew had to swim through large surf to reach the shore, this was a life-threatening failure."

Practical Sailor, which had given the PFD in question a 'recommended' rating in previous tests, set to work re-testing the vest. While they were unable to replicate the failure, they noted that most inflatable PFDs on the market feature air bladders that are either sewn or thermo-

continued in middle column of next sightings page

dorade's busy schedule

After Matt Brooks and Pam Rorke Levy's 83-year-old S&S 52 *Dorade* stunned the yachting world by taking overall honors in this year's very competitive TransPac — 77 years after she won it overall the first time — the slim classic yacht didn't rest on her laurels. In fact, last month she was shipped to Newport, Rhode Island, from where Brooks and crew will later sail her down to Antigua, which will be her Caribbean homebase for the winter of 2013-'14. *Dorade* has already had a lot of fun in the Caribbean, winning her class in the Voiles de St. Barth in 2011.

Some owners of classic yachts believe they are for coddling as floating museum pieces. Not Brooks, a Fremont-based member of the St. Francis YC who spent more than a year and a lot of money having the legendary yacht completely restored in the Northeast after he bought her a few years ago. That being the case, he's got a busy

continued on outside column of next sightings page



SIGHTINGS

***dorade* — cont'd**

schedule planned for her in the sunny Caribee this winter. First, on February 24 *Dorada* will start the challenging Caribbean 600, which takes a superb fleet weaving through the islands of the Caribbean for — you guessed it — 600 miles. Come late April, she'll participate in the BVI Spring Regatta, which has both a very competitive racing and very lively social program.

Following that, the plan had been for Pam Levy and a group of women sailors to enter *Dorada* in the Voiles de St. Barth again. But that may not be possible as, for inexplicable reasons, the race organizers — our friends François 'Toto' Toledé and Lucky Poupon — have eliminated the classic division and rescheduled the event for the same April dates as the Antigua Classic Regatta. Matt and Pam love the Voiles de St. Barth, but if we can't convince Toto and Lucky to let them enter, Pam and her women's team will do the Antigua

continued on outside column of next sightings page

pdf

welded to the vest, but the bladders in Spinlock vests are joined to the vest in three places, with a strap on the right side holding the bladder close to the vest.

"It seems that in heavy surf, a person's head can squeeze through the gap between the vest and the bladder (or the entire left side of the vest slips over the head)," they wrote on their blog, "and the PFD assumes this new lopsided position with the bladder on one side only."

They go on to point out there are many variables that could make any PFD slip over the wearer's head, including a loosely fitted vest, one that's not fully inflated



LATITUDE / RICHARD

— cont'd

and heavy breaking waves. James Hall of Spinlock agreed: "In our own testing, we found that the correct, secure fitting of the chest belt and leg or crotch straps have the largest impact on the performance of all lifejackets."

Regardless, the review panel "recommends that Spinlock and other manufacturers examine the design of their inflating vests and consider making the inflation chamber more secure to the harness." Read the full report at tinyurl.com/kq93514, and *Practical Sailor's* blog at www.practical-sailor.com/blog.

— ladonna



Pam Rourke and Matt Brooks have a busy schedule planned for their lovingly restored 'Dorade'.

dorade — cont'd

Classic Regatta instead. Not that the latter isn't the premier classic regatta in the Caribbean.

"We're firming up our women's crew," says Pam, "but J.J. Fetter, formerly Isler, will be the helmswoman, and she'll be joined by Pamela Healy, and hopefully Jenny Tulloch, Paige Brooks, Laurel Gaudec and myself, all of whom were members of *Dorade's* victorious Leukemia Cup team."

"Don't forget Hannah Jenner," added Matt.

"Oh, yeah, Hannah, who was part of the victorious TransPac crew."

"After the season in the Caribbean," says Brooks, "we're going to do the Bermuda Race again. We did it once, but we weren't satisfied with our finish."

Other races that *Dorade* won in her youth, and that Brooks plans to do again, are the TransAtlantic Race and England's classic Fastnet Race.

What a terrific and unusual program for a yacht that hadn't been raced competitively since the 1930s.

— richard



SHARON GREEN / WWW.ULTIMATESAILING.COM

'Dorade' — see Letters for the correct pronunciation — at the finish of the 2013 TransPac.

ha-ha'ers converge on san diego

As regular readers know, October is the month when our annual Baja Ha-Ha rally sets out from San Diego — on the 28th this year — bound for the sun-kissed waters of Cabo San Lucas. As you'll learn if you peruse the fleet list (www.baja-haha.com) or check out the Ha-Ha mini-profiles on page 108, rally participants don't all come from the Bay Area, or even from California. As in years past, many hail from Oregon, Washington and British Columbia, and this year a few boats have homeports as far away as Quebec, the U.S. Virgin Islands, Great Britain, Sweden and Austria.

Two entries we think deserve special mention here are Jim and Kent Milski of the Lake City, CO-based Schionning 49 *Sea Level*, and Marty and Sue McDaniell of the Coupeville, WA-based Jeanneau 43 *Happy Dance*. Why? Because they've both had unusual adventures on their way to the starting line of Baja Ha-Ha #20 — aka the Platinum Ha-Ha.

In May, the the Milskis completed a three-year westabout circumnavigation from Zihua to Zihua. Not only was it an unusually fast trip around the planet — for cruisers, anyway — but they experienced some hair-raising challenges along the way which they detailed in our August edition interview. Having sailed all that way, you might wonder why they'd want to do the Ha-Ha again (they're vets of the 2008 event). The answer is simple. It's a boatload of fun, and they'll be sailing south in the company of many previous cruising buddies.

Although the McDaniells are based in the San Juan Islands, they toured the Alaskan coast for much of the summer, and were blessed by fine weather and northerly winds — until they decided to head south. After enduring more than a week of rain in Ketchikan, they finally saw a break in the weather along the B.C. coast. But before they could get to it, they had to cross Dixon Entrance, Hecate Strait and

continued on outside column of next sightings page

SIGHTINGS

ha-ha — cont'd

Queen Charlotte Sound. As Sue explains, "Three rather inhospitable bodies of water." Nevertheless, they stoked up their afterburners and motorsailed south into a 15- to 20-knot southerly. When the winds finally clocked north again they were too weak to keep the sails full, so the couple ended up motoring or motorsailing the entire way — 168.7 hours with only three short pit stops for more diesel.

"The biggest scares had to do with traveling blind in the fog," recalls Sue. "We have radar, but there were times when the fog was

so thick and the seas so glassy that it was difficult to determine between real targets and radar scatter." At one point a 25- to 30-ft powerboat — which hadn't shown up on radar — appeared out of the fog heading right at *Happy Dance*. With quick maneuvers they managed to avoid it.

Fortunately, the high points outweighed the lows. "For a few nights we enjoyed watching the full moon leading

us down a silver pathway. And then seeing the sunrise while the moon set — what a sight! Being offshore and seeing the sun sink into the sea is a magical thing."

Eight days and 1,253 miles after leaving Ketchikan, the McDaniels passed beneath the Golden Gate with ear-to-ear grins. "We were just so happy to be there that it didn't matter that we never even saw the Bridge due to the fog!"

The Milskis, the McDanielses and roughly 550 other sailors will converge on San Diego Harbor in the coming days from many ports of call. If you're in that area on Monday, October 28, we invite you to bid *bon voyage* to the 161-boat fleet as it parades out of the harbor at 10 a.m. en route to the Baja Ha-Ha starting line off Point Loma. Look for a complete recap of BHH 2013 in the December edition.

— andy

arson attempt at city yachts

Chris and Sarah Kaplan of City Yachts had a nasty surprise waiting for them when they arrived at their Gashouse Cove brokerage and fuel dock around 8 a.m. on September 11. Someone had stacked a bunch of jerry jugs into a pyramid next to their office and apparently attempted to set a fire. Thankfully the fuel the would-be arsonist tried to ignite was diesel so, while it heated up enough to char the teak bench next to the office and melt a couple of jugs, there was no other damage.

A quick review of their security camera's recordings showed a man jumping their security fence just an hour earlier. Their first calls were to the authorities, then they contacted *Latitude* so we could put out an alert to Cityfront marine businesses to be on the lookout. "We don't know what his motives were," Sarah said, "but I wanted to get the word out to marinas and businesses around the Cityfront that he wasn't afraid to do this in broad daylight."

Sarah called back the next day to report the suspect — Andrew Glenn Rice — had been arrested. According to the San Francisco Police Department, they received a tip that morning regarding his where-

continued on outside column of next sightings page

boating fund

As predicted would happen when the Department of Parks and Recreation absorbed the Department of Boating and Waterways last year, California state lawmakers tried to raid the Harbor and Watercraft Revolving Fund for non-boating uses. The Recreational Boaters of California and BoatUS joined forces last week to alert boaters about this last-minute money grab and their lobbying paid off, sort of.

California Senate Bill 436 passed in

COURTESY HAPPY DANCE



Sue and Marty McDaniel motorsailed in an impressive 1,253 miles in eight days on their Jeanneau 43 'Happy Dance'.

While many boats entered in the Baja Ha-Ha XX are first-timers, Jim and Kent Milski just completed a three-year circumnavigation on their Schionning 49 'Sea Level'.



nearly raided

the final hours of the state legislature's 2012-2013 session, but a key portion that would have opened up the HWRF for non-boating purposes — setting a troubling precedent — was dropped. Instead, the bill allows for the possibility of "a grant or loan of \$1 million from the HWRF to Port Hueneme for emergency measures to prevent damage to streets and property along Hueneme Beach caused by beach erosion and flooding."

— *ladonna*

arson — cont'd

abouts, and he was taken into custody. The 48-year-old San Francisco resident was charged with arson, possession of a combustible substance with willful and malicious intent to use, and trespassing. He pleaded not guilty and is being held on \$100,000 bail.

Police have yet to supply a possible motive, but it appears Rice has no connection with City Yachts. So the questions remains, if Rice set the fire, why? Was it a 9/11 memorial plot? Did he have a beef with the America's Cup? Was he just trying to get his jollies? We may never know the full story, but one thing we do know is that if the jerry jug that was set on fire had been filled with gas instead of diesel, you would be reading a very different story right now.

— *ladonna*



SPREAD COURTESY SEA LEVEL

SIGHTINGS

another kind of cup

Everyone's heard of the America's Cup, and Bay Area racers have been enjoying the Jazz Cup for 25 years — you'll read more about those events elsewhere in this issue. But, unless they're from Redwood City, not too many sailors have heard of the Hannig Cup.

Ted Hannig relates the 2005 origins of the big South Bay fundraiser that bears his name: "Our youth needed better boats. For my birthday, I invited people who might give me a present to donate to this instead."

continued on outside column of next sightings page

short

SAN JUAN ISLANDS — On September 13, a ferry sailing from Lopez Island to Orcas struck the 28-ft sailboat *Norma Rae*. The solo sailor aboard, a man in his mid-60s, was uninjured but the same couldn't be said for his poor boat, which was dismasted and then sank under tow. Witnesses say the day was clear at the time of the accident, and that the sailboat

The Open 5.70 'Boudicca' was one of the later starters of Sequoia YC's Hannig Cup pursuit race.



SPREAD: LATTITUDE / CHRIS; INSET: J. ENNIS KIRKLAND

sightings

was under power with no one at the helm. The Coasties are investigating.

SAN JUAN ISLANDS — A week later, on September 20, the 30-ft *Beaujoulais* ran aground on the northeast shore of Obstruction Island. The father and son aboard were not familiar with the area, and were moving after dark. They hoped

continued in middle column of next sightings page

hannig — cont'd

The annual Hannig Cup is sailed in conjunction with Sequoia YC's Wednesday night beer can series, a weekly pursuit race out of the Port of Redwood City. They have a trophy for the winning boat, and also for the boat that raises the most money for the various nonprofits the event supports. Alex and Penelope Huang's *Islander 44 Odyssey* won that honor this year on August 28 by raising \$8,000.

The race winner was an unlikely prospect. The *Santana 22 Cypress* started the evening by sailing out of its slip (there was no engine onboard) and promptly running aground in the harbor, much to the amusement of onlookers. The crew pushed off the mud with the whisker pole and started the pursuit race as the scratch boat.

"They started yesterday," joked Rear Commodore Dan Lockwood.

Actually, they started at 5:30 p.m. and beat the other 53 boats on a course that was shorter than usual, to get everyone back to the club in a timely manner for a big dinner party and presentation.

"*Cypress* is a club boat," said crew member Patricia Corcoran, "and she does not always feel like a debutante. So, I asked Tom Keegan and Olivia Sadlowski to help me dress *Cypress* up for her debut at the Hannig Cup. Even after running aground trying to get out of the marina, we finished first! The flowers, leis, streamers and champagne all helped *Cypress* feel very special."

Just in case the short race wasn't exciting enough, fleet captain Rick Dalton announced that a ship would be departing the port at 6:30, at the same time as the bulk of the sailboats.

Dalton was chatting with Bar Pilot X-Ray on the race channel, allowing the entire fleet to hear the pilot quip, "I don't want to take any souvenirs." The ship turned a surprisingly tight circle to dock out. "They stayed on their side and we stayed on ours," said Dalton.

Back at the club, Sea Scouts served up a buffet dinner, itself a fundraiser, and Ted Hannig presented ceremonial checks to many recipient organizations. Redwood City mayor Alicia Gary accepted one on behalf of a foundation of charities, including a scholarship for youths with cancer, the Sea Scouts, Guide Dogs for youngsters, and the Boys & Girls Club. "A number of youth sailing organizations, including the Peninsula Youth Sailing Foundation and the Sequoia Junior Sailing Program, benefit from this event," said SeqYC's Tim Petersen.

"This is all grassroots," commented Hannig. "Just boaters giving back, particularly to younger people, in recognition that most of us got some help along the way and now it's our turn to give back." This year, friends of Ted made a spectacular donation — \$829,500 — to help build a Floating Clinic to be based at Bocas del Toro, Panama. A pretty swell birthday party!

— chris

eight bells for a multihull pioneer

The dazzling performance of ultra-fast AC72 catamarans during America's Cup 34 made converts of many former skeptics who'd dismissed them as dangerous aberrations. It's a shame Dick Newick couldn't be there to see it. An early pioneer of multihull design, he passed away in Sebastopol on August 28 at the age of 87.

"Like most art that reconfigured the future," wrote Steve Callahan

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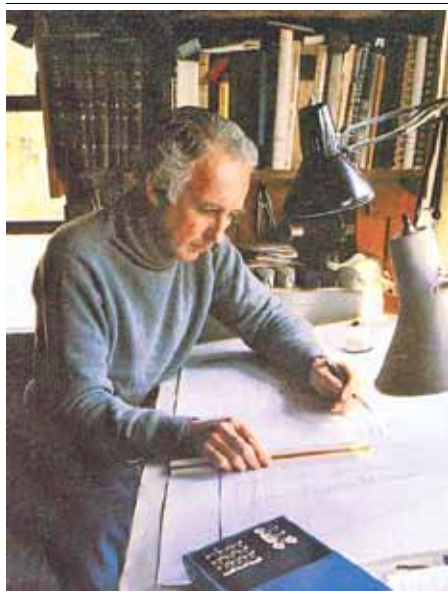


Ted Hannig presents PYSF director and head coach Molly Vandemoer, and Andrew and Kyle with a \$75,000 check for their sailing program.



newick — cont'd

in an excellent Newick retrospective in 2010, "designer Richard 'Dick' Newick's creations threatened some as much as they enlightened others. At times, his trimarans' simplicity, structural reliability,



Dick Newick at work at his design table.

and astounding speed seemed like grenades tossed into yacht clubs."

Today, in an era when multihulls are not only winning the America's Cup, setting around-the-world records, and dominating the bareboat charter industry, it's amazing to think that just a few decades ago cats and trimarans were regarded as blasphemous, and those who designed and sailed them were disparaged by epithets such as "the Hell's Angels of the sea," as noted in a *New York Times* obit.

Such monikers probably didn't bother Newick in the least. When he became interested in multihulls in the late 1950s and early '60s he knew his revolutionary ideas would upset the stodgy status quo of the blue blazer set, but his innovative vision eventu-

ally won over many disbelievers. One of the most notable showcases for Newick's designs was the OSTAR transatlantic race. In 1968 his 40-ft (Polynesian-inspired) proa *Cheers* took third against many larger boats. Other Newick designs made headlines later in the same race, most notably the 50-ft *Moxie*, in which Phil Weld — then 65 — annihilated the OSTAR record in 1980.

Dick continued to design into his eighties, never losing his thirst for innovation. Beginning with his earliest multihull designs 50 years ago, the lines of his creations were gracefully aerodynamic, often inspiring reviewers to compare their elegant forms to birds in flight. As we assess the potential impact of AC 34 on future sailboat races, it's worth remembering that we might never have reached such a benchmark of innovation without the vision and determination of 'rebellious' multihull pioneers like Dick Newick.

— andy

experienced journalist wanted

After more than seven years of being a fabulous member of *Latitude 38's* editorial team, LaDonna Bubak — not to be confused with Doña de Mallorca — is leaving *Latitude* at the end of the year to do what you'd expect: go cruising with her husband Rob on their Wauquiez 47 *Gazelle*. We are really going to miss her for so many reasons.

That means we're actively searching for a passionate and productive in-house journalist to fill her shoes. The position involves writing, editing, proofreading, photography and layout — and being able to do three or more of them at once while under the pressure of an inflexible deadline. The material could be anything from local sailing features to racing to cruising — whatever it takes. And the job requires contributions to the three-days-a-week *Lectronic Latitude*. If you're looking for a super-casual and cushy job, this isn't it. If you're looking for a telecommuting position, this isn't it. If you're looking for a job in which you work 9 to 5, this isn't it. But for the motivated journalist, it can be extremely rewarding.

Latitude's World Headquarters are housed in an old building in

continued on outside column of next sightings page

shorts

the boat would refloat at the next high tide but it instead filled with water. The Coasties ordered the pair off the boat, and they were forced to watch the uninsured boat sink. They now must arrange for the boat's removal.

CAPE COD — On September 2, the Coasties seized nearly 1,400 lbs of cocaine valued at over \$20 million from the 49-ft sailboat *Callista* about 400 miles east of Cape Cod. A Canadian and



This photo spread of the *Voiles de St. Tropez*, which runs through October 6, is for all the luddites out there who are sick to death of the uber-high-tech America's Cup. For more drool-worthy photos, go to www.lesvoilesdesaint-tropez.fr/en.

— cont'd

a Spaniard were arrested. Authorities believe the boat was bound for Montreal.

PALOS VERDES — Ian and Jo Jory were on their way home from Catalina Island on September 2 when a whale bumped into their 31-ft sailboat. "It lifted the left side of the boat 4-6 feet out of the water," Ian said. The boat was able to make it to a yard but it has cracks in the hull and separated bulkheads.

— *ladonna*

job — cont'd

leafy Mill Valley, and most of our staff have been with us 15 years or more. Everybody knows their responsibilities, so we don't micro-manage — we just expect you to do whatever it takes to get the job done well and on time. We pay competitive wages and foot the bill for 100% of the health insurance coverage with Kaiser. And from time to time there can also be some great travel opportunities.

We welcome resumes from anyone local who meets our minimum requirements. **NO PHONE CALLS!** Anyone who calls is automatically disqualified. Go to www.latitude38.com/jobs/jobs.html to read the complete job description, and to send us your resume and writing samples.



PHOTOS CARLO BORLENGHI / ROLEX

SIGHTINGS

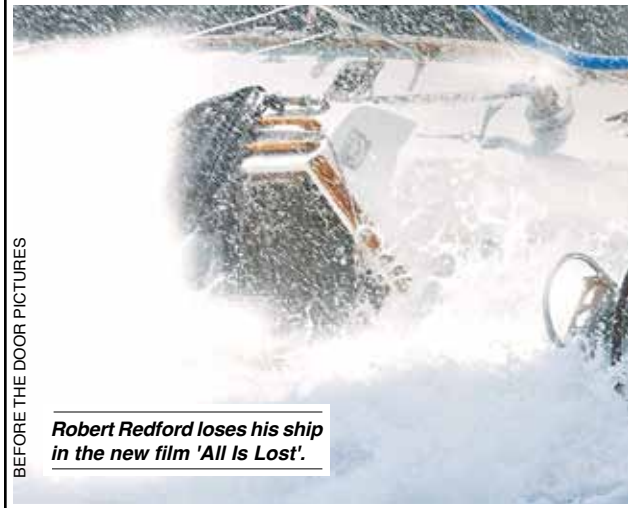
all is lost is coming soon

Buzz has been building in the sailing community about Robert Redford's one-man-show *All Is Lost*. Directed by J.C. Chandler and having debuted at the Cannes Film Festival, the film follows a single-handed sailor — played by Redford — after his Cal 39 is holed by a shipping container in the Indian Ocean.

Critics and filmgoers alike have given Redford rave reviews for his "tour de force" performance in which he barely speaks — he is alone, after all — but everyone on the docks wonders how accurately the sailing and liferaft scenes are.

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BEFORE THE DOOR PICTURES



Robert Redford loses his ship in the new film 'All Is Lost'.

This Fisher's Island 44 motorsailer may not be the sexiest hull design you've ever seen, but she got Brian Black and his family safely around a 7,000-mile South Pacific circuit without benefit of any modern-day gizmos and gadgets.



PHOTOS COURTESY JOHN BLACK

all is lost — cont'd

We all remember the scene in *Dead Calm* where waifish Nicole Kidman sails at full speed toward her husband stranded on a wooden raft. As she approaches, she leans over the toerail, arm outstretched, and just manages to grasp his wrist and pull him aboard. Pheww! [Insert eyeroll.]

Thankfully, the trailer for the *All Is Lost* looks pretty thrilling, so we're optimistic that we'll be entertained by what the director calls "an existential action movie."

The film will be featured at the Mill Valley Film Festival on October 12 and 13, with showings in Mill Valley and San Rafael. See www.mvff.com for tickets (if they haven't sold out), or wait till October 18, when it will be released nationwide.

If you see the film, we'd love to hear what you thought about it. Send your short reviews to editorial@latitude38.com.

— ladonna

coming full circle in the marquesas

For most sailors, making landfall in the shadow of the Marquesas' craggy, primeval mountains is the fulfillment of a longtime dream. But for Brian Black of the Alameda-based Caliber 40 *Alegria* it was that and more. By stepping ashore at Hiva Oa, he'd come full circle, as he'd visited that remote island in 1964 when he was only 14, and had always dreamed of returning.

The Fisher's Island 44 motorsailer that he and his family sailed during that eight-month South Pacific circuit was also named *Alegria*, but with its boxy salon it was pretty funky by today's standards. "Google it," wrote Brian. "It'll scare you to death."

Nevertheless it got him, his 12-year-old brother, his father and his stepmother to dreamy places like the bay of Hana Menu. Although that was 49 years ago, Brian still vividly remembers the friendly family they

met there: "A mother, father and son. They were very kind to us, and fixed us a wonderful lunch."

So when Brian returned to Hiva Oa last spring, he asked a woman he met named Marie Jo about Hana Menu. "She said her husband John had lived in Hana Menu at about that time. Back at the boat, I printed out a copy of a photo of the family we'd met at Hana Menu from the earlier trip. When I met Marie Jo's husband John the next day, he looked at the photo for a while and recognized his father, mother and himself. He said he had no photos of his father until his father was 60, so this one was very nice. We took a tour of the island with John and got him a few more copies of the photo, and he fixed us a marvelous lunch.

"Marie Jo and John are wonderful," says Brian, who did the Pacific Puddle Jump this year with Mizzy Lewis. "They provide cruiser's services in the bay, near Atuona. Hail Marie Jo on VHF Channel 11." And tell her *Alegria* sent you.

— andy



L to r, John's mother, John, his father, Brian's stepmom Jerry, and a Swedish singlehander named Paul, whose classic cruiser was the only other boat in the bay.

SIGHTINGS

a circumnavigation of a different kind

And now, for a circumnavigation that's a tad unusual in several respects.

First, the 'circumnavigators' — Ed Kelly, 67, and his wife Susan, 65, periodic contributors to *Latitude* — hail from Des Moines, Iowa, which is not exactly a hotbed of folks who adventure internationally on sailboats.

Second, they did it aboard their humble Catalac 12 Meter catamaran *Angel Louise*, which was already 20 years old when they



Susan and Ed Kelly just finished an unusual circumnavigation.

purchased her upon their retirement in 2007. Despite being a somewhat dated design, she's already taken the couple to 44 countries on five continents in safety.

Lastly, a large portion of the trip was done under power. That's because the couple's circumnavigation was of Europe — at least as much of it as could be done using the international rivers and waters

connecting the North Sea with the Black Sea, other major seas, and the Atlantic Ocean. It's true that in the course of the trip both of the catamaran's aged and tired diesels had to be replaced, but you do what you have to do.

The Kellys started and ended what turned out to be a 494-day adventure of 6,200 miles at St. Katherine's Dock in London. Their 'voyage' took them to the following countries: England, Netherlands, Germany, Austria, Slovakia, Hungary, Croatia, Serbia, Bulgaria, Romania, Turkey, Greece, Italy, Malta, Tunisia, Spain, Gibraltar, Morocco, Portugal, France, and the Bailiwick of Guernsey (Channel Islands). In the process of the trip, they would need the help of 74 major locks, collectively taking them as high as 1,344 feet above sea level in order to cross Europe's continental divide. Naturally, *Angel Louise's* mast was on deck from the North Sea to the Black Sea.

The Kellys believe they are the first Americans to complete such a circumnavigation. It should be noted that Jack van Ommen of the Gig Harbor, Washington-based *Naja 30 Fleetwood*, did a somewhat similar trip a couple of years before — as recounted in *Latitude* — except when he got to the Med on the clockwise way around, he returned to Holland, where he'd begun, via the rivers and canals of France and the Netherlands. The Kellys made their way back to their London starting point via the Atlantic Ocean, arriving on September 16.

Ed said many of the difficulties in the journey were diplomatic, as they had to pass through and among 20 countries where many different languages were spoken. Although the locks on the Danube River were international, many of the officials did not speak English, so communication could be tricky. Additionally, each country outside the Schengen Area required entry and exit stamps. In the Schengen Area, which now encompasses 26 European countries, Americans and most foreign boaters are legally allowed to be present for only 90 total days in any six months. The Schengen Agreement relaxed the crossing of borders, but customs officials at each country still stopped and examined the boat and her papers.

"It has been a singular joy meeting people of goodwill everywhere we traveled," said Sue, who nonetheless noted that an undercurrent

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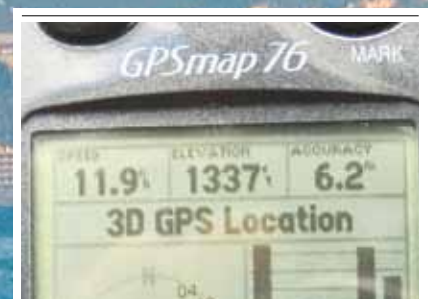
san francisco

There's a new boat show in town! Last month, the National Marine Manufacturers Association announced the dates for the inaugural Progressive Insurance San Francisco Boat Show, January 23-26 at McCovey Cove and Pier 48. With a capacity for more than 100 boats in the water and dozens of onshore exhibits, this could turn out to be an impressive show, as long as the weather cooperates.

The show will feature a mix of new and brokerage boats, both power and



The Kellys were met with nothing but friendly faces during their voyage.



The highest elevation the Kellys saw on their European circumnavigation.

boat show

sail, along with educational seminars and workshops. The NMMA has partnered with Sail America to "produce a strong Sail Fest within the show, featuring sailing seminars, hands-on demos and fun family attractions," notes the press release.

We do wonder about the dates, though, which aren't ideal for an outdoor show. They also conflict with the Seattle Boat Show, and we know a number of people who would love to attend both.

— *ladonna*

circumnavigation — cont'd

of distrust ran deep in many of the places they visited. It manifested itself when some local citizen who befriended them would take them aside to warn them to be very careful of the citizens at their next destination on their journey. The warning was often in the same tone folks in the country before had given them about the people who were now helping them, and who were warning them about the folks in the next country.

"No matter where we landed, we found only friendly faces," said Ed.

Prior to their European adventure, the Kellys had cruised *Angel Louise* to and through the Caribbean, and across that Atlantic to England.

— *richard*



Much of the trip was spent under motor, below, or with the mast unstepped and secured on deck.



ALL PHOTOS COURTESY ANGEL LOUISE