

Latitude 38

VOLUME 442 April 2014

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at the Strictly Sail
Pacific boat show
April 10-13

Staying Power

PHOTO JAY AILWORTH



*Sojourn**

Bruce and Bridget Eastman sailed their Alberg 35, *Sojourn*, to Mexico, starting in 2013 with the ever-popular Baja Ha-Ha, and they have cruised to a lot of harbors since: Manzanillo, La Cruz in Banderas Bay, Puerto Vallarta, Mazatlan, and up and down the Sea of Cortez.

While washing the salt off of their sails in La Cruz de Huanacastle Marina, a fellow Pineapple Sails customer stopped by for a chat and suggested they send a photo of their boat flying their 10-year-old Pineapple Sails to Kame Richards, Pineapple's owner and sail designer.

A "sojourn" is a temporary stay. And the Eastmans have enjoyed staying in exciting places as they cruise their Alberg. Their Pineapple sails have served them well, with real staying power, built to last and perform.

Not many things in today's world are built to last, but Bruce and Bridget's 1963 Alberg 35 and their suit of Pineapple Sails, built in 2003, prove it can be done.

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Cover: Adam Spiegel's J/105 *Jam Session* and Ray Lotto's Express 27
El Raton enjoy pristine sailing conditions on the Cityfront during
St. Francis YC's Spring One Design Series March 15-16.

Photo: Leslie Richter / www.rockskipper.com

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

SELECT BROKERAGE



ALERION EXPRESS 33, 2009
\$195,000



BENETEAU OCEANIS 34, 2009
\$145,000

BENETEAU BROKERAGE

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OCEANIS 423	2004	\$165,000
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JEANNEAU 45	2007	\$250,000
ISLAND PACKET 380	2000	Pending
ISLANDER 36	1972	\$34,995
ERICSON 35	1977	\$29,900
ALERION EXPRESS 33	2009	\$195,000
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Latitude 38

"we go where the wind blows"

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Apr. 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.

Apr. 4, 1789 — HMS *Bounty* departed Tahiti for England with a cargo of breadfruit trees. Later in the month, the crew, led by Fletcher Christian, would mutiny and take over the ship.

Apr. 5, May 3 — Chantey Sing aboard *Balclutha* at Hyde Street Pier in San Francisco, 8-12 p.m. Dress warmly; bring a mug for hot cider served from the ship's galley. Free. Info, www.nps.gov/sqfr. Reservations required, (415) 561-7171.

Apr. 6 — Berkeley YC Swap Meet and Open House. Marine flea market with spaces available for \$20; club tours. Info, (510) 843-9292 or www.berkeleyyc.org.

Apr. 6-27 — Veterans Go Sailing, every Sunday, 10 a.m.; followed by Sunday Sail, noon, at Pier 40 in SF, courtesy of BAADS. Free. Info, (415) 281-0212 or www.baads.org.

Apr. 7-28 — San Diego's South Bay Sea Scouts meet at Chula Vista Marina aboard the schooner *Bill of Rights* on Mondays at 6 p.m. Sea Scouts is a program of the Boy Scouts of America for guys and gals ages 13-20. Nate, (717) 654-3797 or orn8kraft@gmail.com.

Apr. 9 — Singlehanded TransPac race seminar 'Provisioning and Medical Considerations'. Learn about the nutritional needs of long-distance racers and get ideas on how to stock your offshore medical kit and handle onboard medical emergencies. Oakland YC, 7:30 p.m. Free and open to the public. Info, www.sfbaysss.org.

Apr. 10, May 8 — Are you a single boatowner needing crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

Apr. 10-13 — Strictly Sail Pacific at Jack London Square in Oakland. You'll find *Latitude 38* in booth #219-221. Info, www.strictlysailpacific.com.

Apr. 11 — *Latitude's* Andy Turpin will give a seminar about the Baja Ha-Ha at Strictly Sail Pacific, 2:15-3:15 p.m.

Apr. 11 — Baja Ha-Ha, Pacific Puddle Jump, and circum-navigators' reunion party at the *Latitude* booth at Strictly Sail Pacific, 6-8 p.m.

Apr. 11 — Eric Stone in concert at Oakland YC, 8 p.m., \$10 for the concert only, or \$40 including buffet dinner, tax and tip. RSVP to Elaine, (510) 522-6868.

Apr. 11-15 — Clipper Race presentations. 4/11: OCSC in Berkeley, 7 p.m.; 4/13: South Beach YC in SF, 5 p.m.; 4/15: Sports Basement on Bryant St. in SF, 6:30 p.m. Terri, tclarke@clipper-ventures.com.

Apr. 12 — *Latitude's* Andy Turpin will give a seminar at Strictly Sail Pacific about the Baja Ha-Ha, 3:30-4:30 p.m., followed by the Pacific Puddle Jump & Tahiti, 4:45-5:45 p.m.

Apr. 12 — Amateur Radio class, Petaluma, 9 a.m.-3 p.m. Cram Tech or General class/exam. \$25. Registration required. Dale (707) 762-9414 or wb6tms@arrl.net.

Apr. 13 — Open House/Introductory Sail at Cal Sailing Club in Berkeley, 1-4 p.m. Info, www.cal-sailing.org.

Apr. 15 — Go for a sail under the full moon on a Tuesday



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CALENDAR

night.

Apr. 15-16 — Tides on SF Bay talks by Kame Richards at the Bay Model in Sausalito, 7 p.m. each night, \$15. Reservations a must; jimtantillo@comcast.net or (408) 263-7877.

Apr. 15-17 — Clipper Race boats open to the public at South Beach Harbor in San Francisco, 3-7 p.m. each day. Terri, tblarke@clipper-ventures.com.

Apr. 20 — Like the White Rabbit, Easter is late this year.

Apr. 22 — Earth (two-thirds of which is water) Day.

Apr. 22-May 8 — Ham Radio Class for Cruisers to prepare for Amateur Radio Technician License Exam, at Oakland YC, 7-10 p.m. Register by 4/8. Info, www.oaklandyachtclub.net.

Apr. 26 — Marine Swap Meet/Flea Market at Ballena Isle Marina in Alameda, 8 a.m.-2:00 p.m. Free space for sellers. Reserve your spot at (510) 523-5528.

Apr. 26-27 — Bodega Bay Fisherman's Festival, featuring the Wooden Boat Challenge. Teams compete to build a boat with provided materials in three hours and then race it — without sinking. Info, www.bbfishfest.org.

Apr. 27 — Opening Day on the Bay, the official "start" of San Francisco's boating season. PICYA, www.picya.org.

May 1 — Opening Day on Merced's Lake Yosemite. LYSA, www.lakeyosemitesailing.org.

May 2-4 — South Bay Opening Day at the Port of Redwood City. Saturday's activities include the blessing of the fleet and decorated boat parade, followed by awards for the parade. Meals on all three days at various South Bay yacht clubs. Info, www.southbayopeningday.org.

May 3 — Marine Swap Meet at Martinez Marina, 8 a.m.-1 p.m. Browse, buy or sell — it's free. Info, (925) 313-0942.

May 3 — Nautical Swapmeet, Owl Harbor Marina, 9 a.m.-noon. Free space and free entry. Part of the Delta Loop Fest. Space reservations, (916) 777-6055 or info@owlharbor.com.

May 3-31 — Boating Skills & Seamanship classes presented by USCG Auxiliary Flotilla #12-3 at St. Edward School in Newark, held on four Saturdays. \$60 includes book. Additional family members half price. Bruce, (510) 468-8013 or ronoffline-0407@yahoo.com.

May 9 — Delta Doo Dah Kickoff Party at Berkeley YC, 5:30-8:30 p.m. Door prizes, guest speakers, no-host bar and buffet dinner (cash only). Meet fellow Doo-ers and form mini-flotillas! Chris, (415) 383-8200 x103 or www.deltadoodah.com.

Racing

Apr. 5 — Doublehanded Lightship, a fund-raiser for United Cerebral Palsy. IYC, www.iyc.org.

Apr. 5 — Masters Match Race Series hosted by StFYC. Info, www.stfyc.com.

Apr. 5 — Summer #1. SeqYC, www.sequoiayc.org.

Apr. 5, May 10 — KBSC Series #1 & #2 on Clear Lake. www.kbsail.com.

Apr. 5 — One Design #1. LWSC, www.lwsailing.org.

Apr. 5 — Trans-Folsom. The water level in the lake is up and racing is a go. FLYC, www.flyc.org.

Apr. 5, May 17 & 31 — Balboa YC 66 (Fun) Series, with random leg races and reverse-order starts, in Corona del Mar. Info, www.balboayachtclub.com.

Apr. 5-6 — J/Fest. StFYC, www.stfyc.com.

Apr. 5-6 — Harken Opti Challenge #2 on the Berkeley Circle. SFYC, www.sfyc.org.

Apr. 5-6 — Spring Series Races. SSC, www.stocktonsc.org.

Apr. 5-6 — PCCSC Women's Championship at UC Santa Barbara. Info, www.collegesailing.org.

Apr. 6 — Spring PHRF. MPYC, www.mpyc.org.

Apr. 6 — Andy Byrd Memorial Race. CPYC, www.cpyc.com.



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\$145,900 Contact: Jeff Brown



43' J/133 2006
\$349,000 Contact: Scott Poe



41' J/125 2000/2009 refit
\$319,000 Contact: Jeff Brown



37' HANSE 371 2005
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- 2005 52' TP52 \$349K
- 2014 50' HANSE 505 CALL
- 2014 44' HANSE 445 CALL
- 2013 41' HANSE 415 Shoal CALL
- 2012 41' HANSE 415 Deep CALL
- 2008 41' X Yachts X41 \$275K
- 1984 38' Ta Chiao CT 38 \$52K
- 2006 35' J/105 \$99K
- 2001 35' J/105 \$87K
- 1998 33' Seawind Cat \$139K



35' J/109 2004
\$149,000 Contact: Alan Weaver



35' J/105 2003
\$92,500 Contact: Kenyon Martin



35' J/105 2001
\$82,000 Contact: Kenyon Martin

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- 2014 42' SABRE 42 SE - Zeus CALL
- 2013 38' SABRE 38 SE - IPS CALL
- 2014 37' BACK COVE 37 DE CALL
- 2006 30' Grady White 300 \$150K
- 2002 28' Protector RIB Ttop \$80K



34' Morris 2004
\$275,000 Contact: Alan Weaver



38' True North 38 H 2004
\$249,000 Contact: Rick Boyce



30' Raider 9m RIB 2009
\$69,000 Contact: Jack Lennox



25' Ranger Tug R SC 2010
\$115,000 Contact: Gerry Laster



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CALENDAR

Apr. 12, May 10 — Santana 22 Team Racing at SCYC, www.scyc.org.

Apr. 12 — Mercury Series. EYC, www.encinal.org.

Apr. 12 — Doublehanded Long Distance Race #2. SSC, www.stocktonsc.org.

Apr. 12 — North Bay Series #1. VYC, www.vyc.org.

Apr. 12 — Don Wan Regatta. TYC, www.tyc.org.

Apr. 12-13 — Resin Regatta. SFYC, www.sfyf.org.

Apr. 12-13 — Rollo Wheeler Regatta. Buoy racing on Saturday, pursuit race on Sunday. BYC, www.berkeleyyc.org.

Apr. 12-13 — USMRC Qualifier. StFYC, www.stfyf.com.

Apr. 12-13 — Big Dinghy, featuring a pursuit race on Sunday. RYC, www.richmondyc.org.

Apr. 12-13 — Laser & 505 Regatta. SCYC, www.scyc.org.

Apr. 12-13 — South Designate at USC. Coed; women's and JV available. Info, www.collegesailing.org.

Apr. 12-13 — Rainier Cup at Cascade Locks, OR. Info, www.collegesailing.org.

Apr. 13 — Estuary Cup. EYC, www.encinal.org.

Apr. 14-15, 1984 — Hank Easom still has the right stuff. He topped 16 other Etchells sailors in a four-race series off the San Francisco Cityfront. With partner Dr. Chuck Moan and alternating crew of Jerry Rumsey and nephew Scott Easom, Hank had two bullets and a second. He bought his new 600 this year and is obviously pleased with the boat. "We're trying a little harder with all this new stuff," he said.

Apr. 19 — Crewed Farallones Race. OYRA, www.yra.org.

Apr. 19 — Twin Island #1. Around Alcatraz and Angel in either direction. SYC, www.sausalitoyachtclub.org.

Apr. 19 — Horsfall-Vincent Regatta. CYC, www.cyc.org.

Apr. 19 — 23.4-mile MBARI Buoy Race to a mark out on the ocean (and back). ElkYC, www.elkhornyc.com.

Apr. 19 — Small Boat Series #2. EYC, www.encinal.org.

Apr. 19 — OYRA #1 Lightship. YRA, www.yra.org.

Apr. 19 — Cal Cup #1. BYC, www.berkeleyyc.org.

Apr. 19 — Team Racing. StFYC, www.stfyf.org.

Apr. 19 — One Design Keelboats. SCYC, www.scyc.org.

Apr. 19 — IOD Regatta. SYC, www.sausalitoyachtclub.org.

Apr. 20 — Baxter-Judson Race #1. Non-spinnaker racing out of Fort Baker. PresYC, www.presidioyachtclub.org.

Apr. 26 — 30th Annual 26-mile Konocti Cup on Clear Lake, plus 13-mile Half Cup for slower boats. Jim, (707) 953-7059 or www.kbsail.com.

Apr. 26 — Gran Concorso Barco-Toro, aka Bullship. El Toro race from Sausalito to SF. Info, www.eltoroyra.org.

Apr. 26 — WBRA #1 on the OC. YRA, www.yra.org.

Apr. 26 — Anniversary Cup. SFYC, www.sfyf.org.

Apr. 26 — Shorteez Regatta #1. CPYC, www.cpyc.com.

Apr. 26 — Intraclub Race. StFYC, www.stfyf.org.

Apr. 26 — Team Race Qualifier. StFYC, www.stfyf.org.

Apr. 26 — Doublehanded Race. MPYC, www.mpyc.org.

Apr. 26-27 — The Great Vallejo Race kicks off the YRA's Party Circuit a week earlier than usual. Includes Saturday's race to VYC followed by a big raft-up and party, and Sunday's race from VYC to the North Bay. Info, www.yra.org.

Apr. 26-27 — Camellia Cup. FLYC, www.flyc.org.

Apr. 26-27 — Silver High School Championships, hosted by EYC. PCISA, www.pcisa.org.

Apr. 26-27 — Moore 24 Regatta in Santa Cruz. SCYC, www.scyc.org.

Apr. 26-27 — One Design Races. SSC, www.stocktonsc.org.

Apr. 27 — Spring 3 & 4 One Design. MPYC, www.mpyc.org.

Apr. 27 — SCORE Keelboat Regatta. SCYC, www.scyc.org.

May 3 — Spring #1 on the Cityfront. YRA, www.yra.org.

May 3 — Round the Rocks. SSS, www.sfbaysss.org.

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CALENDAR

May 3 — Small Boat Races #2. EYC, www.encinal.org.

May 3 — Small Keelboat Series #1. SFYC, www.sfyf.org.

May 3 — Frank Ballentine Race. CPYC, www.cpyc.com.

May 3 — Long Distance #2. SCC, www.stocktonsc.org.

May 3 — Shields Racing Clinic. MPYC, www.mpyc.org.

May 3 & 10 — Etchells Fleet Races #1 & #2. Fleet 12, www.sfetchells.org.

May 3-4 — 40th Elvstrom Zellerbach and Laser District Championship. StFYC, www.stfyf.org.

May 3-4 — Commodore's Cup. Cal 20s & C15s on Saturday; Lasers & Optis on Sunday. HMBYC, www.hmbyc.org.

May 3-4 — Multihull Kick-Off. SCYC, www.scyc.org.

May 4 — Spring Series #1 on Fremont's Lake Elizabeth. FSC, www.fremontsailingclub.org.

May 4 — Spring Series #5. SSC, www.stocktonsc.org.

May 4 — Spring 5 & 6 PHRF. MPYC, www.mpyc.org.

May 10 — One Design #2. LWSC, www.lwsailing.org.

May 10 — Monterey Laser Fleet Championship. MPYC, www.mpyc.org.

May 10 — Mercury Series #3. EYC, www.encinal.org.

May 10 — WBRA #2 on the OC. YRA, www.yra.org.

May 10 — OYRA #2 Duxship. YRA, www.yra.org.

May 10 — Flight of the Bulls for El Toros in Foster City. Info, www.eltoroyra.org.

May 10 — Interclub Series #2. IYC, www.jibeset.net.

May 10 — Gromeeo Round the Island. Los Gatos YC, www.losgatosyc.com.

May 10 — North Bay Series #2. VYC, www.vyc.org.

May 10 — Team Race Scrimmage. StFYC, www.stfyf.com.

June 28 — The Singlehanded TransPac departs San Francisco Bay for Hanalei Bay. Info, www.sfbayss.org.

July 6-12 — The Pacific Cup departs San Francisco Bay for Kaneohe Bay. Info, www.pacificcup.org.

Summer Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 4/4, 4/18, 5/2, 5/16, 5/30, 7/18, 8/1, 8/15, 8/29, 9/5, 9/19. Info, (510) 865-2511, race@bbyc.org or www.bbyc.org.

BAY VIEW BC — Monday Night Madness. Spring: 4/14, 4/28, 5/12, 5/26, 6/9, 6/23 (make-up). Arjan, (415) 310-8592 or www.bayviewboatclub.org.

BENICIA YACHT CLUB — Every Thursday night: 4/3-9/25. Joe, (707) 628-2914 or www.benicia-yachtclub.com.

BERKELEY YC — Every Friday night: 4/4-9/26. Info, www.berkeleyyc.com.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, typically in Laser Bahias and JY15s. Thursday evening JY15 races, weather and tides permitting, April-October. Must be a club member. Info, www.cal-sailing.org.

CORINTHIAN YC — Every Friday night: 4/18-8/29. Jim, (415) 847-2460, race@cyc.org or www.cyc.org.

COYOTE POINT YC — Every Wednesday night: 4/16-10/8. Info, (650) 347-6730, regatta@cpyc.com or www.cpyc.com.

ENCINAL YC — Friday night Spring Twilight Series on the Estuary: 4/4, 4/18, 5/2, 5/16, 6/6. Darrell, (510) 502-8110 or www.encinal.org.

FOLSOM LAKE YC — Wednesday nights: 4/30-8/27. Friday Night Summer Sunset Series: 5/16, 6/13, 7/18, 8/8. Info, www.flyc.org.

GOLDEN GATE YC — Friday nights: 5/2, 5/16, 5/30, 6/13, 6/27, 7/11, 7/25, 8/8, 8/22. Gary Salvo, (916) 215-4566 or www.ggyc.com.

ISLAND YC — Island Nights, Fridays on the Estuary: 4/11, 4/25, 5/9, 5/30, 6/13. John, (510) 521-2980, iycracing@yahoo.com or www.iyc.org.



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KONOCTI BAY SC — Every Friday night: 6/6-8/29. OSIRs (Old Salts in Retirement) every Wednesday at noon. Brad, www.kbsail.com.

LAKE TAHOE WINDJAMMERS YC — Wednesday nights: 5/21-10/1. Steve, (530) 577-7715, ltwyc2@aol.com or www.tahoewindjammers.com.

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

LAKE YOSEMITE SA — Every Thursday night: May-August. Jerry, (559) 776-9429 or www.lakeyosemitesailing.org.

MONTEREY PENINSULA YC — Sunset Series. Every Wednesday night: 3/26-10/1; Summer Solstice Fiasco Race: 6/18. Victoria Model Yacht Series: every Friday night through 10/3. Juli, www.mpyc.org.

OAKLAND YC — Sweet 16 Spring Series. Every Wednesday night: 4/30-6/18. Jim Hild, (510) 277-4676, oyracecom@gmail.com or www.oaklandyachtclub.net.

RICHMOND YC — Wednesday nights: 4/2, 4/16, 4/23, 4/30, 5/7, 5/14, 5/21, 5/28, 6/4, 6/18, 6/25, 7/2, 7/9, 7/16, 7/23, 7/30, 8/6, 8/13, 8/20, 8/27, 9/3, 9/17, 9/24. Eric Arens, (510) 841-6022 or www.richmondyc.org.

ST. FRANCIS YC — Windsurfing Series, Friday nights: 4/4, 4/18, 5/2, 5/16, 5/30, 6/13, 6/27, 7/11, 7/25, 8/8, 9/5, 9/19. Kiteboarding Series, Thursday nights: 4/10, 4/24, 5/8, 5/22, 6/5, 6/19, 7/3, 7/10, 7/31, 8/14, 8/28, 9/4, 9/18. Wednesday Night Series: 5/7, 5/14, 5/21, 5/28, 6/4, 6/11, 6/18, 6/25, 8/6, 8/20, 8/27. Robbie Dean, (415) 563-6363, rdean@stfyc.com or www.stfyc.com.

SANTA CRUZ YC — Every Wednesday night: 3/12-10/29. Laser Friday Nights: 5/16, 6/20, 7/18, 8/15. Info, (831) 425-0690, scyc@scyc.org or www.scyc.org.

SAUSALITO YC — Tuesday night Spring Sunset Series: 4/29, 5/13, 5/27, 6/10, 6/24. Nick, race@sausalitoyachtclub.org or www.sausalitoyachtclub.org.

SEQUOIA YC — Every Wednesday night: 4/16-10/8. Hannig Cup: 8/27. Rick, (650) 255-5766 or www.sequoiayc.org.

SOUTH BEACH YC — Friday Night Series: 4/18 (practice), 4/25, 5/2, 5/16, 5/30, 6/6, 6/20, 6/27, 7/18, 7/25, 8/1, 8/15, 8/22. Gerard, (415) 495-2295, rearcommodore@southbeachyachtclub.org or www.southbeachyc.org.

STOCKTON SC — Every Wednesday night: 6/4-8/27. Tom, (209) 604-1300 or www.stocktonsc.org.

TAHOE YC — Laser Series, every Monday night: 5/26-8/25. Rick, (530) 583-6070. Beer Can Series, every Wednesday night: 5/28-8/27. Dan, (530) 581-4700 or www.tahoeyc.com.

TIBURON YC — Every Friday night. Spring: 5/23-6/27. Jim, race@tyc.org or www.tyc.org.

VALLEJO YC — Every Wednesday night: 4/2-9/24. Dave, (925) 580-1499, fleetcaptainsail@vyc.org or www.vyc.org.

In the Tropics

Mar. 31-Apr. 6 — BVI Spring Regatta & Sailing Festival, Nanny Cay, Tortola. One of the Caribbean's best regattas, which includes a huge bareboat fleet. A great way to spend a week-long charter. Info, www.bvispringregatta.org.

Apr. 14-19 — Les Voiles de St. Barth. Sort of a St. Barths Bucket for boats shorter than 120 feet. It offers the same great sailing as the Bucket race with even more French Caribbean-style partying. If you can sail, there's a decent chance you can get on a boat. Info, www.lesvoilesdesaintbarth.com.

Apr. 17-22 — Antigua Classic Yacht Regatta. Great classic boats, great racing, and great fun at a terrific historical site. Good opportunities to crew in the Classic are available. Info,



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CALENDAR

www.antiguaclassics.com.

Apr. 25-27 — Newport to Ensenada International Yacht Race, aka N2E. More than 130 boats are entered in this 125-mile race! Info, www.newporttoensenada.com.

Apr. 26-May 2 — Antigua Sailing Week is the granddaddy of all great sailing weeks in the tropics. Like us, she's gotten more mellow with age. Info, www.sailingweek.com.

May 2-4 — Loreto Fest, organized by Hidden Port YC. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and land-travelers for lots of activities on and off the water. The goals are to have fun and raise lots of money for local Mexican charities. Info, www.hiddenportyachtclub.com.

May 7-12 — Tahiti Pearl Regatta. An interisland regatta where local sailors race and party with cruisers and bare-boaters. Courses are run around the Raiatea-Tahaa lagoon, to Bora Bora, and back. Nightly parties, Polynesian music and dancing. Info, www.tahitipearlregatta.org.pf.

June 28-30 — Tahiti-Moorea Sailing Rendezvous, hosted by Latitude 38 and Tahiti Tourisme. Celebrate your successful arrival in French Polynesia and enjoy long-established Polynesian cultural traditions in music, dance, sport and cuisine. Info, www.pacificpuddlejump.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 are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

April Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
4/05Sat	0345/5.2	1038/0.3	1806/4.2	2256/2.8
4/06Sun	0438/4.9	1140/0.5	1917/4.2	
	LOW	HIGH	LOW	HIGH
4/12Sat	0431/1.1	1043/4.8	1630/1.0	2305/5.3
4/13Sun	0506/0.6	1128/4.8	1703/1.1	2333/5.5
	HIGH	LOW	HIGH	LOW
4/19Sat	0233/5.8	0912/-0.7	1631/4.4	2112/2.5
4/20Sun	0325/5.6	1009/-0.5	1737/4.4	2224/2.7
	LOW	HIGH	LOW	HIGH
4/26Sat	0405/0.3	1028/5.0	1559/0.7	2239/6.0
4/27Sun	0452/-0.2	1126/5.0	1644/1.0	2316/6.1

April Weekend Currents

date/day	slack	max	slack	max
4/05Sat	0011	0250/1.8F	0542	0852/3.5E
	1309	1612/2.5F	1932	2134/1.5E
4/06Sun	0122	0353/1.5F	0643	0950/3.1E
	1414	1728/2.4F	2035	2241/1.4E
4/12Sat	0015	0300/3.4E	0643	0935/3.1F
	1233	1515/3.5E	1855	2147/3.3F
4/13Sun	0047	0335/3.9E	0719	1011/3.4F
	1316	1554/3.5E	1927	2217/3.3F
4/19Sat		0132/2.5F	0413	0746/4.6E
	1132	1436/3.3F	1811	2025/2.3E
	2326			
4/20Sun		0227/2.1F	0507	0840/4.3E
	1235	1538/3.2F	1915	2125/2.1E
4/26Sat		0235/4.2E	0615	0914/3.8F
	1211	1456/3.7E	1825	2122/3.8F
4/27Sun	0019	0319/4.7E	0702	1002/4.2F
	1305	1543/3.6E	1909	2202/3.8F

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LETTERS

↑↓ **THANK YOU FOR BEING A DELTA ADVOCATE**

I want to thank *Latitude* for the wonderful 'Lectronic *Latitude* articles featuring the Delta and Owl Harbor Marina. We at Owl Harbor are so honored to be a host of the Delta Doo Dah for the fifth year in a row. We're excited to see our old Bay Area sailing friends — and make new ones — this summer.

As former Delta Doo Dah co-organizer and 'Doo-dette' LaDonna Bubak noted in the March 10 item, in addition to



LADONNA BUBAK

Owl Harbor Marina will host another party for Delta Doo Dah'ers this summer.

a summer-long discount for Delta Doo Dah'ers, we'll be holding a special party — BBQ, a band, dancing and prizes all under the cover of a tent — to coincide with the Cajun & Blues Festival on June 14. This will be limited to our tenants and Doo Dah'ers. Reservations will be required for that weekend, so registered Doo Dah'ers should call me at (916) 777-6055, or email at devery@owlharbor.com soon to secure a slip. We have limited availability.

Since our family bought Owl Harbor several years ago, we've worked hard to upgrade the facilities and property to make it a unique Delta destination. And we're continuing to improve things. As I write this, a new building that will house the harbormaster's office, multi-purpose banquet room, showers and laundry room is under construction. Quite honestly, I can't wait!

The Delta is such an incredible place to visit, especially in the summer when the kids — young *and* old — can have fun in the water. That's why it always surprises me when we meet lifelong Bay sailors who have never sailed to the Delta. So thank you, *Latitude*, for being such advocates of the region. Hopefully, this year's Delta Doo Dah will be the largest in the history of the event, and full of first-timers!

Devery Stockon
Harbormaster, Owl Harbor Marina
Twitchell Island, The Delta

Readers — Thirty-one boats signed up in the first week for this summer's Delta Doo Dah. See www.deltadoodah.com for the most recent entry list and to sign up.

↑↓ **EIGHTY-FOUR DAYS IN A SAN JUAN 24**

Any new info on the missing San Juan 24 in the North Pacific? Sailing a San Juan 24 from San Francisco to Honolulu in the middle of winter? What was he thinking? The companionway on the San Juan 24 goes, I believe, all the way to the cockpit floor. One big wave filling up that cockpit and staving in the companionway would send the boat to the bottom before he could inflate the liferaft. That is one of many reasons not to go to sea on this type of boat. What part of San Juan spells 'open ocean'?

Bruce Soule
Sly Mongoose, Wylie Hawkfarm 28
Honolulu, Hawaii

Bruce — As reported in the March 3 'Lectronic, the boat you're referring to is Pier Pressure, owned and sailed by 61-year-old Russian immigrant Rimas Meleshyus. On February 28, a friend of Meleshyus alerted the Coast Guard that Rimas, who was 944 miles northeast of Honolulu in very rough weather



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LETTERS

on his way to San Francisco, had sent him a satellite message saying, "lost my liferaft, in danger now." A few hours later, as the Coast Guard was ramping up a major rescue effort, and had already diverted a couple of merchant ships, a second message was received by the friend saying that Rimas was all right. So the Coast Guard stood down.

Presumably Rimas made it to the mainland although, as of March 18, there was no new posting on his Facebook page.

We try to be open-minded, but we worry that Rimas has delusions of grandeur and question his respect for the ocean. After all, following the loss of his first San Juan 24 in Alaska,

COURTESY PIER PRESSURE



Rimas Meleshyus was last reported to be closing in on California.

Rimas bought a second one for about \$500, and then proposed sailing her around the world via Cape Horn. That didn't turn out so well, as indicated by the following posts:

"First bad happen for me in storm at 38 latitude, probably 400 miles out from California. In gale winds of 40 knots, there was a big bang. I run out to see no more old Honda outboard.

"Later rigging started to loose in very strong wind. No so far from Cabo San Lucas. Wind breaks three of the four shroud wire that holds my mast up. I can't go back upwind to Washington or California for repairs, so I must sail to Hawaii. I had no charts for Hawaii, only South America. But my GPS shows roads in Hawaii, but not harbors.

"Between Mexico and Hawaii I see no ships, no planes, no whales. I am always scared my mast come down and nobody to help. So far from land and people. Water is so low it's scary. But then it rained and I filled barrels. But sometimes it was peaceful. I saw all things of weather and felt all emotions in 84 days at sea."

Eighty-four days at sea? We'll leave it up to the Coast Guard, but we think Rimas is right on the edge of what the Coasties might define as a Manifestly Unsafe Voyage.

March 20th Update — Meleshyus reported he was still 600 miles from California — averaging just 20 miles a day? — and was slated to be hit by another gale four days later.

⇓ DEAR LATITUDE 38 . . .

I'm trying to reach David Graham, whom I have known since he was a child. His dad managed me and my band back in the day. I want to ask him to please book myself and the band at Bottlerock Napa. I now live in Sonoma, and have been out playing all over the United States and Europe for the last 16 years.

David LaFlamme
 Sonoma

David — As we tried to explain to the folks who recently founded Latitude 38 Entertainment, LLC in Sonoma to take over the Bottlerock Napa music festival, similar business names can create problems. Such as your potential clients having trouble finding you.

Anyway David, we were around for the Summer of Love and the late '60s, and we can remember a couple of exact times and places when we heard White Bird. Thanks for providing a tiny bit of the soundtrack of our happy youth. We hope you get the gig.

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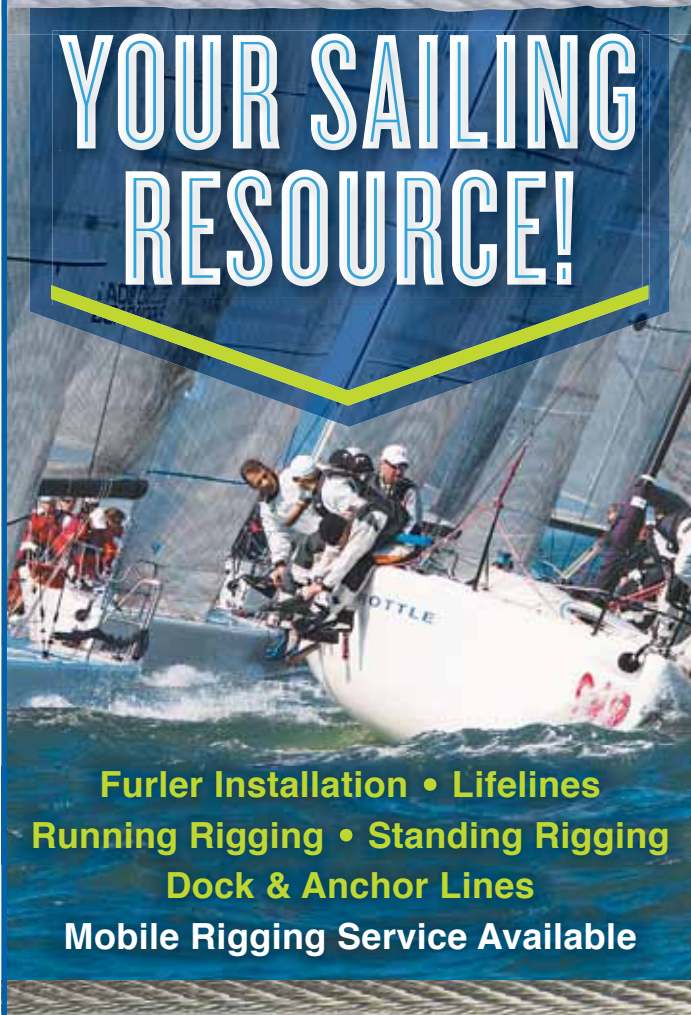
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LETTERS

For younger folks, LaFlamme is a virtuoso classical and rock violinist who played with Jerry Garcia, Janis Joplin and Dan Hicks and the Hot Licks, and who formed *It's a Beautiful Day* in 1967.

↑↓ OVER A HALF-MILLION RAISED AT ZIHUA SAILFEST

It's hard to believe that it's been a dozen years since that first Zihua Sailfest in '02, but it's wonderful to know it has lasted, and to hear of the growth in both revenue and participation. I think the first event raised about \$5,000, and we thought we'd hit a jackpot! We've watched the numbers go up over the years, but we have no idea what the total might be. It must be quite a significant amount. Does anybody know?

COURTESY JELLYBEAN



Nuevo Creacion was dilapidated until Sail-Fest raised money for upgrades.

Jimmie Zinn
Dry Martini, Morgan 383
Richmond YC

Jimmie — We don't think any of us who were at the first one could have had any idea how successful Sailfest would become. According to Pamela Bendall of the *Kristen 46* Precious Metal, some 7 million pesos — or about \$529,000 — has been raised in 13 years. Much of that has come from matching funds from the Bellack Foundation of San Diego.

↑↓ THE RIGAMAROLE FOR BECOMING 'INSPECTED'

Several years ago, my wife and I decided to start chartering our lovely Seawind 1160 catamaran. After all, we enjoy meeting new people and 'showing off' our beautiful San Francisco Bay. Being retired, we also thought that this would be a fun way to offset some of our boating expenses — and perhaps even make a little profit.

We submitted our boat's information for *Latitude's* Crewed Charter Listing in the April issue. At that time, we wanted to carry eight passengers. I have a Master's license, authorizing me to carry more than the six passengers allowed under the

COURTESY CAPRICE



It took the Seifers a full year to get 'Caprice' declared a USCG Inspected Vessel.

basic 'Six Pak' license. However, Andy Turpin, *Latitude's* charter editor, kindly advised me that our vessel couldn't carry more than six passengers unless she was an 'Inspected Vessel' as defined by the Coast Guard. Before we could even start down what would be a one-year — and very expensive — bureaucratic road, we would need to obtain a MARAD Waiver, which allows foreign-built boats to carry up to 12 paying passengers. *Caprice* was built in Australia. In addition, the Jones Act requires that a foreign-built boat must have been in the U.S. for a minimum of three years before a MARAD Waiver can be issued.

Little did we know what would be involved in the process of becoming an Inspected Vessel. Anyone considering having

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LETTERS

their boat inspected might be interested in our experience. The Coast Guard eventually made five inspections of our boat, one of them while the boat was on the hard. They were meticulous in their work. Some of the items involved in this process were:

- We needed a current 'Stability Letter'. They would not accept one from Australia, where the Seawinds are built. This meant we had to hire a naval architect.
- We had to hire a professional rigger to inspect the rigging.
- We had to buy 14 Coast Guard Type A PFDs. The Coasties would not accept Australian Type A PFDs.
- We had to install signs to indicate where the adult and children's lifejackets would be stored, with instructions on how to put them on.
- We had to install automatic fire extinguishers in both engine compartments, with manual cockpit releases and automatic engine shutdowns. This was even though the engines are diesel, not gas.
- We had to install U.S. Coast Guard-approved manual fire extinguishers. Our Australian ones were not U.S. Coast Guard-approved.
- We had to install a liferaft — or IBA — for 50% of the passengers and crew. This was even though we are only authorized to charter within the confines of San Francisco Bay.
- We had to buy a U.S. Coast Guard-approved lifering with an automatic light. The two larger Australian liferings we already had were not acceptable.
- We had to install stainless steel plates behind and beside the stove.



COURTESY CAPRICE

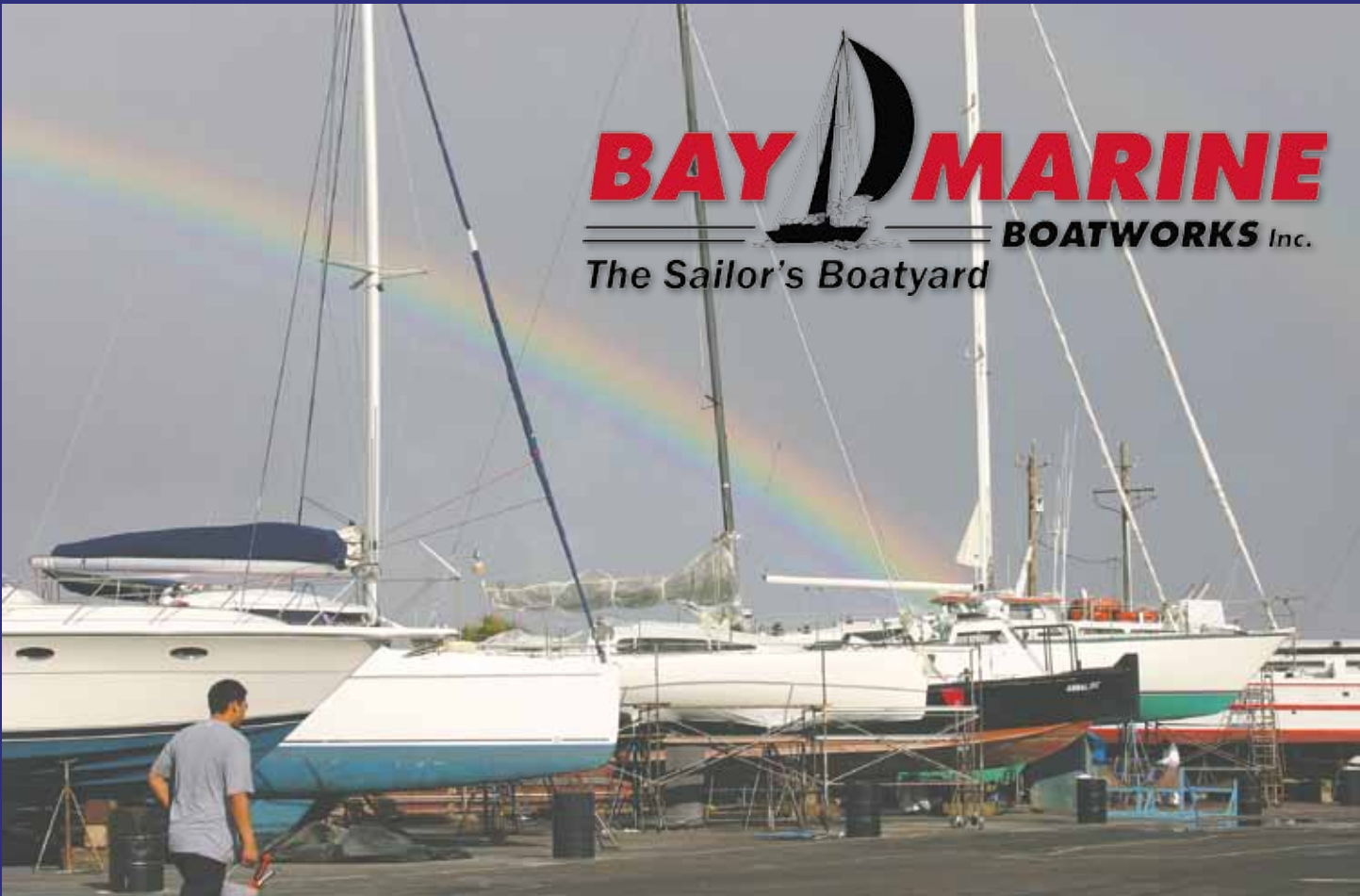
It was a long process, but 'Caprice' is now ready to take out larger charters.

Although many of the requirements make our boat safer, the added U.S. Coast Guard requirements are amazing for just going from six to eight passengers. We don't believe that anyone should consider making a living by going into the sailboat charter business for more than six people — unless, of course, they have a large-capacity vessel such as *Hornblower*. It's certainly not a user-friendly process for a truly small business owner.

However, we have completed the process, and *Caprice* is now certified as an Inspected Vessel. We are safer, drug-free, and open for business for sailboat charters and catamaran lessons (ASA-qualified instructor) on San Francisco Bay.

Captain Dan & Carol Seifers
Caprice, Seawind 1160
Point Richmond

Capt. Dan and Carol — If we're not mistaken, most countries in the world — and maybe even the U.S. Virgin Islands — allow eight passengers, not just six, on their version of uninspected vessels. But as we recall, many years ago in the United States, an organization representing something like the 'Small Ship



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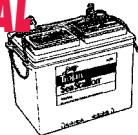
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and Ferry Association' lobbied the Coast Guard hard to limit the number of passengers to six on Uninspected Vessels. They didn't want any small business folks hornning in on their customer base, and they got their way.

We don't blame the Coast Guard for doing their best to protect paying passengers, who have a right to believe they are boarding safe boats. But we're not convinced the current regulations and categories do a very good job. We've seen some ancient Inspected Vessels, almost always monohulls, that were so overloaded with passengers that they looked like refugee boats. On the other hand, there are a lot of very safe, flat-sailing, unsinkable catamarans that are limited to just six passengers because, as you have found, the bureaucratic duct tape is so thick. Furthermore, we think the Coast Guard's understanding of sailboats seems stuck in the 1970s, and there is little impetus to change the status quo. But we're not going to lose any sleep over it.

Of course, the biggest change the Coast Guard needs to make is with the somewhat indiscriminate way in which they hand out Six-Pak licenses. Just because somebody can pass the written test for a Six-Pak license doesn't begin to address the question of whether they can operate a vessel safely with passengers and in emergency situations.

LOOKING FOR VICTORIA

In the 1980s and early 1990s, the Stanford University Sailing Association financed the university's sailing team



WEBB LOGG

and sailing program by soliciting the donation of yachts. The majority of these boats were put on the market immediately; however, a select few were kept for up to five years and used in our recreational sailing program. I was one of the lucky few volunteers who had the pleasure of operating

this program, and I was particularly fortunate to be in the right place at the right time to be chosen to skipper the queen of our fleet, the 72-ft Herreshoff ketch *Victoria*.

Sistership to the fabled *Ticonderoga* of 1929, *Victoria* was built in 1974 in New Zealand. She forever ruined me for any other sailing vessel, as she was gorgeous, wickedly fast, and immensely strong. We shared her with over 2,000 guests during the five years that Stanford owned her. *Victoria* was the cover shot on two issues of *Latitude* 38, and was featured in several miscellaneous interior shots.

We sold her to a San Diego sailor in 1993. Re-named *Victoria of Duxbury*, She was on the cover of *Sailing* magazine twice in 2001, and I tracked her down in Newport, Rhode Island, where she was again on the market. That is the last that I know.

Does anyone have any current info on her condition and whereabouts?

P.S. I've been reading *Latitude* since the beginning. You have done and are doing an incredible job.

William Hill
Moss Beach

William — Thanks for the kind words. Some issues are better than others, but we and the entire *Latitude* crew always bust our butts to do the best we can.

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LETTERS

We've done some checking around, including with Tom Reardon, who just retired after 29 years of running the original Ticonderoga, but haven't come up with anything on Victoria of Duxbury.

↑↓ **BUCHANAN IS ALIVE AND WELL, WEARING A LEI**

Just a little update on Bob Buchanan, the former owner of Total Boat Works in Mazatlan, who disappeared on his Acapulco 40 *Bolias Dream* in mid-January. We talked to Bob on March 10, and can report that he's alive and well. He'd been in Hilo, Hawaii, for a few weeks following an uneventful singlehanded passage from Mexico to Hawaii. He told us he'll be staying in the Islands for a little while before sailing back to his native Canada.

We didn't ask about what happened in Mazatlan be-



LATITUDE / ANDY

Bob Buchanan stopped in Hawaii recently on his way to Canada.

tween him and Rafa, his former employee and minority owner at Total Boat Works. We don't like putting a guy on the spot, especially when it's not really our business. But at one point we talked about how good *Bolias Dream* looked, and Buchanan said that he'd had to do some varnish repair

after the passage.

"In Mexico, I just would have had someone else do it," he said.

"Well, you did own a boat maintenance business, so why do it yourself?" I replied.

"Well, that's all over now," he said.

On another note, we've seen a lot of comments in *Latitude* about people thinking of sailing to Hawaii instead of going to Mexico because of the AGACE thing. Frankly, we can't imagine AGACE being worse to deal with than DOBOR/DLNR (Department of Boating Ocean Recreation/Department of Land and Natural Resources) here in Hawaii. We spent five years in Mexico — 2004-2008 and 2011-2013 — and never had a tenth of the headaches and legal hoop-jumping that we've had here in Hawaii, where we are spending our third winter.

People may feel it's safer in Hawaii than in Mexico, but here are a couple tidbits for comparison. We had our dinghy stolen at Stone Island, Mazatlan. A friend had his dinghy stolen from the beach at Kaneohe Bay, Oahu. I never heard of any cruiser being shot at in Mexico, but I've heard of cruising boats being shot at on the north side of Molokai. Prior to going to Mexico, we were never told "I hope you have guns aboard," but a guy at the Kaneohe YC on Oahu told us just that when we told him our next stop was Lono Harbor on Molokai.

Don't get us wrong, there are plenty of good things about cruising to and in Hawaii, but if we were making a choice between Mexico and Hawaii, and were leaving from the West Coast, our hands-down choice would be Mexico — even if AGACE was inspecting every boat's documentation.

John & Linda Gratton
Nakia, Hans Christian 33
Hilo Bay, Hawaii

John and Linda — With respect to the Mexico versus Hawaii comparison, let us nuance it a little. Until the AGACE raid/audits in late November, government in Mexico has pretty much always been less of a pain in the butt than government

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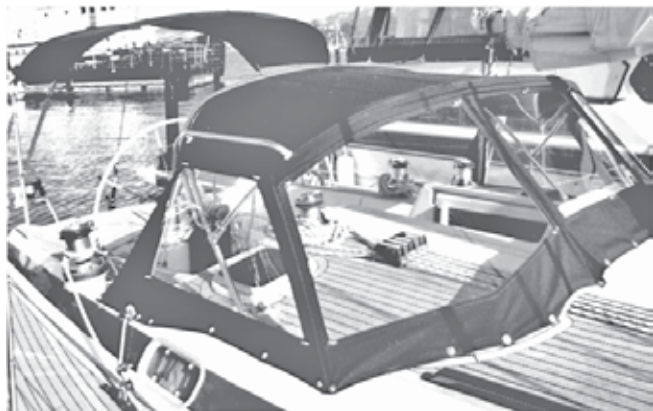
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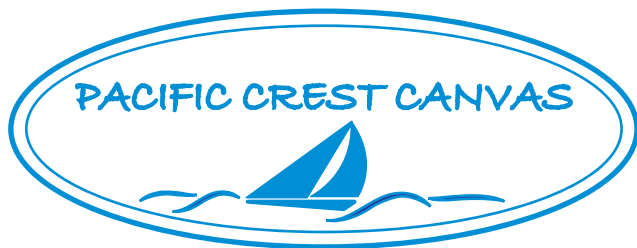
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LETTERS

in Hawaii. If you were an owner of one of the several hundred perfectly legal boats that AGACE impounded for two to four months, you'd think Mexico was worse than Hawaii. However, if you didn't find yourself unfairly snared by AGACE, Mexico continued to be as glorious as it was before.

As Hawaii is surrounded by water, you'd think the state would be friendly to mariners. It's actually indifferent at best. And the government-owned and -operated facilities, and in some cases employees, have historically left much to be desired. Mexico is also much less expensive than Hawaii, and has countless more and varied places to cruise.

↑↓ MAINE TO HAWAII — WITHOUT SELF-STEERING, TOO

Our experience is many years old, but here is how we 'did' the Pacific with respect to watermakers and SSB radios. My husband, three teenagers and I sailed *CB Carver*, our 40-ft, gaff-rigged, wooden schooner, from Maine to Hawaii via the Caribbean, Panama Canal, and Marquesas. We did not have a watermaker — I don't think many cruisers did back then — and we could not afford a SSB radio. The only radio we had was an old VHF that wasn't any good away from the coast. We used a sextant and tables, with paper charts.

We had a great three-year adventure, and were very lucky with both the boat and the weather. We had a 37-day voyage from Panama to Fatu Hiva that was just delightful and uneventful — except for the pod of sleeping whales we encountered. As we passed through them, they woke up and sounded. Spectacular!

We had a 19-day voyage from Nuku Hiva to Hawaii in August, if you can believe that. We were able to pick up some weather reports very late at night, so we knew there was a hurricane about 1,000 miles to our east and moving our way. We sailed with all its slop — 40-knot winds, driving rain and high seas — the whole way. Sailing was a challenge, but the kids were great. We didn't have any self-steering, so everyone stood watches. A week after we reached Hilo, the hurricane passed by just to the south of the island. Whew!

To make a long story shorter, I encourage *Latitude* readers to slip the docklines and go — assuming it's something they want to do but have hesitated doing. It was a great educational adventure for the children — and for us. And if someone can do their own maintenance and repairs, it can be done without spending a lot of money.

Josie Glenn Hyde
Planet Earth

Readers — We received a tremendous amount of response to a reader's question about whether a watermaker and/or a SSB were needed to cross oceans. Opinions were all over the place, and alternatives were suggested. We found the letters so interesting, and not just for the watermaker/SSB question, that we'll be running a number this month, next month — and maybe even the month after that.

↑↓ SIMPLE IS GOOD

You do not need a watermaker to cross the Pacific. Our family of five recently crossed the Pacific, having left from San Francisco, and are now in Micronesia. Our biggest worries were someone falling or getting injured — or running out of water. We carry over 200 gallons of water — almost a ton! — in four tanks. After our longest passage — three weeks — we hadn't even used half our water. We rely on water conservation, catching rain water and, if necessary, taking on water from shore.

Years ago, we cruised extensively on a Westsail 32, a much

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LETTERS

smaller boat, and didn't have a watermaker for that trip either. During that cruise it was mostly just my wife and I — until my wife had a baby.

By the way, having a baby resulted in our catching monster fish. We usually caught them at twilight when the winds were light, when we'd see big marlin or tuna swimming alongside our boat. What attracted them? No doubt it had something to do with the fact my wife washed our baby's cloth diapers in saltwater. And one of our washing techniques was to trail the dirty diaper over the side. Naturally, we only did this where discharge of human waste was legal and moral! But I am now a convert to the use-a-diaper-as-a-lure school.

In my opinion, a SSB radio is not absolutely necessary. But one does need a shortwave receiver for voice weather forecasts. That said, there is plenty to like about SSB, but I would have no qualms about cruising with a shortwave and an EPIRB.

Simple is good. It brings unanticipated blessings to you. Sometimes in the form of big tuna.

Lee Pliscou

Windsong, 45 custom steel cutter
Saipan

↑↓ ONE SHOULD NOT OWN A BOAT ON A BUDGET

There is nothing safer than cruising with a SSB, and it gives a great level of confidence. The Factor modem is somewhat of a luxury, but a great way to stay in contact with the homeland. It does provide access to GRIB files, but we've found these to be somewhat unreliable. However, access to a good source of weather information is a must. We used MaxSea, and were very impressed by its accuracy. We downloaded their GRIB files via satphone.

We would not do a long crossing without a watermaker. Yes, you may make it without one — if you want to live primitively. We did have the opportunity to explore both options when our generator went on the fritz for a period of about a week, leaving us unable to use our 110-volt watermaker. (Our new boat will have a 12-volt watermaker.) No fresh water showers and washing dishes with saltwater and a fresh water rinse definitely minimized our water use. By the way, we are big proponents of fresh water flush toilets to eliminate the algae smell, so we followed the "yellow is mellow" rule.

What is wrong with some comforts at sea? Remember that one should not own a boat on a budget.

Andrew

Lion's Paw, Outbound 46
Boulder, CO

Andrew — Why shouldn't one own a boat on a budget? Almost all the boatowners we know are on a budget in the sense that everyone says they could "always use another thousand." And in some cases, "a hundred thousand."

↑↓ SALT DRYING ON YOUR SKIN CAUSES DISCOMFORT

Based on my experience of sailing from Hawaii to Australia and back between 1998 and 2000 on my Ericson 32 *Xanth*, you don't need a watermaker. I did have a SSB, but I really didn't use it all that much.

I had two other crew on the leg from Hawaii to Fiji, and when we arrived in Suva after 22 days, we still had water left in the boat's 32-gallon water tank. But we did leave with bottled water and lots of canned drinks as well. We conserved water by taking saltwater showers and doing all the dishes in saltwater. In both cases we used only a small amount of fresh water to rinse, and we only rinsed our hair in fresh. If



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LETTERS

you dry off right away, you are none the worse for showering in saltwater. Letting the salt dry on your skin is what causes the discomfort.

Watermakers and SSB radios are two nice additions that will add to comfort and pleasure, but they are hardly necessary. A lot of other things some cruisers say are 'must haves' — such as refrigeration — aren't necessary either. Sure they are nice, but if the choice is between going without them or not going, I say go without them.

Mind you, I write this as I am working on putting all of these — and a lot more — on my current boat. But then I've already been out cruising twice, and don't expect to be able to leave my business for a few more years.

Andy Kurtz
Angelique, Columbia 57
San Francisco Bay

↑↓ **WE PREFER A SATPHONE TO A SSB**

We can't speak of the need for a watermaker and a SSB when crossing the Pacific, as we sailed in the opposite directions — to the Caribbean and Europe. But we'd like to add our two cents' worth.

We upgraded our catamaran with a Spectra watermaker before retiring aboard and heading to the Caribbean. Many islands had water shortages, but we didn't have to fret. In addition, we never had to abandon the safety of a secluded anchorage to seek water, nor did we ever have to haul it from shore.

We bought a SSB radio and a Pactor modem, but never used either that much. In the Caribbean we did use the SSB



COURTESY ANGEL LOUISE

Ed and Sue Kelly prefer a satphone for 'Angel Louise'.

to contact Chris Parker for weather, but we didn't use the Pactor. Before crossing the Atlantic to Europe, we opted to add a 9555 Iridium satphone — plus Dr. Luis Soltero's fantastic GMN compression software. We went this route because it was too much of a hassle trying to get the Pactor to work with our MacBook Pro laptop.

The Iridium 9555 is something we use only for data to/from our Mac, and it's perfect for emails and GRIB files. It is pricier to use than a SSB and Pactor, but does not have downtimes due to propagation. Nor does it take more than a minute to send multiple emails whenever we want to send a bunch. While we prefer the satphone, we would not cross an ocean without either a satphone or SSB.

Sidenote 1 — We cross oceans and seas with a Carib dinghy as our liferaft. Some time back Steve Dashew made the comment that he would recommend that a new cruiser buy a satphone before buying a liferaft.

Sidenote 2 — Sue and I flew back to frozen Iowa from St. Katherine's Dock in London, and are now at the Mayo Clinic in Minnesota getting our routine physicals. When we're done, we'll carry a year's worth of drugs back to *Angel Louise* at St. Katherine's Docks.

Sidenote 3 — St. Katherine's, which is next door to Tower Bridge and where we have spent two winters aboard, has gone to a policy of expensive annual leases. They will no longer offer six-month lease rates. I was just notified that the slip fees for our 37-ft by 17-ft catamaran will be \$2,400 a month starting in April. Clearly it's time for us to move on! We plan



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LETTERS

on cruising down the coast of western Europe, eating our way along the shores of France, Spain and Portugal like a couple of hungry locusts. We will cross the Atlantic in the trades from the Cape Verdes to the Caribbean in December.

Ed & Sue Kelly
Angel Louise, Catalac 38
Des Moines, Iowa

↑↓ 24 YEARS OF MINIMALIST CRUISING

I think the last time I saw the Wanderer was at Sea of Cortez Sailing Week in April 1985. I was sailing the 29-ft Pearson Triton *Wickanninnish* at the time. I think the last time I communicated with *Latitude* was December of 1992, when I reported on Tropical Cyclone *Val* from Pago Pago, American Samoa.

I left Canada for Baja in 1990, and enjoyed an excellent summer in the Sea of Cortez. I sailed out of Z-town through the South Pacific for 14 years. I left Australia in 2004 for Vanuatu, Kiribati, the Marshalls, Saipan and Palau, and have cruised Micronesia for the past 10 years. I'm currently on Guam.

I have a minimalist's approach to sailing and cruising. My current boat is a custom Doug Peterson 33 that was built using the West system.

Mexico was the only place I ever thought about using a watermaker, but I never did buy one. I managed to find water sources wherever I went, and have never had a problem. But you do have to watch your consumption. In the tropics, I think a water-catcher tarp was and still is the way to go. It just takes a bit of work to get it secured, but it has no moving parts that require maintenance.

I've used a number of portable all-band receivers over the past 24 years to listen to the cruiser nets and for weather updates. I now use an 11-year-old Motorola Iridium satphone. I prefer it to the hassles of dealing with radio wave propagation and maintaining a Ham or SSB radio.

I joined the Internet world a while back and have a sailing/diving blog at www.waterworks-sysooke.blogspot.com.

Brian Smith
Sooke, Peterson 33
Vancouver, B.C., Canada

↑↓ I HAVEN'T USED MY SSB FOR VOICE IN 12 YEARS

I say 'yes' to a watermaker — if you can afford one and are willing to maintain it. The latter means fresh-water flushes when you don't use it every day, and pickling for long-term storage. I highly recommend Spectra watermakers.

I also say that a good quality SSB receiver is another absolute must. A Sangean ATS-505 and Grundig G5 are the best, and can be bought for about \$150. As for an Icom SSB/Pactor combo, I say no. I haven't used my Icom for outgoing emails or voice in 12 years of cruising. And dry-cell, battery-operated receivers are usually less noisy and clearer than an Icom.

The satphone is probably the new EPIRB replacement. Definitely yes, especially for crossing oceans.

High-gain WiFi antenna? Absolutely. For about \$20 you can get a Hawking Tech or TP-Link, 300 Mbps, N-type. Both are capable of pulling in (pirated) WiFi from about a mile away.

Yes to an iPad — or any Android tablet — with iNavX chart plotter app. Navionics is the gold standard app — except in the Bahamas where Explorer Charts rule, with the Garmin 'Blue Chart Mobile' app.

Frank Magnotta
Hannah-I, Hunter Passage 450
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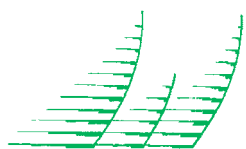
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LETTERS

↑↓ CROCS ARE GOOD FOR SOMETHING AFTER ALL

What a great idea for John and Ronnie Everton to repurpose old Croc brand shoes as fenders for *Gaucha's* dinghy, as reported in the February 21 *'Lectronic*.



COURTESY GAUCHO

John and Ronnie Everton found a good use for worn-out Crocs — dinghy fenders!

I'm not sure if *Latitude* is aware of it, but three different families were raised aboard the 50-ft *Gaucha*, and she's already completed two circumnavigations. Furthermore, she's had two books written about her. *Seagoing Gaucha* is the book I have. The second one

wasn't translated into English.

Did I mention that *Gaucha* is a big sistership to Vito Dumas's 31-ft LEHG/LEHG 2? I crewed on *Gaucha* in the mid-1970s when Tony Badger owned her.

Wes Hoffschildt
Pearl, Cape George 34
Foresthill

Wes — We're glad you mentioned that *Gaucha* is the big sistership to Dumas' 31-ft LEHG/LEHG 2, because we frequently get confused and think Dumas sailed on *Gaucha*.

This is as good an opportunity as any to remember what an outstanding and unusual singlehander the Argentine was. It was in 1942, at the height of World War II, that Dumas decided to do a singlehanded trip around the world via the Southern Ocean — and with only the most basic of gear. For example, he didn't carry a radio for fear he'd be treated like a spy, as both the Germans and Japanese had deployed spies in small sailboats. His outfitting was so basic that he brought along old newspapers to wear under his clothes in order to keep warm. Dumas made only three stops going around, and nearly had to amputate an arm.

What was the weird LEGH/LEHG 2 name all about? Dumas said they represented "four names which marked my life." As we recall, all four were women — his mother, his wife, and two mistresses.

↑↓ THE DYNAMICS OF GROUP BONDING

We've been cruising about six months a year for 18 years. We were three years in Mexico and a month in Central America, and then transited the Panama Canal in 1999-2000. Entering the Caribbean in 2000, we cruised Panama's San Blas Islands. Next we sailed up the west side of the Caribbean to Honduras, Guatemala, Belize and then the Yucatan. After the Bahamas and a visit to Florida, we went back south to the Dominican Republic and Puerto Rico, then cruised the eastern Caribbean islands to Trinidad, then headed back west.

Sometimes we cruised in company with as many as three or four other boats. This happened on and off during all of our years of sailing. But we noticed a phenomenon when cruising in company with other boats that we'd not read about — there can be an exclusivity that develops in the group. This can sometimes include a tendency for group members to associate only with other group members, especially for cocktail hour parties, dinner parties, and when going ashore.

We encountered one extreme case of such bonding in the Dominican Republic. We befriended an Englishman who was



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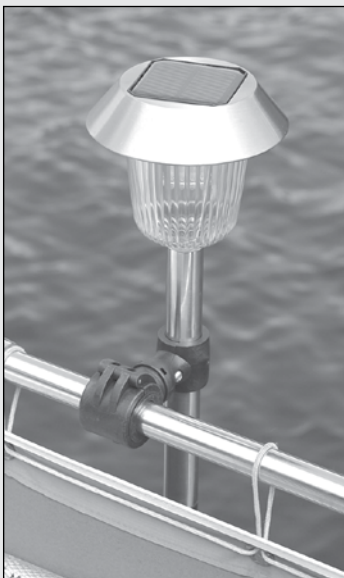


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LETTERS

a 'bonded member' of a group that had sailed together extensively in the Caribbean. One afternoon this man was on our boat helping with some repair, and generally just enjoying a visit. As the dinner hour approached, a woman, whom we took to be the leader — or 'enforcer' — of the bonding group, began to call for him repeatedly on the VHF. Apparently it was time for the group's cocktail hour or dinner, and he was expected back for that event.

For whatever reason, the man just wasn't ready to leave, so he got down low in our boat so he couldn't be seen from across the anchorage by the enforcer. She continued to call for him on the VHF, but he chose not to answer. Her tone grew increasingly strident, and with each call the man's angst increased. We had asked him to dine on our boat, but he decided that wouldn't be a good idea. We noticed this man's group always went places together, and seldom included outsiders. In these forays we saw the group was always shepherded by the lead woman.

We saw other less extreme examples of this enforced bonding on our travels in the Pacific, the Caribbean, the Bahama Islands and elsewhere. This led to our consciously avoiding becoming members of any group. Our preference is to associate freely with cruisers as we choose. We noted others refusing to join a group for the same reason.

This phenomenon is irksome, but nevertheless very interesting. It undoubtedly springs from some human evolutionary characteristic and, as with most evolutionary characteristics, had a survival benefit in ancient times. We wish we were more skilled in psychology or sociology or anthropology to fully understand the dynamics of this group bonding need. One can imagine its utility in our caveman past; however in the modern cruising scene the bonding can cause awkward and uncomfortable social interactions.

But nobody should let this deter them from the cruising life. You can remain independent and have a great time.

William & Soon Gloege
Gaia, Morgan 38
San Francisco

William and Soon — We don't think it has anything to do with evolution for survival. Some people are just most comfortable when they are part of a pack, and every pack needs its alpha — a position any number of people are usually over-eager to apply for. It reminds us of junior high school. But as you say, it's a big cruising world, and there are plenty of wonderful people to get to know who aren't part of a clique.

↑↓ A NEW WAY TO PAY FOR GOVERNMENT SERVICES

The Coast Guard, an organization that I greatly admire,



USCG P03 CONNIE GAWRELL

The Coasties confiscated 3,500 lbs of pot off San Diego in January.

is said to be the most poorly funded branch of the U.S. military. But I think that I have a partial solution. The Coasties were in the news recently for intercepting \$1.2 million worth of marijuana off the California coast. It's my understanding they seize such

drugs with regularity. I presume that the standard procedure is to destroy this type of contraband once its role as evidence



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LETTERS

is complete. Now that the recreational use of marijuana is legal in Washington and Colorado, it seems only logical that the Coast Guard should dispose of seized marijuana in the markets in those states — Colorado recently reported a supply shortage — and use the proceeds to augment their less-than-adequate funding.

Bill Crowley
Napa

Bill — We greatly admire the Search & Rescue division of the Coast Guard, but we find it hard to believe that the Coast Guard — or any branch of the U.S. military — is underfunded. We think the problem is waste, inefficiency, and the fact that the Coast Guard is sent on countless fool's errands by Homeland Security, a spectacularly profligate and inefficient department if there ever was one.

As of 2013, the U.S. spent about \$554.2 billion annually to fund its military forces, and another \$88.5 billion to fund Overseas Contingency Operations. You don't think that's enough? To put it in context, the U.S. is responsible for 39% of the entire world's military expenditures, and spends seven times as much on the military as does China. Of all the money Congress has discretion to spend, they give 58% of it to the military.

But we like your idea. In fact, we think it could be improved if individual members of the Coast Guard drug strike teams were to get bonuses based on the value of all the pot and drugs their group seized and sold. Nothing wrong with a little monetary incentive, is there? What's more, such a philosophy could be extended to the Border Patrol and local police departments. In fact, why not include traffic cops, meter maids and others with law enforcement responsibilities? What could possibly go wrong with such incentive-based law enforcement?

By the way, we knew that the Coast Guard was part of Homeland Security, but we were initially unsure whether it was part of the military. Looking into it, we found that the Coasties are indeed one of the seven uniformed branches of the United States Armed Forces. Seven? Can you name the other two besides the Army, Navy, Air Force, Marines and Coast Guard? They would be the U.S. Public Health Commissioned Corps and the Commissioned Officer Corps of the National Oceanic and Atmospheric Administration. Who would have known?

The Coast Guard is different from the other six branches of the military in that it gets its marching orders from Homeland Security instead of the Department of Defense. However, the President of the United States can, at his will, declare that the Coast Guard is suddenly part of the Navy. That happened in 1917 and 1941, at the start of the two World Wars. The Coast Guard is also unique among the Armed Forces in that in addition to defense, it's also involved in law enforcement, and is a federal regulatory agency. In other words, a triple-threat agency.

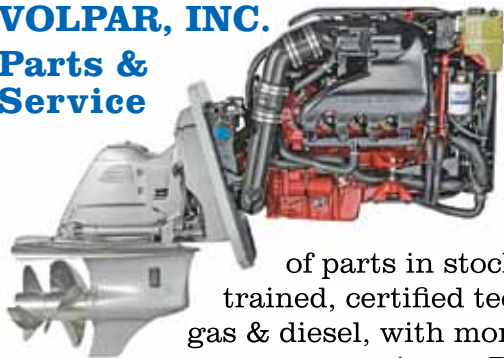
↑↓ DOING THE HORN AGAIN

I have come up with my next great adventure! It is with what I believe to be a sound mind and great prudence that I have decided to do a nonstop solo circumnavigation, west to east, taking all great capes to port. My plan is to start from Bahia Caraquez, Ecuador, on November 1, 2015 and return five months later. Such an adventure would require some upgrades to the boat and to get the boat positioned for the start.

It's true that I'm nearly 68 and therefore getting a little older, but I feel f-ing great! So why not? I've also finished my first book, titled *The Horn, Ahead or Behind, Always On My Mind*. It should be published within the next month.

VOLVO PENTA

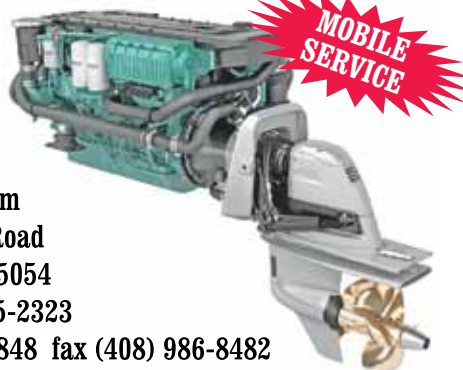
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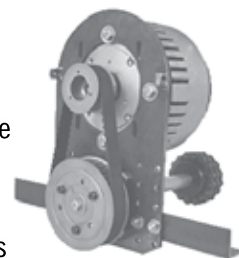
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LETTERS

My wife, Debbie, has given me 15 great years of enthusiastic cruising, but her nesting instincts are kicking in. She wants and needs to be a bigger part of the grandkids' lives. I need to understand and will. So the new plan is for Debbie to spend six months a year with family and grandkids, and six months on the boat with me. I plan to continue doing what I truly love, which is sailing.

The really tough part for us is that, while we can comfortably afford to live our lives out together on the boat, it looks as if we need to get Debbie a condo ashore and pay for all the expenses that come with it. I plan to develop a blog site where all my friends can ride along with me on the solo circumnavigation, which should be exciting, as they can live the adventure as it happens. I will also do something that I would have never considered before — make it a monetary site so anyone who wants to contribute financially to the adventure and my lifestyle will have the opportunity to do so. It won't be mandatory, but any contributions to helping keep my dream alive would be greatly appreciated.

Debbie and I will fly home in early May to be with family and friends. After that, Debbie will stay in the U.S., while I'll return to the boat and spend the summer in the Sea of Cortez, hoping not to get too roasted.

By the way, Debbie and I spent over a month in the Barra de Navidad area of Mexico's Gold Coast, and had a mixed experience. For the most part we enjoyed it very much — including getting to watch our home-state Seahawks win the Super Bowl. It was exciting sharing the victory with many local friends we had made, especially at Abuela's restaurant, where Deb had gotten involved with a kindergarten fundraiser to help build a new wall at the school. The old wall had fallen down, so the kids couldn't go out and play.

We also established a one-hour workout program on the roads that run through the 27-hole world-class golf course. We jogged and walked the five-mile course daily, and both made good headway in kicking our asses back into shape. And while here at Santiago Bay, just north of Manzanillo, we've been hanging on the hook, enjoying the beautiful beaches, and sitting under the umbrellas at the *palapas*. It's at La Junta, near here, where we met a great couple from

Colorado who own and operate a restaurant called the Hogsbreath Saloon.

The owners said that their margaritas were to die for, so we went to one of their beach bars, and Deb ordered two. It seems that at least one of the drinks was drugged, as after only one drink she started slurring her speech and acting drunk. It got so bad that we had to carry her back to the dinghy so we could bash through the surf and get her back to the boat. She doesn't even remember it! She later came to, and became horribly sick as well.

The next day we returned to talk to the owners to let them know what had happened. The owner said he was truly sorry, but he'd been gone that day and had no idea why anyone would have done it or why. I suggested that someone was possibly trying out a date rape drug to see how effective it was. In any event, our advice is to keep a close watch on who is serving you drinks.

COURTESY SAILORS RUN



Debbie Hartjoy will spend time with the grandkids while Jeff heads to the Horn.

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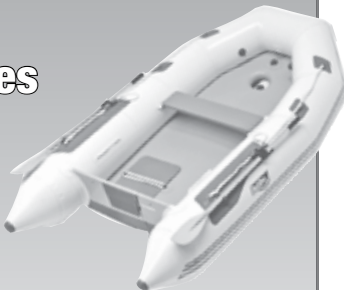
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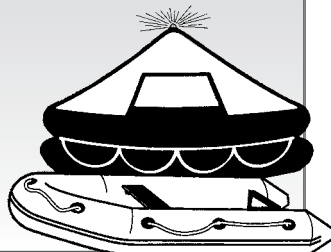
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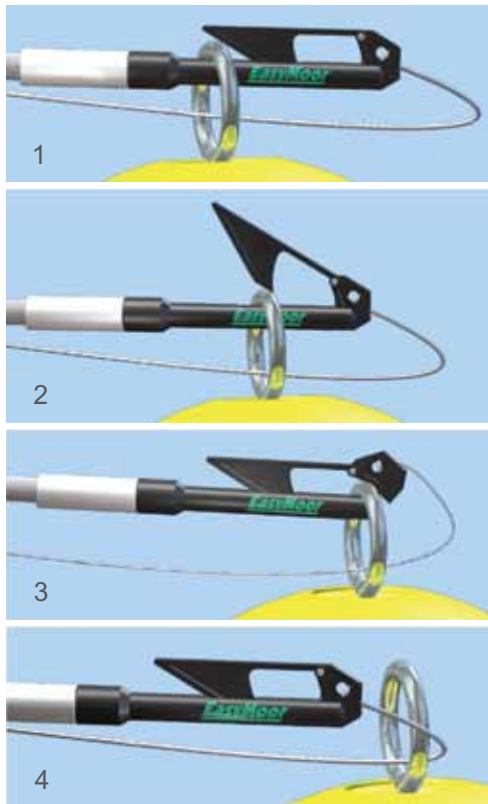
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LETTERS

Jeff & Debbie Hartjoy
Sailors Run, Baba 40
Longbranch, Washington

Jeff and Debbie — In 1981 we did a race from Long Beach to La Paz, and at the conclusion ordered a pitcher of margaritas for our crew at our room in the best hotel in La Paz. We were going to drink the margaritas and then go downstairs and socialize with the rest of the participants. But about halfway through our drinks, each of us healthy 30- to 40-year-olds literally was lying on the floor, unable to get up. It was as if we'd been hit over the head with sledgehammers. We later found out they'd made the drinks with Pancho Villa pure grain alcohol, which is extremely potent and technically toxic. Maybe they made Debbie's margaritas with something like that.

As for a solo circumnavigation, after all these years of ocean sailing you should be able to better evaluate the wisdom of such an endeavour than we can. Good luck! But after single-handing around the Horn, didn't you tell us that you would never do anything like that again?

SELECTING A MAIL FORWARDING SERVICE

We are going on an extensive cruise. If I am outside the U.S., where it may take mail months to reach me or get back to the United States, how do I renew my annual Coast Guard registration? What do others do in this situation?

I enjoy *Latitude*, and find it contains the best practical information for cruisers. Thank you!

Victor Zarzhitsky
Odessa Mama, Whitby 42
Portland, Oregon

Victor — Thanks for the kind words. Many cruisers solve this — and similar problems — by using a mail forwarding service. One of the more popular is St. Brendan's Isle in Florida, which can act as your agent when it comes to renewing your Coast Guard document each year. However, it still means that you might not get the original of your document, which many countries are going to require, to your boat promptly. So we asked Scott of St. Brendan's how this is handled. He told us there are basically three options:

1) See if the country you'll be in will accept a copy of the document, which can be emailed to you. 2) In countries where the original is required, try to have a friend coming to the boat deliver it. 3) If both those ideas are non-starters, the third option is to have it flown to you via FedEx, DHL or UPS. Scott also told us that you can apply to the Coast Guard for early renewal if that might help your situation.

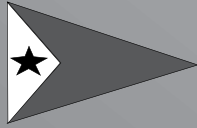
By the way, if you're a California resident who doesn't feel as though you should be on the hook for a lot of state and county taxes while on an extended cruise, you may also want to establish residency in another state, such as Florida. Mail forwarders such as St. Brendan's can help you accomplish this by assisting with Florida voter registration, Florida driver's license, a Florida street address, and such.

BRISTLING OVER THE VERY IDEA

I can't believe that the *Max Ebb* column in *Latitude* advocated the use of a "stiff bristle floor brush" for hull cleaning. No knowledgeable hull cleaner or paint manufacturer in the world would recommend using a floor brush — or any brush, for that matter — to clean anti-fouling paint. Not only is it guaranteed to remove paint, but in doing so, it's further polluting our already-impaired waterways. Unbelievable.

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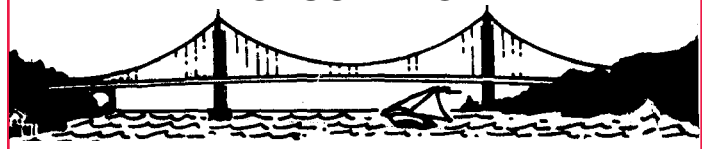
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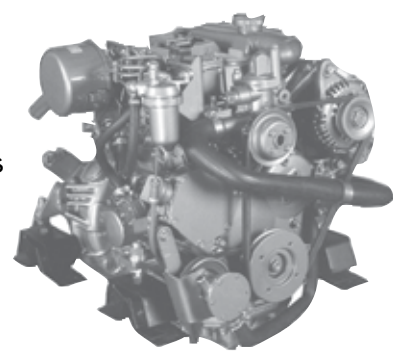
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LETTERS

The heart of any in-water hull cleaning best management practice is to always clean with the softest cleaning media possible.

I wonder how long I'd be in business if I used the worst management practice that Max blithely tossed out there to boatowners.

Matt Peterson
FastBottoms Hull Diving
Member California Professional Divers Association

↑↓ MAX RESPONDS TO MATT'S CRITICISM

"Stiff" is a relative term. The brush that Lee uses is about right for removing a week or two of slime, but doesn't seem to be taking off any paint. It's not the softest brush on the hardware store shelf, but not the stiffest one either. After three years of regular use, the bottom paint appears to be fully intact.

Part of the disconnect here might be the fact that Lee's brush, relying mostly on a small buoyant fender for bearing pressure, never applies more than a light touch to the bottom. No diver's elbow grease is involved.



MAX EBB

Is this brush part of worst management practices?

Hull cleaning best management practices can be found online at tinyurl.com/ndxr3qx and tinyurl.com/mecrzy2.

Note that for hard vinyl and hard epoxy racing bottoms, a soft white pad or carpet is preferable, but other kinds of cleaning devices are not prohibited. Note also that rotary brush machines are still within the best-practice guidelines, using "soft" nylon brushes — probably about the same actual bristle stiffness as Lee's hardware store brush.

The main thing is not to produce a plume of brushed-off paint, not even a small plume. For the new low-toxicity paints, harsher abrasives that might remove some paint under higher bearing pressures are presumably a lot less damaging to water quality — but damage to the smooth racing finish is reason enough not to use anything more abrasive than needed to wipe off the growth.

The other important thing is to clean your boat bottom frequently, whether by brush or by diver, so that the bottom stays smooth and the minimum amount of paint is scrubbed off.

Max Ebb
San Francisco Bay

Readers — There was further back-and-forth between Matt and Max over the issue of whether it was ever a best practice to use any kind of brush. Matt said it wasn't; Max disagreed, as long as using the brush didn't leave a trace of plume.

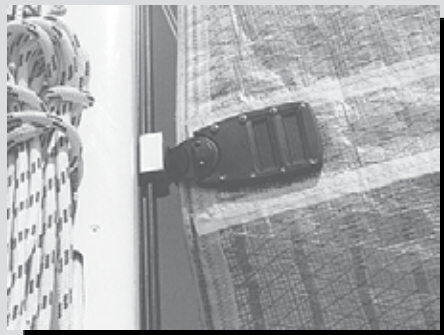
↑↓ IT WAS THE SMARTEST THING MY DAD COULD DO

Once again I have read *Latitude* cover to cover. Max Ebb rocked it again. But I really want to talk about the man overboard article.

Way back in the 1970s, before all the cool MOB stuff was around, my mom, dad, two brothers and sister learned to sail by bouncing off piers and jetties and stuff. As Dad got more confident, we started heading off to Catalina, Oceanside, San Diego and other SoCal destinations.

How did we learn about rescuing somebody who fell overboard? Dad would wait until we got into the middle of a fog bank, in the middle of a shipping lane, and he'd simply throw

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HONDA MARINE

LETTERS

one of us kids in the water. "Man overboard!" he'd yell. All of us still on the boat would have to tack, jibe, or whatever to get back to our swimming sibling. Back then it was fun stuff.

But looking back, it was also the smartest thing my dad could do. First off, it became kind of a game, so we were all relaxed about having to pick somebody up from the water or having to wait to be picked up. Dad made us comfortable knowing that no matter what, the boat would come back to get us. To this day I thank him for making me comfortable on a boat so I never panic.

Nowadays, when I do deliveries, I always strap in. When I sail my own boat, I make sure I always know where everybody is, and strap them in at night. All I'm trying to say is, plan — meaning have a man overboard plan — and don't panic. After all, it might be your four-year-old sister bobbing behind the boat.

Mark Smith
Ineffable, Calkins 50
San Diego

Mark — It's good that your dad wanted to help all the members of your family feel comfortable and confident about going overboard or having to rescue somebody who had gone overboard, but wouldn't it have been wiser to practice in more controlled environments than foggy shipping lanes?

↑↓ **HE (THE DELIVERY CAPTAIN) WAS JUST 17**

When I read the February letter from Wendy Hinman about her husband Garth, it brought back a flood of memories that I would like to share. Her report of their current boat-building project reminded me of Garth and his parents. We first met them in 1979 — ! — shortly after they had completed their adventurous five-year circumnavigation — complete with shipwreck. Circumnavigations aren't nearly as newsworthy these days, but in the mid-1970s, long before electronic navigation, reliable radios, EPIRBs, watermakers and such, they were pretty big deals. Few people, and even fewer families, attempted such crazy feats.



COURTESY VELELLA

Garth Hinman's navigation skills served him and Wendy well on their Pacific cruise.

Anyway, we met them just after we'd bought *Geronimo*, a 48-ft racing sloop, in Newport Beach. Since we were novices at ocean sailing, we needed a tactician/knowledgeable sailor to help bring her north to San Francisco. I was referred to Garth's father, Chuck, but he had to work and couldn't make it. So he recommended Garth, his 17-year-old son. We signed Garth on, and he did a fantastic job of getting us up the coast to Monterey, teaching me and other crew the science and art of coastal navigation along the way. Garth's dedication and abilities were invaluable during that delivery. Although it was 35 years ago, I still call on knowledge and skills I learned from him during that trip.

We were not finished with the Wilcox family, however, because a year later, Chuck signed on to be our navigator for the very first Pacific Cup in June 1980 — although back then it was called the Northern California TransPac. The course was from San Francisco to Nawiliwili, Kauai, and Chuck did a fantastic job. He navigated with sextant alone, as this was even before SatNav, the precursor to GPS, existed. We are

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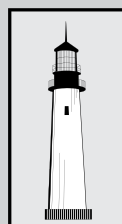
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LETTERS

very proud to say that our family-run boat, with three other non-racing sailors as crew, came in fourth out of a field of eight in the Big Boat Division.

So when I hear mention of Garth and Chuck Wilcox, it brings back memories for which I am eternally grateful.

Now to finish the story of *Geronimo*. My wife and I had her extensively refitted in order to transform her from a 'racing machine' to a very comfortable — though still rather fast — cruiser. In 1985 we sailed her to Spain, where she is today. Although we are no longer the owners, we still see her often, and know she is under the care of very kind, dedicated sailors.

Len Teasley
Sea Quins, Islander Freeport 41
Brickyard Cove / Richmond YC

Len — Great memories; thank you. We were there for the finish of that first Pacific Cup to Kauai, and while we remember your boat Geronimo, we couldn't recall what kind of boat she is. But we did a little search of our records, and came up with this excerpt from the letter you wrote to Latitude in 2002:

"My wife and I sailed Geronimo, our Olympic 48, to Spain in 1985, and have kept her in Spain or France ever since. We leave her on the hard other than the two or three months we sail her in the Med. We have cruised to almost all of the popular places in the Western Med, including the Balearics, Corsica, Sardinia, the Riviera, Costa Brava, Costa del Sol, etc. Maybe our experience with the regulations and the authorities will be of help.

"In short, we have had no bad experiences — or even direct contact — with the authorities in the 17 years we've left Geronimo in the Med. We've relied on the guidance of the managers of the boatyards, who have told us that if we don't touch our boat for six months of each year, we're in compliance with the law.

"As for importing boat parts, we bought a new Volvo engine in France, and had a new mast fabricated and shipped from Los Angeles to Barcelona — and didn't have to pay VAT or duty on either. The key to not being subject to VAT or duty is that our boat is classified as a 'vessel in transit', because we comply with the six-month rule. By the way, when our original mast was severely damaged by electrolysis, we found that we could get a new one fabricated by LeFiell in Los Angeles, and have it shipped to Europe, for one-third the cost of a mast built in Europe! Conversely, our new 9-oz. Dacron jib was made in Spain for less than half the cost of one made in the U.S. Once again, there was no duty or VAT."

European Union rules are no longer so generous to foreign-owned boats kept within the waters of member countries. But the Med is still an enchanting destination.

↑↓ JACKASSES ARE JACKASSES EVERYWHERE

We are thoroughly embarrassed over the actions of one of our fellow cruisers. The other day someone deliberately pulled the towel dispenser off the bathroom wall in the men's washroom at the Marina Riviera Nayarit in La Cruz, and in doing so broke a large and expensive mirror. We, as guests of Mexico, should remember that we are exactly that, guests, and behave accordingly.

It's true that things — such as towel dispensers — don't work exactly as they do 'back home', but frankly, that's one of the reasons we came to Mexico. If cruisers expect things to be the same as home, they should stay home where they won't be disappointed.

In our three seasons here in Mexico, we've received only the greatest courtesy from the Mexican people, and have not

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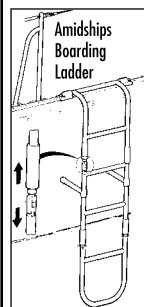
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LETTERS

been offended once. We go out of our way to reciprocate. It's a pity that there is always one bad apple to spoil the barrel.

P.S. We are vets of the 2011 Ha-Ha, an event we joined for the company, not the security. And our participation in the Ha-Ha has continued to pay dividends ever since. Wherever we go, we meet more folks from the Ha-Ha, as it's an experience we had in common. It's made our Mexico experience just that much better. Right now we are anchored in Tenacatita Bay, and there are two boats here that we met on the Ha-Ha that we've kept in touch with, and we meet up every season down here. Thanks again for the Ha-Ha, and long may it live!

Leif & Jackie Watson
Dodger Too, Tartan 37
Edmonston, Alberta, Canada

Leif and Jackie — Thank you for your unsolicited endorsement of the Ha-Ha. Making great friends is the main reason most cruisers cite for having enjoyed the Ha-Ha.

We couldn't agree with you more about how friendly and helpful the people of Mexico are. Every time we come back to the States, we're taken aback by how aggressive, if not hostile, so many Americans are.

Nonetheless, when a fool damages something in a marina restroom, it doesn't strike us as being an affront to the country the marina is in, but rather an affront to civilized behavior in general. We hope you let that person know, even if anonymously, that his actions were noted.

↑↓ THE ANNOYING BUZZ REMINDS US OF THE HA-HA

My wife and I are sitting here on our boat in the Sea of Cortez and had a great sunset to cap off a wonderful dinner. One of the rituals we often follow when we have shorepower is to turn



LATITUDE / RICHARD

on our water heater to do the dishes. We use our Monitor countdown timer, a bit of swag from Scanmar in the 2008 Baja Ha-Ha, to track how long we have the water heater on.

The Monitor digital time is one of the most useful pieces of Ha-Ha swag ever.

The Monitor countdown timer is the one piece of swag — in addition to the great Ha-Ha T-shirt — that we have found to be invaluable. We set it to remind us to take care of a variety of chores. Every time we hear its annoying buzz, we are reminded of the great time we had on our first sailing trip south in the company of the Ha-Ha. We want to thank *Latitude* again for introducing us to the great opportunities of traveling Mexico by sail. Each time we respond to the timer, it brings a smile to our faces.

Pete & Kathie Mirrasoul
Citla, Cal 39 Mk III
San Diego

Pete and Kathie — Thank you so much, as your unsolicited letter just made our day.

It's funny how many Ha-Ha vets have told us they use the Monitor timers. Doña de Mallorca is just one of many who are big fans of the timers.

By the way, as someone who has led a pretty undisciplined life, we're finding that we enjoy rituals. For example, every morning when we're on the hook in St. Barth, we start the day with two rousing versions of Gloria. The first one is Gloria in Excelsis Deo by Vivaldi. We stand on Admiral's Walk of 'ti

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Profligate in a Speedo, the wind caressing our body, and direct the imaginary orchestra. We follow this one up with a more profane Gloria, the Van Morrison G-L-O-R-I-A version. When we hear those tunes for the rest of our lives, we'll be taken back to these lovely mornings on the hook.

Our knowledge of classical music is, however, on the slim side. Does anybody have any recommendations for sundowner music?

↑↓ BOOZIN' WITH RATS

All that the photo of the rat damage to goodies inside



LATITUDE / RICHARD

Rats easily gnawed through plastic bottles but left the glass booze bottles untouched.

The Wanderer's Olson 30 *La Gamelle* in St. Martin (*Lectronic*, March 5) tells me is that rodents can eat through plastic containers to get at whatever is inside, whereas they can't, at least yet, chew through glass. If you had filled plastic water bottles with Stoli or Mt. Gay rum, you might have found evidence of alcohol toxicity in rats, or perhaps the confetti would have been even more artistically distributed.

Jan Grygier

*Neener*³ (that's Neener Neener Neener to you), Catalina 42 Point Richmond

↑↓ THE WIND BLEW OUT MY CONTACT LENSES

You asked about times when *Latitude* readers had to wear face masks because it was blowing and raining too hard to keep their eyes open. In our case, it happened in December 1995 when we were sailing the Sir Francis Drake Channel in the British Virgins aboard a Beneteau 44 charterboat. The 'Christmas Winds,' aka December/January trades, were blowing hard with the usual squalls. We exited the lee of Norman Island and headed for Spanish Town, Virgin Gorda.

But this one squall rolling down the channel was clearly a full-on white squall, with the classic spindrift 'balloon' leading the front, indicating heavy precipitation, big downdrafts, and very strong winds. With no way to escape it, we rolled up the jib, double-reefed and eased out the main, and tacked to put the entire channel in front of us. We locked in the compass course because visibility was going to be zero, and sent non-essential crew below.

The squall hit with winds in excess of 50 knots. The sideways rain blew my contact lenses out! And it took two crew to get a foulie top on. The squall departed as quickly as it had arrived, but it dismantled three boats in the channel. We radioed VISAR (Virgin Islands Search & Rescue) with the boats' coordinates and checked on the one boat we could fetch.

While at the Bath & Turtle that evening, we bumped into actor Morgan Freeman, who had also been sailing up the channel that afternoon. So we called for an extra round of rum. On a recent trip to New York in December, we bumped into Morgan again at legendary Sardi's. We laughed about how different Januaries can be. He remains a gracious and humble man and sailor.

But sometimes it is a white squall.

Tim Dick

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Readers — White squalls are defined as sudden and violent windstorms at sea that are not accompanied by telltale black clouds generally associated with squalls. The name comes from the white-capped waves and white broken water.

Some sailors believe that white squalls don't exist as separate entities but rather are the same as microbursts. But not our friend Bruce, who used to run the 65-ft charter cat *Swaliga* between St. Martin and St. Barth with up to 65 passengers. With a nearly full boat one afternoon, *Swaliga* was hit by a 50-knot white squall. It was all Bruce could do to get the crew to douse the headsail before they were hit. Unable to get the main down, he ran with it at a steady 19 knots in the wrong direction for a very tense half-hour until the squall passed.

↑↓NEXT BAJA BASH WILL BE DONE BY BENEFICIARIES

While doing our first Baja Bash in 2011, we had wind on the nose and big seas, so we wore dive masks the whole time. We got to within 200 miles of the border when the engine died. Again. A case of filters and 100 miles later it died once more. For good. (The diagnosis was bad fuel in the jerry cans we had filled in Turtle Bay. Pearson's Fuel Dock in San Diego would later say it was the dirtiest fuel they'd seen in 30 years.) Whatever, as we spent the next 12 hours pounding into it, getting within 100 miles of San Diego.

We spent the next nine hours making just three miles. Hooray, only 97 more miles to go! We finally gave up and called Vessel Assist — fortunately we'd bought the Gold Card version. Nine hours later their boat started towing us at 12 knots! I needed to put my mask back on until I could reach them on the VHF to tell them to slow our sailing Winnebago down to an acceptable speed. They were used to towing high speed motoryachts, not sailboats. My face was burned red for a week from the wind and spray.

I've done my last Baja Bash. When *Andalucia* returns to Mexico next year, it will be my beneficiaries, not I, who will be doing the Bash back to California.

Steve Hollen
Andalucia, Irwin 37
Long Beach

↑↓SOME BOATOWNERS ARE CLUELESS

The other day I wrote to you describing how frustrated I have been with the Mexican government with respect to the impounding and releasing of foreign-owned boats. But I want *Latitude* and its readers to know that in some cases it is the boatowners who were at fault. There were about 15 boats at our Marina San Carlos that did not have Temporary Import Permits, or had expired permits. We took it upon ourselves to get permits for these boats, but the owners ended up having to pay a reasonable \$130 fine before their boats were released.

I'm sending you a copy of a letter our marina sent to one of our clients, as it shows how difficult some boatowners can be to deal with. His boat had not only been impounded, it has been confiscated — although I'm sure we can get it back. My letter:

"I was told by the staff at our marina that you refused to sign any documents. I don't think you understand the gravity of the situation. You bought a boat in Mexico that had been imported with a Temporary Import Permit, a permit which clearly states on the back that the boat can't be bought or sold in Mexico. On top of that, your TIP had expired. We at the marina applied for your new TIP after the audit, and it was very hard for me to convince the Mexican IRS to accept your new TIP with just a small fine, but I did.

"Ninety-two boats, including yours, were impounded on



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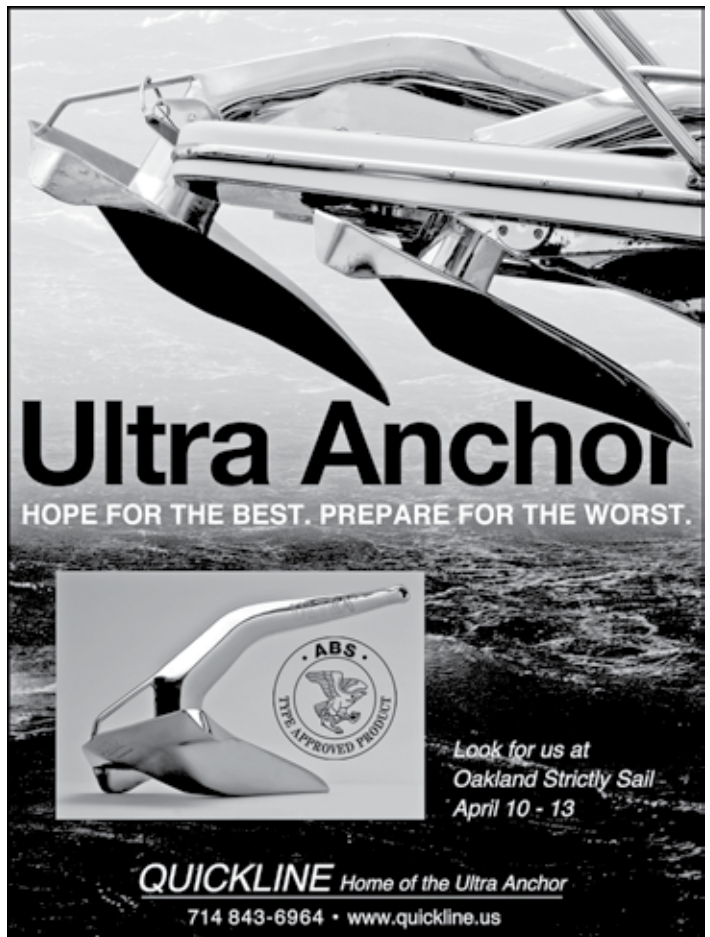
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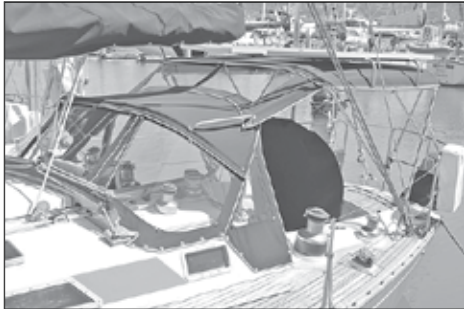
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LETTERS

the day of the AGACE inspection in late November. Through our lawyer, the marina was able to get 83 of the boats released. Since you didn't cooperate, yours was not one of those released. I think you know that somebody from SAT put a document on your boat the other day, a document that says your boat has been confiscated and is now the property of the Mexican government.

"I am trying to save your boat. At this moment you have three choices: 1) Forget about your boat and let the Mexican government auction her off. 2) Find your own lawyer and have him/her go to Mexico City and try to save the boat for you. 3) Pay \$1,000 to the marina to cover the fine you would have had to pay for having an expired TIP, and for all the work our lawyer has done on your behalf. If our lawyer is unable to save your boat, we will return the \$1,000.

"You told me that you didn't know you needed a TIP for your boat, but you had the expired TIP in your folder, so you knew. If you hadn't bought the boat in Mexico, you would have had to buy a TIP at the border. Paying \$50 for a TIP that allows your boat to be in Mexico for 10 years without paying import duty is very reasonable, so there is no excuse not to have one. Like I told you yesterday, I am not the Mexican government, I am just trying to help you solve the problem you have with the Mexican government. But if you refuse to sign the papers that were prepared for you at the marina to help you, and you don't want to pay for anything, then I can't help you.

"I already paid the lawyer for the 83 boats that were released, but they had their papers in order, so it wasn't their fault they were impounded. In your case, you were at fault, so it is harder to get the government to release your boat."

The few boats in our marina that still have problems are ones that not only didn't have TIPs, they were also purchased in Mexico. And instead of cooperating with us, the owners of those boats have lied and tried to get away with whatever they want.

Yes, AGACE was too strict, and they shouldn't have done things the way they did. But as I told *Latitude* at the beginning of the ordeal, some boatowners don't take Mexican law seriously. It's too bad this had to happen for them to find out.

Hopefully soon this will be a bad memory.

Tere Grossman
 Marina San Carlos

Readers — Tere Grossman and Latitude see this situation in basically the same way: 1) By and large, the Mexican government has made it very easy and economical for the owners of foreign boats to cruise Mexico. Any boatowner who isn't willing to comply with Mexican law is a fool. 2) Sometimes Mexican law isn't clear, and sometimes it's interpreted and applied differently in different areas. But such problems were always pretty easy to work out — until AGACE struck in late November. 3) While the Mexican government has a perfect right to know what foreign boats are in Mexico, AGACE couldn't have planned and executed their partial audit in a more screwed-up way. AGACE's impounding of innocent boats for two or three months is responsible for most of the black eye that Mexico has gotten. 4) As much as AGACE may have screwed up, there are still foreign boatowners who, for reasons that escape both Tere and Latitude, won't lift a finger to help others try to save their boats.

↑↓ RUMORS, RUMORS AND MORE RUMORS

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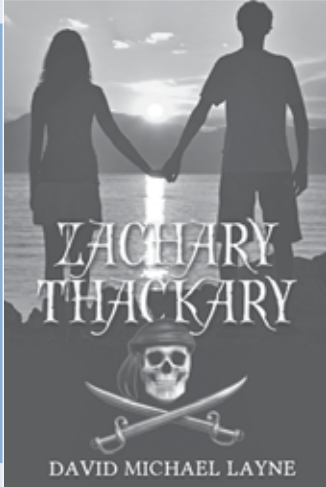
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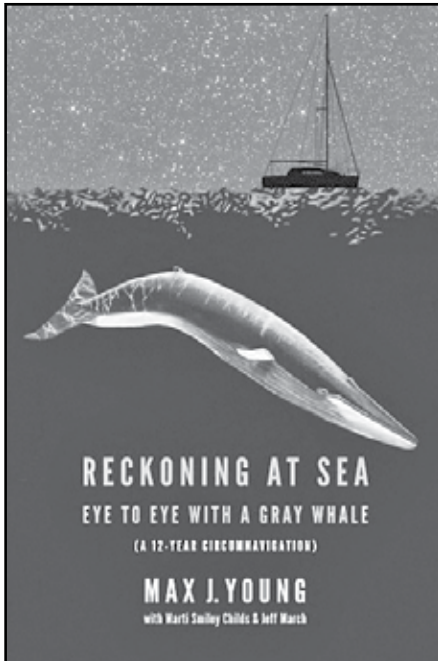
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Reckoning at Sea: Eye to Eye With a Gray Whale is a true story about a man living his dream of circumnavigating the world, and his harrowing rescue just 490 miles short of his final destination. As Max Young sailed alone on a dark, moonless night about 60 miles off the coast of Mexico, his life was about to change forever. On June 12, 2012, a gray whale breached and hit the portside stern of his 50-ft sailboat, *Reflections*.

LETTERS

allow boats to stay in Mexico for six months without paying a tax. Boats that stay longer will have to pay a 10% tax. I suppose rumors will fly for quite awhile, but if true, this sounds as bad as the embargo/impoundings and, if true, will kill cruising in Mexico.

We still have friends with boats who are not coming back to Mexico, and if this rumor has any substance and gets around, we know of other boatowners who will not come down either, as they are 'sitting on the fence', waiting to see how things play out.

Carol Dean
Stray Cat, Seawind 33
San Francisco

Carol — Since the Mexican government is not particularly forthcoming, it's easy for such rumors to get started and take flight. Tere Grossman, president of the Mexican Marina Owners Association for almost its entire existence, assures us that this rumor is nonsense. And she talks to the highest level officials in Hacienda.

⇕ **WOULD LATITUDE TAKE YOUR BOAT TO MEXICO NOW?**

Latitude 38's coverage of the Mexican boat impoundments has been extensive, and obviously personal to publisher Richard Spindler as *Profligate* was an impounded boat. However, having talked to some who have gone down to Mexico since this event, I find myself wondering if somehow this has been blown way out of proportion, as it appears there are still cruisers going to and coming from Mexican ports without a hint of what appears to have been a one-time event with Mexico ending up with egg on its face.

During several sailing events here in San Diego since the first of the year, I have inquired of several sailors about their intention to sail the Newport to Ensenada Race that starts on April 25. What I have found is that there is a very real fear of heading into Mexican waters at this time, and skippers whose boats have made Newport to Ensenada an annual event are now begging off, primarily due to the events as they have been reported in the pages of your fine publication. The specific fears are having one's boat impounded or being boarded at sea during a race.

What I, and I imagine most skippers, really want to know is whether it is safe to take our boats on this race. Though the publisher of *Latitude* sails in the Caribbean this time of year, would he be willing to enter his catamaran *Profligate* in this race? It would be a strong statement that indicates to all sailors that he believes that it is okay to sail into Mexican waters again.

It would also be great to have something from Hacienda, the Mexican IRS, stating that they will not have an inspection for boats entered in the race, and for the Mexican Navy to state that they will not board any vessels during the race. Though the last two items might be politically unpalatable to the Mexican authorities, the entry of *Profligate* would indicate your belief that there is no anticipation of the issues of last year continuing.

Please advise, as your readership values your opinion and your actions go a long way to support that opinion.

P.S. I looked at the NOSA website this morning, March 18, and note there are only 147 entries signed up this year versus a total of 203 who participated last year. That's a decrease of 28%. In the cruising classes there are currently 48 entries vs. 69 total last year, a decrease of 30%. Granted, there are still five weeks until the race, and I do not have any stats on where NOSA entries were at the same time last year, but given the

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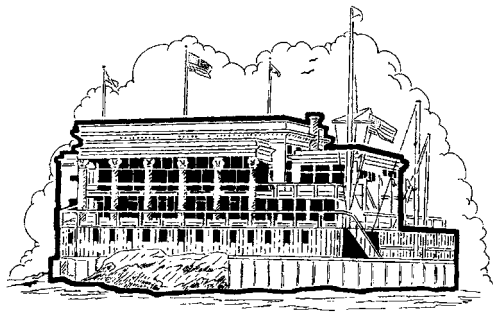


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LETTERS

discount that NOSA was providing for early entries, I suspect there will definitely be a significant decline year to year. Given that the economic climate is slightly better in California this year than last, I find the numbers troubling — and almost certainly caused by the TIP issue in Mexico. Please consider promoting this in your April issue, and consider entering *Profligate* in the Newport to Ensenada Race. Don't wait for the San Diego to Ensenada 'Little Ensenada Race' in October to raise the 'All Clear'.

David C. Cleveland
San Diego

David — The very short answer is yes, we would take our boat to Mexico now, based on the fact that we're told it's safe by the president of the Mexican Marina Owners Association and all of the marina managers. A much longer and more nuanced answer, which hopefully will give boatowners the information they need to make the decision for themselves, appears in the March 26 'Electronic Latitude'.

↑↓ A SHORT FILM ABOUT A LONG RACE

It's been 40 years since Ramón Carlin of Mexico, and we, his crew, won the very first Whitbread Around the World Race



BARRY PICKTHALL/PPL

— now the Volvo Ocean Race — with the Swan 65 *Sayula II*. A very enthusiastic Bernardo Arsuaga, who lives in Monterrey, México, is making a short film about the story of Ramón and *Sayula II*.

If you were associated with Ramón Carlin's Whitbread campaign on 'Sayula II', read this letter.

He is hoping that anyone associated with the project will get in touch with him. Bernard can be contacted at bernardoarsuaga@gmail.com.

Ramón no longer comes to *Sayula* in Puerto Vallarta, but I still use her. In fact, I will have been on her to greet the finishers of the San Diego to Puerto Vallarta Race at the end of March.

Enrique Carlin Larios
Mexico

Readers — There were two Northern Californians connected with Carlin's victory in that historic first Whitbread. The first was Ray Conrady of San Francisco, who was the navigator for Carlin in a race that took place long before the advent of GPS or other sophisticated electronic navigation. The second was Irving Loube, who was a longtime member of the St. Francis YC and who owned a series of racing boats named *Bravura*. Loube advised Carlin on making preparations for the unprecedented endeavour.

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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thomson's masthead leap

Last year singlehander Alex Thomson made headlines while campaigning the IMOCA 60 *Hugo Boss* in the Vendée Globe Race. Taking third, he became the fastest Brit ever to sail around the world solo nonstop. He and *Hugo Boss* made a different sort of headline in 2012 when Alex wowed sailors worldwide by performing a keel walk: with the boat heeled way over under sail, he jumped onto its articulating

keel from a jet ski, straightened his tie and dove off in dramatic fashion, all the while wearing a smart black Hugo Boss suit.

His most recent stunt went absolutely viral on YouTube (<http://goo.gl/ooCNXs>). Again dressed in his finest Hugo Boss threads, Alex stands at the base of his boat's steeply heeled mast and jauntily scampers to its 30-meter pinnacle. Once at the top of the fast-moving boat, he stands for a few moments before launching himself into the ocean off the Spanish coast.

Although you might be tempted to try this on your own, we'd highly recommend that you don't — especially if you don't enjoy heights. Apparently Alex isn't too enamored of heights either. Although he'd become comfortable jumping from a 10-meter platform during practice sessions, this wouldn't be a controlled environment like a swimming facility. "When it came to carrying out the mastwalk, I knew that I had a team of professionals and medics around me in case anything was to go wrong," says Alex. "Even though I was so focused on completing

the challenge and making the dive from the top of the mast I was still scared, and actually persuading myself to dive was hard."

The finished product is the result of a lot of hard work and some excellent editing. "The technical team and I spent a lot of time together understanding the risks and planning for every possible outcome," Alex says. "If anything were to go wrong, we had to find a safe way out of it. We had to take into account everything from wind speed, weather conditions, the speed of the boat, the angle and height of the mast and our ability to communicate during the stunt." Beyond that there were cameras to consider, a helicopter, and other team members on board RIBs and also on the boat. "We knew that if it came down to just one take, we had to make sure we got it right — and that we captured it perfectly on camera!"

Is there another edgy stunt in Alex's future? "Honestly, no plans. We have the New York to Barcelona race in June and the Barcelona World Race in December to try and win so all of our focus is on performing well in those races at the moment."

— ross

the latest ac 35 facts & rumors

Within an atmosphere of widespread rumors and speculation about America's Cup 35, one fact is indisputable: Hamilton Island Yacht Club, represented by Team Australia, is the Challenger of Record. They are currently negotiating with AC defender Oracle Team USA of San Francisco's Golden Gate Yacht Club about a vast range of topics.

In mid-February the America's Cup website declared "Protocol and Class Rule Expected in March." So, while it was not yet released

continued on outside column of next sightings page

sailing is on sale

In this age of insatiable consumerism most industries have sales on their products almost constantly. But that's not true in the sailing industry. Apart from a few less-than-spectacular exceptions, last week's price, this week's price and next week's price will all be about the same.

But there's one forum where you can count on getting just about anything in the nautical realm at discount pricing: at big annual boat shows. And it just so happens that the West Coast's largest all-sailing show, Strictly Sail Pacific, takes place at Oakland's Jack London Square April 10-13. It's a safe bet you'll be able to find anything from fully equipped sailboats to nautical beer holders there,



HUGO BOSS

Kids, don't try this at home. A mast-head camera caught Thomson's now-famous freefall into the drink.



HUGO BOSS

at strictly sail pacific

and just about all of it will be offered at discounted 'boat show special' pricing. So if you've been waiting to make a big purchase — including electronics, a new dinghy, refrigeration, foul weather gear or whatever — do yourself a favor and pick it up at Strictly Sail.

As good as the prices are, though, that's certainly not the only reason to attend the show. In addition to checking out the latest boat designs from top manufacturers, you'll find all sorts of watersports toys and innovative new gear of all types.

There will also be free boat rides and other means of introducing newbies to the

continued in middle column of next sightings page

ac 35 facts & rumors — cont'd

when we went to press, we expect to see it soon. The protocol will set out the terms for challenging and rules for the way the competition will be run. The class rule will define the boats to be sailed. This new rule appears to be on track, but the protocol seems to have some big open issues. The latest reports give these details:

Boats: AC62 hydrofoiling wingsail catamarans, 62 feet long with a crew of eight. They will utilize some one-design components, and will be able to foil upwind in 12 knots of wind and downwind in 8 knots.

Possible venue: San Francisco, San Diego, Honolulu, Newport and Chicago are candidates. Latest rumors say Chicago is the leading candidate. Expect an announcement this summer.

America's Cup World Series: Racing in foiling AC45 catamarans in 2015-16 in each competitor's country. No details on whether these races would affect challenger selection, but this may be a thorny issue in the negotiations.

Nationality: 25% of each crew must be nationals of the team's

continued on outside column of next sightings page



Spread: Look closely and you can see Thomson striding up the 30-meter mast. Inset: When you're sponsored by a firm like Hugo Boss, always being well dressed comes naturally. What you don't see in the video is the helmsman — see him? — scrunched down out of sight in the cockpit.

SIGHTINGS

ac 35 facts & rumors — cont'd

home country. No details yet on how nationality will be determined or defined.

Target team budgets: \$60-80 million.

Expected teams: Team Australia, Team New Zealand, Artemis Racing (SWE), Luna Rossa (ITA), Ben Ainslie Racing (GBR) and Team France have all announced their challenges, but only Team Australia, Artemis and Luna Rossa appear to have significant funding lined up. In addition, Team Russia has strong sponsorship. They are racing in the Extreme Sailing Series and they have declared their interest in the next America's Cup.

Event management details: AC Race Management costs are to be shared among competitors. Umpires, measurers and race officials are to have "final say." Does this imply no international jury? AC Commissioner to resolve commercial disputes.

On March 10 Australia's *Financial Review* reported that Sandy Oatley of Hamilton Island YC said negotiations are ongoing and would be completed by April at the latest. Team Australia CEO Iain Murray mentioned potential challengers from China and Korea, but there

continued on outside column of next sightings page

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We'll be presenting a few free seminars ourselves: Baja Ha-Ha 'How-To', Friday, April 11 at 2:15 p.m. and again Saturday at 3:30 p.m., followed immediately (4:45) by Sailing Tahiti and the Pacific Puddle Jump.

We hope you'll drop by the *Latitude*



BOB BETANCOURT / JARED WOHLGEMUTH

— continued

38 booth (#219-221) to say hi. And don't miss our annual Friday evening beer bust, 6-8 p.m. at the booth. It's officially dubbed as a "Baja Ha-Ha, Pacific Puddle Jump, and West Coast Circumnavigators' reunion party," but everyone is welcome, even if you don't expect to get around to any of those things until your next life.

As Max Ebb points out this month, the show also serves as an informal means of reconnecting with old friends — and possibly making new ones.

Another big plus is getting face time with bona fide experts on complicated products such as the latest electronics. In many cases you'll find you're talking to the guy who actually invented the gadget you're interested in. We'll see you there.

— andy



CYNTHIA SINCLAIR



Spread: 'Orion' blasts out of San Diego Harbor flying an ama. Inset, left: 'Mighty Merloe' was in the hunt before losing a foil. Right: The monohulls finished days behind the tris.

ac 35 facts & rumors — cont'd

have been no announcements of Chinese or Korean teams.

Also on March 10, an article in the San Francisco *Chronicle* presented Larry Ellison's 'vision' for the 2017 America's Cup which created excitement while leaving many unanswered questions. He would like to see America's Cup World Series racing using AC45 catamarans in 2015 and 2016 that would distill down to four teams that would build and race AC60 / AC62 foiling cats in "division championships"

in 2017. The Atlantic Division championship would be held in Rome for the top two teams from that region: Sweden, Italy, Great Britain, France, Germany and Switzerland. The Pacific Division, including New Zealand, Australia, Korea, China and Japan, would see their top two teams meet in Shanghai. The two division champions would then race in the Louis Vuitton Cup in Honolulu to select the challenger. The challenger would race in Honolulu against defender Oracle Team USA in the America's Cup Match.

But this vision seems to have too many issues to become reality:

- Unless the new AC60 / AC62 yachts were largely one-design, the defender would have a massive advantage: challengers would need to design a boat for conditions in Rome or Shanghai and for Honolulu, while the defender would optimize their design for Honolulu only.

- Challengers could not promise sponsors that they would ever race an AC60 / AC62.

- Since they would compete in the America's Cup World Series, the defender could influence which challengers made it through to the division championships.

- Who are the potential leaders of syndicates from China, Korea, Japan, Germany and Switzerland? There has been no sign of syndicates forming in these countries.

- Could any team sell this concept to sponsors?

- Reliable sources say that Louis Vuitton has no plans to continue its sponsorship of the event.

Time will tell how all these issues will be sorted out. But undoubtedly the first question on the minds of many West Coast sailors is this: Is San Francisco really out of the running as the venue for the AC Finals?

— jack griffin

editor of www.cupexperience.com

orion smashes lakota's pv record

The big news in this year's 1,000-mile San Diego to Puerto Vallarta race was the multihull fleet. Tom Siebel's MOD70 *Orion* and H.L. Enloe's Orma 60 *Mighty Merloe* showed up, so what the 23-boat fleet lacked in numbers it made up in speed. These two trimarans are among the fastest boats ever to race to Vallarta, and they both call California home.

Early weather reports had some tri crewmen in the dumps, worried that the light air meant there was little chance of beating the late Steve Fossett's 1998 record run, set aboard his trimaran *Lakota*. But, given the speed of these newer tris, just about anything seems possible.

Although *Orion* won the start in crowded San Diego Bay, forcing *Mighty Merloe* to leeward, their battle had really just begun. Cam

continued on outside column of next sightings page



GILES MARTIN-RAGET / ACEA

Oracle Team USA CEO Russell Coutts and Team Australia CEO Iain Murray face off in negotiations over the format of the next America's Cup.

orion's pv record — cont'd

Lewis, who was skippering *Mighty Merloe*, decided that it would be a good idea to change helmsmen, and handed the wheel over to Tim McKegney not long after the start. This proved to be a great tactical move as McKegney managed to get *Mighty Merloe* pointing higher and going faster. By nightfall she was in the lead.

The next day, *Mighty Merloe* was moving along at a healthy clip of about 28 knots when, with no warning, the starboard foil disappeared.



JARED WOHLGEMUTH

The victorious 'Orion' crew shows its StFYC colors.

There wasn't any sensation on the fast-moving boat that they'd hit anything at all; it just fell away. "Breaking the foil was a game-changer for us," says Cam. Had the aging foil not fallen away, he believes that they would have been in

the hunt for line honors all the way down to at least Cabo San Lucas.

Orion continued south with her longer, narrower hulls and held on to the breeze, but just barely, giving the entire crew huge relief when they passed through the finish line. "We had the record in the bag with 40 miles to go," says *Orion's* skipper Charlie Ogletree. "All of a sudden we hit no wind and thought we were going to drift to the finish and watch the record disappear. The team is very happy and proud. They should be, as it was an awesome team and everyone worked really hard."

The new *Orion* record is 2d, 8h, 33m. *Mighty Merloe* came in just over five hours later at 2d, 13h, 41m, 6s, just beating *Lakota's* time of 2d, 14h, 20m, 17s. Among the monohulls, Bob Pethick's *Rogers 46 Bretwalda 3* was first to finish (4d, 20h, 0m), and also corrected out to maintain first in the mono fleet.

— ross

why are these boats on the beach?

During the big storm surge March 1, three boats in the 25- to 40-ft range went up near the volleyball courts at Santa Barbara's East Beach. Several more apparently went ashore outside the city limits, but within Santa Barbara County.

Boats going ashore during winter storms are nothing new in Santa Barbara, as the southeasterly storms either blow them right onto the beach or along the coast and into Stearn's Wharf. As we recall, a guy named Richard Henry Dana wrote about such storms back in 1840. If you think storm-blown boats can't do much damage to a mighty wharf, you're wrong. According to Captain Steve McCullough of the Santa Barbara Harbor Patrol, about 30 years ago one boat was driven into the wharf with such force that it damaged the roadway so badly that the whole wharf had to be closed for three months. The owners of the restaurants and other businesses were not thrilled to be shut down.

In an effort to keep anchored boats from being blown up onto the beach in the winter, Santa Barbara passed regulations that make it illegal to anchor in the 'seasonal anchorage' to the east of the wharf from the end of October until the beginning of April. But there is still a mooring area a half mile to the east of the wharf, and a 'year around' anchorage even farther east by the volleyball courts. The regulations seem to have reduced the number of boats that go ashore, but as this year proves, it hasn't eliminated them. Some years, as many as 12 boats have gone ashore, but last year there were none. You just

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2014 social ta-ta

The possibility of a second SoCal Ta-Ta — a Baja Ha-Ha-style cruiser rally from Santa Barbara to Catalina — would appear to hinge on the installation of mooring balls at Redondo Beach's King Harbor and the harbor policy that will revolve around them.

Proposed dates are September 7 to 13, with stops at Santa Cruz Island, Paradise Cove and King Harbor. Everything is looking good for a Ta-Ta at both the Santa Barbara and Catalina ends, there are no problems at Santa Cruz Island or Paradise Cove, but 'progress' at King Harbor could throw a wrench into the Ta-Ta's schedule.

During the first Ta-Ta in 2012, all the



ALL PHOTOS LATITUDE / ROSS

plans in limbo

boats were able to anchor behind the Redondo Breakwater. But 25 mooring balls are slated to be put in place by the end of July, and it's unclear what that would mean if there was a Ta-Ta fleet of 50 boats. Could the moorings be reserved? Could smaller boats double up on them? Will there still be room to anchor? And if so, how much? The answers to these questions are unclear because it hasn't been decided who will administer the moorings, let alone what the rules will be.

The other option in Redondo is the normally welcoming King Harbor YC. While it's likely they will welcome the Ta-

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boats on the beach — cont'd

never know.

If anybody's boat went up on the beach this year, it's hard to understand why. True, this was one of the biggest swells to hit the West Coast in many years, with waves so big that one broke a window at Moby Dick's restaurant. (You can see the video of it on YouTube.) But as McCullough explains, "This storm was forecast well in advance, so it took nobody by surprise. Lots of boats came into the harbor to take safe haven." When storms approach, the Santa Barbara Harbor Patrol accommodates all boats that need shelter.

In a somewhat unrelated matter, a squabble between the Army Corps of Engineers and a dredging company meant that dredging of the harbor entrance on the west side of Stearn's Wharf was not completed on schedule. As a result, the Harbor Patrol had to escort boats into and out of the harbor entrance for about a week. Dredging has since started, and boats can go in and out without an escort.

— richard



One man's nightmare is another's folly. This Santa Barbara wedding party couldn't resist the temptation to strike a pose on the wave-battered hull of 'Movado' after she washed ashore March 1.

SIGHTINGS

santana's new 'steward'

One of the most beautiful — and legendary — schooners ever to grace San Francisco Bay waters entered a new chapter last month, as Paul and Crissy Kaplan passed the 'stewardship' of *Santana* to her new owner, philanthropist Wendy Schmidt (wife of Google Executive Chairman Eric Schmidt).

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2014 social ta-ta

Ta fleet to dine and drink there, the fleet would be coming in on the night of their last beer can race, so their docks will be filled.

Another option, which is less attractive because the fleet would be scattered,



Above: Before their beloved 'Santana' was trucked away, Paul Kaplan and his daughter Erika paused for a final pose beside her. Spread: A classic portrait of the vintage schooner flying her 2,000-square-foot chute, dubbed Mama Cass. Needless to say, jibing that big girl could be nerve-wracking.



— continued

would be to try to find available slips in any of Redondo's marinas.

The folks from Redondo promise to get back to us as soon as possible, at which time we'll get back to you.

— richard



PETER LYONS / WWW.LYONSIMAGING.COM

santana — cont'd

"Getting her into the hands of a great new owner is as much as anyone can hope for with a boat like this," says Paul. Still, loading the 1935 S&S classic onto a flatbed and saying goodbye was undoubtedly a bittersweet experience. After an exhaustive refit 15 years ago, the Kaplans raced this thoroughbred warhorse — which was once owned by actor Humphrey Bogart — extensively on San Francisco Bay, lending a touch of classic elegance to every competition she entered.

As *Santana* rolled out of KKMI boatyard in Sausalito March 12, dockside gossip indicated that she was headed for a refit somewhere on the East Coast, but would eventually come back to race in West Coast waters. Other sources indicate she may stay in a South Bay marina. We hope the latter is true, because we've always relished the sight of *Santana* gracefully slicing through Bay waters with her full complement of sails all perfectly trimmed.

— andy

equal time for sea guys

Last month we reported on the Sea Gals — a group formed not long after WWII by diehard female sailors who sail regularly on San Francisco Bay waters just for fun.

Turns out there are at least two long-established groups of Bay Area men who subscribe to a similar routine. Back in 1992, Berkeley YC commodore Bob Harris decided that his club's men should have regular sailing outings, since there was already a Ladies Lunch Group. Thus was born the Old Phartz. Today, more than 20 years later, their primary purpose remains to simply have good conversation with friends and enjoy lunch while sailing on the Bay.

"The Old Phartz meet on the first and third Thursday of each month wherever the volunteered boats are berthed, either Emeryville, Berkeley or Richmond," explains Old Phart Wil Hand. Much like the Sea Gals and their Pals, the Old Phartz invite their ladies out to sail with them one day each year at the 'Phartz and Tarts' lunch.

Meanwhile, the Richmond YC is home to another group of old dudes who enjoy afternoon sails together. By their name, we have to assume they're big into vitamins. The Geritolers, as they call themselves, sail over to Angel Island on the third Friday of each month. Their job is to prepare a BBQ lunch for the Sunshine Boys who arrive by boat soon after lunch is ready, and sit down to eat. Together, the two groups go by the name, The Old Salts, (aka old guys who like to use a lot of different names). These guys have been following this routine for more than 20 years, and they welcome any male members of their club to participate. Just show up at the dock.

It's good to know that so many aging Bay Area sailors — both female and male — are getting out regularly and enjoying time on the water. We hope that learning about them will inspire some younger sailors to think about what they'll be doing for lunch in twenty years' time!

— ross



Members of the Old Phartz don't have any big agenda. They just like to get out for a friendly sail a couple of times a month.

SIGHTINGS

sailin' the house on banderas bay

Among veteran cruisers there's a long-standing consensus that Banderas Bay — which fronts Puerto Vallarta — offers the most consistent sailing winds in Mexico. So it's only fitting that the country's most popular cruiser regatta has been staged there for more than two decades.

Hosted by Nuevo Vallarta's Vallarta YC, the 22nd edition of the Banderas Bay Regatta (March 12-14) drew 31 entries in six spinnaker and non-spin divisions. A wide range of boat types was represented, from heavily laden cruising boats ("sailing the house") to go-fast race boats and even a Hobie Cat. True to its original concept, the emphasis

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The pictures tell the story: Yet again Banderas Bay provided moderate breeze and sunny skies for a disparate fleet of racers.

around the world

Intrepid singlehanded sailor and author Webb Chiles, 72, has circumnavigated the globe five times under sail and is now in the final stages of preparing for an epic journey around the world in his flush-decked Moore 24 *Gannet*.

We caught up with Webb in San Diego last month to get the latest info on his sailing plans, boat preparations and departure.

An eternally youthful Chiles beamed

in a moore 24

with pride of ownership and enthusiasm for his little gray Moore 24 as he showed off all of the unique upgrades he's done to make *Gannet* more suited for long-range solo sailing.

Starting at the bow, he installed a removable carbon-fiber bowsprit for use with a furling asymmetrical spinnaker. Working sails consist of a roller-furling jib and user-friendly mast track and reefing

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ALL PHOTOS VALLARTA YC / JERRY SHULL & HARRY HAZZARD

sailin' the house — cont'd

was on not-too-serious fun. And true to tradition, the bay produced ideal sailing conditions with 8 to 18 knots of breeze. Winners were:

Division A (Performance): 1) **Olas Lindas**, Varianta 44, Linda Sweet of Toronto, Ontario; 2) **Vector**, Capri 37, Alejandro Rabago of P.V. 3) **Tiger Beetle**, N/M 456, Rob McFarlane of San Francisco.

Division B (Performance): **J/World #3**, J/80, O'Rourke Sailing Team. 2) **J/World #1**, J/80, Rick Taylor, local coach. 3) **J/World #2**, J/80, Gael Simon, local coach.

Division C (Multihull): 1) **Dream Chaser**, Farrier F-9RXT, Cam McCannel of Salt Spring Island, BC. 2) **Wind Trekker**, Corsair 31 UC, Thomas Brown. 3) **Miss Kitty**, Hobie 16, Randy Hough of Nuevo Vallarta.

Division D (Cruiser Class): 1) **Daring**, Dawn 48, Craig Chamberlain of Puerto Vallarta and Newport Beach. 2) **Snapdragon**, Beneteau 39, Russ Johnson of Lopez Island, WA. 3) **Sur**, Beneteau 49, Alejandro de La Pena of Guadalajara.

Division E (Cruiser Class): 1) **Shindig**, Oyster 485, Robert and Nancy Novak of Sausalito, CA. 2) **Agave Azul**, Catalina 470, Robin and Kathrn Weber of San Francisco. 3) **Talion**, Gulfstar 50, Patsy Verhoeven of La Paz and Portland, OR.

Division F (Jack and Jill): 1) **Impulse**, Peterson 35, Richard and Barb Rotteveel of Vernon, BC. 2) **Que Sera Sera**, Kettenburg 32, Richard and Maryann Hodge of Portland, OR, and La Cruz de Huacacaxtle, Mexico.

Doing the BBR is a well-loved cruiser tradition, so if you plan to be cruising in Mexico next year, you won't want to miss it.

— andy

revving up for the great vallejo race

We've done our best to help the Vallejo YC publicize the fact that the date has changed for this year's Great Vallejo Race — it's *this* month, April 26-27 — because we certainly wouldn't want you to miss out on the fun. The GVR is, after all, the official season opener, it draws one of the largest fleets of any Bay race, and its history goes back 115 years! (Sign up by April 24 at www.yra.org.)

Thanks to club member Martha Blanchfield, who did a little digging through the race archives, we got a fascinating history lesson. For example, according to a club retrospective, "cruises" from the Central Bay to Vallejo began in 1895 — precursors, we assume, to the Great Vallejo Race. Once the annual tradition began, entries grew rapidly. By 1941 "1,500 yachtsmen" were said

to have participated. The GVR probably reached its peak in 1970 when the entry roster swelled to around 700 boats! — so big that it was split into two races in opposite directions the next year: one to Coyote Point and the other to Vallejo. But the split didn't last long. As recently as 1997 there were 400 boats entered, although as with most local races the numbers have waned in recent years.

But that's no reason that you shouldn't still regard it as a must-do annual tradition. It doesn't matter if you don't have a snowball's chance in hell of achieving a podium finish, the point is simply to get out there among 'em, no matter what you sail on, and have some classic springtime fun under sail.

— andy



We had fun perusing the Vallejo YC's archives, but not as much fun as these revelers from yesteryear. Gotta love those captain's caps!

VALLEJO YC ARCHIVES

the sailors we meet

One of the cool things about working at *Latitude* — which helps to balance out all the long hours spent in the 'editorial dungeon' — is that we get to meet all sorts of interesting people; sometimes on the rail of a race boat, sometimes on a marina dock, sometimes at a palm-thatched beach bar, and sometimes simply through email.

A case in point was getting to know a little bit about Tim Litvin and Tiina Seppalainen ("with two 'i's and one nose") of Santa Cruz.



TIM LITVIN / SALA-MA-SOND

Although Tim and Tiina live in Santa Cruz, they think of the tropics as home. They plan to sail there in two years.

Tim sent in the accompanying shot of their classic Cheoy Lee Offshore 40 yawl *Sala-ma-Sond*, and when we asked for a little background he shared the backstory plus their future game plan: "Tiina (originally from Finland) and I got together almost eight years ago with a mutually passionate plan to cruise, south and west. Happily, she's pushing for it at least as hard as I am."

Due to his ability to work from the boat as an optomechanical engineer, he says "some years 95% of my life is enjoyed on the water." He's lived aboard since 1990.

Tim also reminded us about his previous boat, which was also featured in the pages of *Latitude*, but ingloriously: "In 1997 my previous Cheoy Lee OS27 *Samantha* (his home for seven years) was stolen and beached one stormy winter week when I was out of town. *Latitude* featured that *It's a Wonderful Life*-type story over several pages back then as the community rallied to get me back on the water."

Luckily, he found *Sala-ma-Sond*, a vintage beauty that had sailed to Mexico and the South Pacific under previous owners as *Flying Eagle*. "Soon," he says, "it will be our turn."

— andy

release of last boats from ensenada

On March 21 paperwork was completed to "liberate" the last of the 'embargoed' foreign boats at Marina Coral in Ensenada — nearly four months after they had been impounded. This included a total of 15 boats. Well, eleven boats and — we're not making this up — four dinghies.

Harbormaster Fito Espinosa told *Latitude* that all of the boats had been legal in the first place. "Three of the boats had the original 20-year Import Permits, which AGACE agents initially didn't know anything about, which is why they put the boats in 'precautionary embargo'." Another boat, an aluminum 80-footer, was impounded because the AGACE agents couldn't find the HIN number, even though the HIN number was right on the transom where it is supposed to be. It was problems like that."

So why did it take four months to "liberate" these perfectly legal boats? "Procedures," replied Espinosa, with obvious discouragement in his voice. The release of the boats is being accompanied by a 100+ page document by AGACE. Tere Grossman, president of the Mexican Marina Owners Association reports that all but one of the boats impounded in Acapulco have been released, too.

There is no question that the impoundings have adversely affected Marina Coral's business. "Americans were too scared to bring their boats to Mexico," said Espinosa. Which is why he and representatives from eight other marinas in Mexico, plus representatives of Mexico's Tourism Department, will be at the Newport Boat Show (April 3-6) and a slightly smaller contingent will be at the Strictly Sail Show (April 10-13) in Oakland. That's all well and good, but the people who really need to make an appearance at the boat shows are members

moore 24

system. Powered completely by flexible solar panels mounted flush to the deck, Webb's boat relies solely on electric tiller pilots and does not carry a windvane steering device.

Things are kept just as minimal and



"A delicious reach down to Capitola left us clawing our way back to Santa Cruz into the breeze and chop," writes Tim Litvin of Santa Cruz regarding a Sunday sail on Monterey Bay aboard his vintage Cheoy Lee Offshore 40 yawl 'Sala-ma-Sond'. He and Tiina (yes, with two 'i's) live aboard, and they have a rule we think every liveaboard should adopt: "We try to keep her in a condition that lets us be out of the slip in minutes."

TIM LITVIN / SALA-MA-SOND

— continued

tidy down below, with the stock Moore 24 layout of two pipe berths and two mini nav stations.

Now back in Illinois with his (sixth) wife Carol, the 72-year-old plans to

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release of last boats — cont'd

of Mexico's IRS, to explain what this was all about, and if mariners have any reason to fear a repeat in the future.

As of press time, we were unable to get a count of how many of the 338 foreign boats that were originally impounded are still being held and why. We believe the number is quite small.

— richard



SIGHTINGS

latitude's disappearing drone

While the wider world pondered the mystery of Malaysia Airlines Flight 370's bizarre disappearance last month, we experienced an aeronautical mystery of our own — concerning our photo drone.

As background, we should explain that drones, such as the popular DJI Phantom with a GoPro camera on a twin-axis gyro, are now being used frequently for taking high-resolution stills and videos of sailing events and cruising scenery. In addition to being used during races on San Francisco Bay, they've been used in the Sint Maarten Heineken Regatta, the St. Barth Bucket and many other events.

Here at *Latitude* we've been using our drone primarily to take photos of anchorages in the Caribbean, with big plans to shoot lots of photos this summer in Mexico's Sea of Cortez. Alas, those plans took a dive several weeks ago at St. Maarten as we attempted to video the megayachts departing Simpson Bay Lagoon. What happened underlines the dangers that drones can pose.

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moore 24



RONNIE SIMPSON

If anyone can circumnavigate in a Moore, it's Webb.

return to San Diego in early May, make last-minute preparations, and leave for Hilo, Hawaii.

From there, Webb plans to make one long passage to French Polynesia, and then another long passage to his second home, Opua, New Zealand.

He will not be stopping at all of the



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idyllic islands along the way. After all, he's been to French Polynesia seven times.

After New Zealand, his route is still up in the air. "I don't have any doubt that a Moore 24 can survive a tradewind circumnavigation," says Webb. "Can it survive the Southern Ocean? Well, I'm going to spend 6,000 or 7,000 miles figuring that out, and then decide whether to head for Cape Horn or for Australia."

Look for our extensive interview with Webb in the May edition of *Latitude*. If final preparations go well, he'll be setting sail shortly after that issue hits the docks. We wish him luck. Lots of luck.

— ronnie simpson



LATITUDE / RICHARD

latitude's drone — cont'd

We'd set up perfectly on the west side of the causeway for the 4 p.m. departure of the big yachts. As the lift bridge was going up in preparation for the first 150-ft sailboat to leave, we launched the drone. It started flying like a hornet on drugs, darting one way and then another. We'd had a very brief experience like this a half-hour before when I was taking aerials of our Olson 30 *La Gamelle* at the St. Martin Shipyard, but the drone quickly settled down and flew smooth as silk in 20-knot winds. So we went for elevation, and that's exactly what we got. The drone shot up and way above the 150-ft lift bridge — and fortunately not into the mast of the first big Perini coming out. But we were never able to get a visual on her again. However, she was still sending video, so we knew that she was way the hell up there, hovering perhaps 500 feet above the procession of yachts and the hundreds of people gathered to watch the afternoon show from the yacht club.

"No, no, no, no!" we kept saying to ourselves, freaked out that the not particularly aerodynamic 9-pound unit might hit someone. We did everything we could with the controls, but we were helpless. What a creepy feeling for a control freak. Then the video lost all its color — which had happened before — meaning the GoPro was back to crap mode. Anyway, the drone flew for several more minutes in seemingly the same position, then apparently went into a death spiral. Abruptly there was no more signal.

Here are the possibilities in order of probability: 1) It landed in the water and sank, most likely unseen because everyone was gawking at the megayachts. 2) It landed in a field at Mickey Mouse Island — or whatever they call it — to the east of the lift bridge. 3) It landed on some .00001 percenter's head on Victoria Secret's 250-footer.

We stuck around for about 10 minutes listening for the sound of an approaching ambulance. If we had hurt someone, we were going to take responsibility. But hearing nothing, we closed up the drone's carrying case and slunk away in shame. As best we could tell, only one person knew what had happened, a helicopter pilot who happened to be standing behind us. "Lucky you weren't aboard," he laughed. What makes it such a pisser is we're 99% sure it was our own damn fault. We think we made the classic 'flyaway' mistake. That is, not waiting for the drone to acquire all the necessary satellites before sending it aloft. We feel chastened, and we also feel as though we now fully appreciate the potential danger of these little buggers. We think it's highly unlikely one would kill anyone or even break any bones, but it could do some damage — and righteously piss somebody off.

Our immediate reaction was "We're done with drones." But then we remembered what Larry Ellison told Jimmy Spithill after he wrecked Oracle Team USA's first AC72. "Don't feel bad, we've got another one. Just learn from it." Plus, our kids encouraged us not to give up. And the photos you get from a drone are spectacular and can't be gotten any other way. So we're looking to get a replacement as soon as possible. It's uncertain how soon that will be, as you can't buy the good setup right off the shelf. But we're sure going to be more careful in the future. And if it starts off flying crazy, we're going to immediately kill the power before it can fly away.

With no drone to distract us, we can now concentrate on launching *La Gamelle* and towing her against the trades from the British Virgins to St. Barth. The possibility of trouble while doing that? Fair to good. The only thing worse than living this kind of wild life is not living it. So we're trapped. Hope you find peace in your life.

— richard



LATITUDE / RICHARD

During a St. Maarten mishap our Phantom eventually lived up to its name.