

Latitude 38

VOLUME 454 April 2015

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Come see us in booth #211-213-215 at the Strictly Sail Pacific boat show April 9-12

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It took John Dukat five-and-a-half years to convert *Critical Mass* from a sloop to a cat-rigged boat. Starting as a mini-tonner, designed by Dave Mancebo to the old IOR measurement rule, *Critical Mass* was already fairly easy to handle, but John's love of single-handed sailing and bird watching inspired him to reconfigure the boat as a single-sail-powered cat boat.

Once rigged and ready, John ordered a Dacron sail from Pineapple Sails and began to sail nearly every day. The sail served him well for his daysailing and occasional racing. But, as he puts it, "the competitive juices resurfaced" and "with a big gulp" he ordered a carbon mainsail.

He recently won his division in the 2014-2015 Berkeley Midwinters, the Sunday short-handed series. He sees doing well as a bonus; the fun is in the sailing.

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Cover: One last look at light-air winter sailing before we
up-shift to breezy summer conditions.

Photo by Martha Blanchfield / www.renegadesailing.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.

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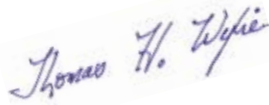
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Latitude 38

"we go where the wind blows"

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CALENDAR

Non-Race

Apr. 1 — Corinthian Speaker Series featuring artist/racer Jim DeWitt, 7 p.m. Free, but sign up at www.cyc.org or (415) 435-4771.

Apr. 1-27 — The tall ships *Lady Washington* and *Hawaiian Chieftain* visit Redwood City through 4/13; Eureka, 4/17-22; Crescent City, 4/23-27. Info, www.historicalseaport.org.

Apr. 1-29 — Wednesday Yachting Luncheon Series, StFYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

Apr. 1-29 — San Diego's South Bay Sea Scouts meet at Chula Vista Marina aboard the schooner *Bill of Rights* on Wednesdays at 7 p.m. Sea Scouts is for guys & gals ages 13-20. John, (619) 852-7811 or mossfish@gmail.com.

Apr. 4 — Laserpalooza, Alameda Community Sailing Center, 11 a.m.-3 p.m. Social for new and existing Laser sailors, free BBQ & sailing. Bring your Laser for help getting it ready for the season. Ryan, (510) 681-5815 or roguerigger@gmail.com.

Apr. 4 — Get Out on the Water Boating Event, Buckley Cove Launch Ramp, Stockton, 11 a.m.-4 p.m. Check out boats, accessories & clubs. Info, www.riverpointlanding.com.

Apr. 4 — Sail under the full moon on a Saturday night.

Apr. 4 — Chantey Sing aboard the historic vessel *Eureka* at Hyde Street Pier, San Francisco 8 p.m.-midnight. Dress warmly. Free, but RSVP to Peter, (415) 561-7171.

Apr. 4-25 — Sailing in Access Dinghies, 10 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Meet at Java House. Info, (415) 281-0212 or www.baads.org.

Apr. 5 — Easter Sunday.

Apr. 5-26 — Veterans' Sail, 10 a.m., and Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or www.baads.org.

Apr. 8 — Sequoia YC Beer Can Season Kickoff, 7 p.m. Dinner, seminar on using RaceQs to improve your tactics and boat handling. Will Paxton will discuss sail trim video analysis. Open to all. Info, www.sequoiayc.org/racing.

Apr. 9 — Single Sailors Association monthly meeting, Balena Bay YC in Alameda. Social hour, 6:30 p.m.; dinner, 7; meeting, 7:30. Info, www.singlesailors.org.

Apr. 9-12 — Strictly Sail Pacific, Jack London Square, Oakland. Info, www.strictlysailpacific.com.

Apr. 10 — Baja Ha-Ha, Pacific Puddle Jump & Circumnavigators' Reunion at the *Latitude 38* booth #219 at Strictly Sail Pacific, 6-8 p.m. Info, www.strictlysailpacific.com.

Apr. 10 — Eric Stone in concert, Oakland YC in Alameda, 8:00 p.m. Dinner & concert, \$40 inclusive; concert only, \$10. RSVP to Elaine, (510) 522-6868.

Apr. 10 — Polynesian Canoe Builders present ancient designs, building methods and instructions for a traditional Vaka o Lata at the Matthew Turner Shipyard, Sausalito, 5-6 p.m. Free. Alan, (415) 847-0426.

Apr. 10, 11 — Baja Ha-Ha How-To, a seminar by *Latitude 38* editor Andy Turpin at Strictly Sail Pacific, 1 p.m. on 4/10; 11:45 a.m. on 4/11. Info, www.strictlysailpacific.com.

Apr. 10, 11 — Tahiti and the Pacific Puddle Jump, a seminar by Andy Turpin at Strictly Sail Pacific, 3:30 p.m. on 4/10; 1 p.m. on 4/11. Info, www.strictlysailpacific.com.

Apr. 11 — Call of the Sea/Educational Tall Ship Fundraiser, Matthew Turner Shipyard, Sausalito, 6-9 p.m. Drinks, food, music, silent auction. \$75/adults; \$30/under 21. Info, (415) 331-3214 or info@callofthesea.org.

Apr. 11 — A Sailing Life Inspires a Celebration of Sailing and Ocean Conservation seminar by *Latitude 38* associate publisher John Arndt at Strictly Sail Pacific, 10:30 a.m. Info,

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2015 CATALINA 445

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CALENDAR

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Apr. 11 — Spring Swap Meet, Emeryville Marina, 8 a.m.-2 p.m. Buy, sell, trade. Info, (510) 418-1908.

Apr. 11 — Opening Day on the Delta, Stockton YC. Boat parade, dining & entertainment; dock space as available. Theme: Old Hollywood. Fundraiser for Hospice of San Joaquin. Info, (209) 946-9259 or www.stocktonyachtclub.org.

Apr. 11 — Wooden Boat Challenge at the Bodega Bay Fisherman's Festival, Westside Park. Construction begins at 10 a.m.; race starts at 2 p.m. Info, www.bbfishfest.org.

Apr. 11 — Berkeley Bay Festival, Berkeley Marina, 11 a.m.-4 p.m. Info, www.ci.berkeley.ca.us/BayFestival.

Apr. 11, May 9 — Amateur Radio Class, 9 a.m.-3 p.m., Petaluma. Cram Tech or General class/exam. \$25. RSVP required, (707) 762-9414 or wb6tms@arrl.net.

Apr. 11, May 17 — Cal Sailing Club Open House, with free sailboat rides, 1-4 p.m. Info, www.cal-sailing.org.

Apr. 12 — US Sailing Coastal Safety at Sea Seminar, Strictly Sail Pacific, Oakland, 9 a.m.-1 p.m. \$65 includes free show admission. Info, www.strictlysailpacific.com.

Apr. 16 — OYRA Pre-Season Get-Together & Skippers Meeting, Berkeley YC, 6 p.m. Kame Richards will talk about playing the currents, 7 p.m. Info, www.yra.org.

Apr. 18 — Club Nautique Open House, Alameda, noon-4 p.m. View the fleet, join a seminar, enjoy hot dogs & beverages. RSVP, (510) 865-4700. Info, www.clubnautique.net.

Apr. 18 — Opening Day, Stockton SC. Marine swap meet, free sailboat rides, boat parade & blessing, games, food. Info, (209) 951-5600 or www.stocktonsc.org.

Apr. 19 — Berkeley YC Swap Meet & Open House, 6 a.m. Flea market spaces, \$20; club tours. Info/space reservations, (510) 843-9292; info, www.berkeleyyc.org.

Apr. 22 — Celebrate Earth Day on the liquid part.

Apr. 25 — Club Nautique Open House, Sausalito, noon-4 p.m. View the fleet, join a seminar, enjoy hot dogs & beverages. RSVP (415) 332-8001. Info, www.clubnautique.net.

Apr. 25 — About Boating Safely, Del Rey YC, Marina del Rey, 8:30 a.m.-4 p.m. \$55/person or \$80/couple, including book, continental breakfast, and lunch. Reserve your spot at jonericedecuir@earthlink.net.

Apr. 26 — Opening Day on the Bay. Interfaith Blessing of the Pleasure Craft, Raccoon Strait, 10:30 a.m.-1 p.m.; info, www.cyc.org. Decorated Boat Parade, theme Youth in Boating, Crissy Field to Pier 39, noon; info, www.picya.org.

May 2 — Opening Day on the South Bay. SeqYC, www.sequoiayc.org.

May 2 — Opening Day on Lake Yosemite. LYSA, www.lakeyosemitesailing.org.

May 2 — Nautical Swap Meet, Owl Harbor, Isleton, 9 a.m.-noon. Part of Delta Loop Fest. Reserve a free space at (916) 777-6055 or info@owlharbor.com.

May 2 — Marine Gear Swap Meet, Chula Vista Marina, San Diego, 7 a.m.-noon. Includes a 'Responsible Disposal Day' for electronics, appliances, computers, cushions, sails, small batteries, etc. No hazardous waste. Info, (619) 862-2835.

May 6 — Corinthian Speaker Series featuring Elaina Breen, crew on the Clipper Round the World Yacht Race, 7 p.m. Free, but sign up at www.cyc.org or (415) 435-4771.

May 6 — Racing Rules of Sailing Seminar with Randy Smith, Long Beach YC, 7 p.m. Info, www.lbyc.org.

May 10 — Take Mom sailing.

May 16 — Delta Cruising Seminar/Delta Doo Dah Kickoff Party, Richmond YC, 6 p.m. Info, www.deltadoodah.com.

May 16 — Nautical Swap Meet, Marina Bay, Richmond, 8 a.m.-noon. Info, info@mbyachtharbor.com.

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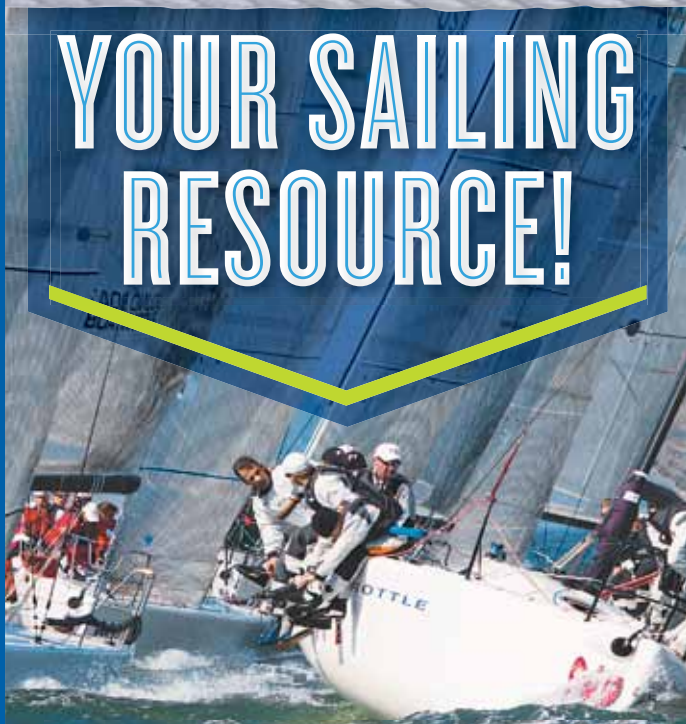
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CALENDAR

May 16-17 — Women's Sailing Seminar, Corinthian YC, Tiburon. Info, www.cyc.org.

May 17 — US Sailing Safety at Sea Seminar, Encinal YC, Alameda, 8 a.m. Info, www.pacificcup.org.

Racing

Apr. 4 — Andy Byrd Memorial. CPYC, www.cpyc.com.

Apr. 4 — Trans-Folsom. FLYC, www.flyc.org.

Apr. 4 — Bullship Race, in which 8-ft El Toros sail from Sausalito to San Francisco. Info, www.eltoroyra.org.

Apr. 4, 18, May 3, 16 — Races #5-12. Andreas Cove YC, www.andreascoveyc.org.

Apr. 4, May 9 — North Bay Series. VYC, www.vyc.org.

Apr. 4, May 9 — Summer Series. KBSC, www.kbsail.com.

Apr. 4-5 — St. Francis Interconference Collegiate Regatta. StFYC, (415) 655-7756 or www.stfyc.com.

Apr. 11 — Carmiggelt Regatta/Mercury NorCal Series at EYC. Info, www.encinal.org or www.mercury-sail.com.

Apr. 11 — Doublehanded Lightship. IYC, www.iyc.org.

Apr. 11 — Don Wan Regatta. TYC, www.tyc.org.

Apr. 11 — Doublehanded Long Distance. SSC, www.stocktonsc.org.

Apr. 11 — Commodore's Regatta. SCYC, www.scyc.org.

Apr. 11, 25 — Frostbite Series. ElkYC, (831) 724-3865 or www.elkhornyc.com.

Apr. 11, May 9 — South Bay InterClub Race Series. Info, www.jibeset.net.

Apr. 11-12 — Cal 20 Regatta. CYC, www.cyc.org.

Apr. 11-12 — Wheeler Regatta. BYC, www.berkeleyyc.org.

Apr. 11-12 — Big Dinghy. RYC, www.richmondyc.org.

Apr. 11-12 — Harken Opti Challenge Series #2. SFYC, www.sfyf.org.

Apr. 12 — Estuary Cup. EYC, www.encinal.org.

Apr. 12 — Santana 22 Team Racing in Santa Cruz. SCYC, www.scyc.org.

Apr. 12, 26, May 3, 17 — Spring Series Races #3-6. SSC, www.stocktonsc.org.

Apr. 18 — Spring Series Race #1. YRA, www.yra.org.

Apr. 18 — Round the Rocks. SSS, www.sfbaysss.org.

Apr. 18 — Summer #1. SeqYC, www.sequoiayc.org.

Apr. 18 — Intraclub Race #1. RYC, www.richmondyc.org.

Apr. 18, May 16 — Spring One Design #1 & #2. SCYC, www.scyc.org.

Apr. 18-19 — J/Fest. StFYC, www.stfyc.org.

Apr. 18-19 — Resin Regatta. SFYC, www.sfyf.org.

Apr. 18-19 — Camellia Cup Regatta, with five races on Folsom Lake. FLYC, www.flyc.org.

Apr. 18-19 — High School Gold PCC Regatta. StFYC, www.stfyc.org.

Apr. 19, May 2, 16 — WBRA Races. YRA, www.yra.org.

Apr. 19, May 17 — Baxter/Judson Series Races #1 & #2. PresYC, www.presidioyachtclub.org.

Apr. 24-26 — Newport to Ensenada International Yacht Race. NOSA, www.newporttoensenada.com.

Apr. 25 — OYRA Lightship Race. YRA, www.yra.org.

Apr. 25 — Twin Island Series Race #1. Usually around Alcatraz and Angel Island, sometimes Angel and Red Rock, in either direction. SYC, www.sausalitoyachtclub.org.

Apr. 25 — 26-mile Konocti Cup and 13-mile Half Cup on Clear Lake. KBSC, www.kbsail.com.

Apr. 25 — SF Pelican Race on Lake Del Valle, Livermore. Kelly, (650) 445-8979.

Apr. 25 — Intraclub Regatta. StFYC, www.stfyc.com.

Apr. 25 — Anniversary Cup. SFYC, www.sfyf.org.

Apr. 25, May 16 — Cal Cup Series for windsurfers. BYC,

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CALENDAR

www.berkeleyyc.org.

Apr. 25-26 — Laser NorCals. SCYC, www.scyc.org.

Apr. 26 — SCORE #1. SCYC, www.scyc.org.

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

May 2 — Commodore's Cup Youth Regatta. HMBYC, www.hmbyc.org.

May 2-3 — Great Vallejo Race. YRA, www.yra.org.

May 2-3 — Elvstrom Zellerbach. StFYC, www.stfyc.com.

May 2-3 — Cinco de Mayo. Santa Barbara Sailing Club, www.sailsbsc.org.

May 3 — Monterey Bay Leukemia Cup, hosted by SCYC. Info, www.leukemicup.org/gba.

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

May 8-10 — Ficker Cup. LBYC, www.lbyc.org.

May 8-16 — International One Metre World Championship, hosted by South Bay Model YC on Central Lake, Foster City. Info, www.usaiomworlds.com.

May 9 — OYRA Farallones Race. YRA, www.yra.org.

May 9 — Single/Doublehanded Series Race #2. SeqYC, www.sequoiayc.org.

May 9 — Long Distance #2. SSC, www.stocktonsc.org.

May 9 — Monterey Laser Championships. MPYC, www.mpyc.org.

May 9 — Homecoming/Mercury NorCal Series at EYC. Info, www.encinal.org or www.mercury-sail.com.

May 9 — Flight of the Bulls, Lake Elizabeth, Fremont. Info, www.eltoroyra.org.

May 13-17 — Congressional Cup. LBYC, www.lbyc.org.

May 16 — Spring Series Race #2. YRA, www.yra.org.

May 16 — Women Skippers Race. Male and female crew welcome. SYC, www.sausalitoyachtclub.org.

May 16-17 — Phyllis Kleinman Swiftsure Regatta. StFYC, www.stfyc.com.

May 16-17 — Elite Keel & J/24 Westerns. SFYC, www.sfyyc.org.

May 16-17 — LYSA Spring Regatta, Lake Yosemite. Jerry, (559) 776-9429 or www.lakeyosemitesailing.org.

May 22 — SFYC/MPYC Spinnaker Cup to Monterey. Info, www.sfyyc.org.

May 23 — Singlehanded Farallones, a stepping stone to the 2016 Singlehanded TransPac. SSS, www.sfbayss.org.

Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 3/20, 4/3, 4/17, 5/1, 5/15, 5/29, 7/10, 7/24, 8/7, 8/21, 9/4, 9/18. Info, (510) 865-2511, race@bbyc.org or www.bbyc.org.

BAY VIEW BC — Monday Night Madness Spring Series: 4/13, 4/27, 5/11, 5/25, 6/8, 6/22 (make-up). Terry, (408) 210-0517 or www.bayviewboatclub.org.

BENICIA YACHT CLUB — Every Thursday night: 4/2-9/24. Joe, (707) 628-2914 or www.benicaiyachtclub.com. Vanguard 15 racing every Friday night, 4/3-9/25. Info, www.benicia15.org.

BERKELEY YC — Every Friday night: 4/3-9/18. Paul, (510) 540-7968 or www.berkeleyyc.org.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, conditions permitting, intraclub only, typically in Laser Bahias and JY15s. Info, www.cal-sailing.org.

CORINTHIAN YC — Every Friday night: 4/17-8/28. Jim, (415) 847-2460, race@cyc.org or www.cyc.org.

COYOTE POINT YC — Every Wednesday night: 4/15-10/7. Info, (650) 347-6730, regatta@cpyc.com or www.cpyc.com.

ENCINAL YC — Friday night Spring Twilight Series on the Estuary: 4/10, 4/24, 5/8, 5/29, 6/12. Doug, (510) 867-8064



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FOLSOM LAKE YC — Every Wednesday night: 5/6-8/26. Friday Night Summer Sunset Series: 5/15, 6/12, 7/17, 8/7. Racing will be cancelled if the lake elevation falls below 400-ft. Info, (916) 534-8458 or www.flyc.org.

GOLDEN GATE YC — Friday nights: 5/8, 5/22, 6/5, 6/19, 7/3, 7/17, 7/31, 8/14, 8/28. Dennis, (510) 703-5779, or www.ggyc.com.

ISLAND YC — Island Nights, Fridays on the Estuary: 4/10, 4/24, 5/15, 6/5, 6/12. John, (510) 521-2980, iycracing@yahoo.com or www.iyc.org.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night: 5/20-10/7. Info, www.tahoewindjammers.com or lt-wyc2@aol.com.

LAKE WASHINGTON SC — Every Thursday night: 5/1-9/25. Info, www.lwsailing.org.

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

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night: 3/25-9/30; Summer Solstice Fiasco Race: 6/17. Victoria Model Yacht Series, every Friday Night: 3/27-10/2. Info, www.mpyc.org.

OAKLAND YC — Sweet 16 Spring Series, every Wednesday night: 4/29-6/17. Jim, (510) 277-4676, oyracecom@gmail.com or www.oaklandyachtclub.net.

PRESIDIO YACHT CLUB — Thursday night Crazy Eights: 5/7, 5/21, 6/4, 6/18, 7/2, 7/30, 8/13, 8/27. Anne, (415) 331-5335, www.presidioyachtclub.org.

RICHMOND YC — Wednesday nights: 4/1, 4/15, 4/22, 4/29, 5/6, 6/17, 6/24, 7/1, 7/8, 7/15, 7/22, 7/29, 8/5, 8/12, 8/19, 8/26, 9/2, 9/16, 9/23. Eric, (510) 841-6022 or www.richmondyc.org.

ST. FRANCIS YC — J/22 Spring Series, Wednesday Nights: 4/1, 4/8, 4/15, 4/22. Windsurfing Series, Friday Nights: 4/3, 4/17, 5/1, 5/15, 5/29, 6/12, 6/26, 7/10, 7/24, 8/7, 8/21, 9/11, 9/25. Kiteboarding Series, Thursday Nights: 4/9, 4/23, 5/7, 5/21, 6/4, 6/18, 7/2, 7/16, 7/30, 8/13, 9/3, 9/10, 9/24. Wednesday Evening Series: 4/29, 5/6, 5/13, 5/20, 5/27, 6/3, 6/10, 6/17, 6/24, 8/5, 8/12, 8/19, 8/26. Melanie, (415) 563-6363 or www.stfyc.com.

SANTA CRUZ YC — Every Wednesday night: 3/11-10/28. Laser Friday Nights: 4/17, 5/15, 6/19, 7/17, 8/14. Info, (831) 425-0690, scyc@scyc.org or www.scyc.org.

SAUSALITO YC — Tuesday night Spring Sunset Series: 4/28, 5/12, 5/26, 6/9, 6/23. Chuck, race@sausalitoyachtclub.org or www.sausalitoyachtclub.org.

SEQUOIA YC — Pursuit racing every Wednesday night: 4/15-10/14; Hannig Cup: 8/26. Rick, (650) 255-5766, syc-beercan@sequoiayc.org or www.sequoiayc.org.

SOUTH BEACH YC — Friday Night Series: 4/17, 4/24, 5/1, 5/15, 5/22, 5/29, 6/5, 6/19, 6/26, 7/17, 7/24, 7/31, 8/7, 8/21, 8/28. Gerard, (415) 495-2295, rearcommodore@southbeachyachtclub.org or www.southbeachyc.org.

STOCKTON SC — Every Wednesday night: 5/6-9/30. Kelly, (209) 951-5600 or www.stocktonsc.org.

TAHOE YC — Laser Series, every Monday Night: 5/25-8/24. Rick, (530) 581-4700. Beer Can Series, every Wednesday night: 5/27-8/26. Dan, (530) 581-4700 or www.tahoeyc.com.

TIBURON YC — Every Friday night: 5/22-9/4. Ian, (415) 883-6339, race@tyc.org or www.tyc.org.

TREASURE ISLAND SAILING CENTER — Vanguard 15 and Laser racing every Thursday night: 4/2-9/10. Info, www.vanguard15.org or www.tilaserfleet.org.

VALLEJO YC — Every Wednesday night: 4/1-9/30. Dave, (925) 580-1499, fleetcaptainsail@vyc.org or www.vyc.org.



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 - 1991 42' Catalina 42.....\$95k
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 - 2012 23' J/70 - LOADED**SOLD**
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 - 2005 36' Doral Boca Grande ..\$108k
 - 2005 35' Chaparral \$123.5k
 - 2003 38' Truth North 38.....**SOLD**
 - 02/12 85' Azimut..... \$1.697M



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40' Beneteau First 40.7 2001
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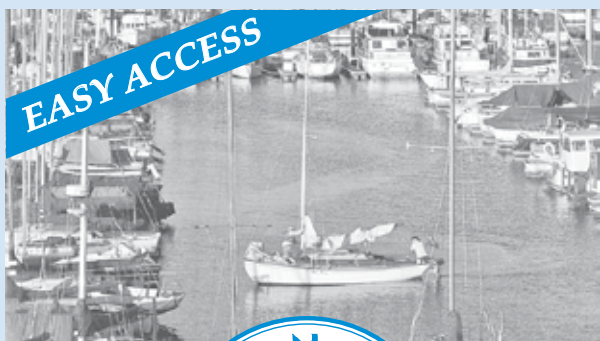
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CALENDAR

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Apr. 9-12 — 10th Annual La Paz Bay Fest for cruisers. Races, wine tasting, workshops, games, volleyball, bocce ball, a luau, a chili cook-off, raffle prizes, live music, arts & crafts and salty storytelling. Info, www.clubcruceros.net.

Apr. 13-18 — Les Voiles de St. Barth. If you can sail, there's a decent chance you can get on a boat. Info, www.lesvoilesdesaintbarth.com.

Apr. 15-21 — Antigua Classic Yacht Regatta. There are often opportunities to crew. Info, www.antiguaclassics.com.

Apr. 25-May 1 — Antigua Sailing Week, featuring serious racing on a variety of courses. Info, www.sailingweek.com.

May 1-2 — Loreto Fest, Puerto Escondido, Baja California Sur. Downsized and refocused this year, with food vendors, bay clean-up, swap meet, cruiser jam sessions, arts & crafts, games, and nightly potlucks. Membership is 100 pesos. Info, www.hiddenportyachtclub.com/events.

June 19-20 — Tahiti-Moorea Sailing Rendezvous, hosted by Latitude 38, Tahiti Tourisme and other South Pacific partners, with cocktail parties, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports. Info, www.pacificpuddlejumps.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
4/04Sat	0016/5.4	0617/0.6	1243/4.9	1817/1.3
4/05Sun	0042/5.5	0649/0.4	1324/4.7	1847/1.5
4/11Sat	0444/5.1	1133/0.1	1907/4.2	2359/2.8
4/12Sun	0546/5.0	1239/0.0	2006/4.5	
	LOW	HIGH	LOW	HIGH
4/18Sat	0546/-0.6	1226/5.4	1748/0.8	
	HIGH	LOW	HIGH	LOW
4/19Sun	0015/6.4	0633/-0.9	1321/5.3	1833/1.2
4/25Sat	0501/4.7	1153/0.3	1926/4.6	
	LOW	HIGH	LOW	HIGH
4/26Sun	0046/2.5	0610/4.4	1254/0.5	2018/4.7

April Weekend Currents

date/day	slack	max	slack	max
4/04Sat	0113	0438/3.3E	0843	1113/2.4F
	1355	1700/2.9E	2021	2307/2.5F
4/05Sun	0133	0503/3.4E	0919	1155/2.4F
	1438	1739/2.8E	2052	2341/2.4F
4/11Sat	0049	0328/1.3F	0517	0913/3.0E
	1413	1702/1.9F	2016	2259/1.7E
4/12Sun	0207	0435/1.2F	0622	1028/2.9E
	1520	1803/2.1F	2115	
4/18Sat	0031	0350/4.3E	0755	1037/3.3F
	1331	1630/3.3E	1951	2238/3.3F
4/19Sun	0108	0433/4.5E	0845	1128/3.3F
	1427	1721/3.2E	2035	2322/3.1F
4/25Sat	0136	0340/1.3F	0540	0944/2.6E
	1432	1703/1.9F	2021	2321/2.1E
4/26Sun	0256	0444/1.1F	0654	1107/2.4E
	1531	1808/1.9F	2117	



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LETTERS

↑↓ WHERE DO YOU DRAW THE LINE?

Latitude seems to be very selective regarding which sailing fools rescued by the Coast Guard it chooses to pan and which it chooses to sensationalize. Take, for example, the rescue of Australians Reg and Jason McGlashan, 38 and 65



'Sedona' was lost when the new owner underestimated winter weather.

respectively, who sailed into a February storm off Nantucket on a newly acquired \$10,000 sloop they hoped would make it home to Port Macquarie in as little as six weeks. How is that different from the manifestly unsafe voyage of James 'Hot Rod' Lane's homebuilt 65-ft catamaran *Flyin' Hawaiian*, which *Latitude* seemed to salute in at least one edition of 'Lectronic, even though they also had to be rescued by the Coast Guard?

I can't recall the name of the singlehander *Latitude* wrote about a while back who is attempting to circumnavigate in a Moore 24, or some such vessel, but he is another good example of an equally misguided fool. If he hasn't required help yet, it's only because of good fortune.

Where do you draw the line between someone with an indomitable spirit for adventure — that I agree with *Latitude* in saluting — and the reckless fool who dreams of an adventure that he is totally unprepared for, and whom the public has to pay to rescue?

I love *Latitude*, and I love the stories of adventure and accomplishment. But I also spend a huge amount of time on the water around San Francisco Bay, as well as having done 50,000 sea miles up and down the West Coast. I am constantly amazed at some of the folly I both see and read about.

For instance, just last weekend I happened across a fellow who had just purchased a 47-ft boat. He'd never set foot on a boat before in his life, at least to the best of my knowledge. And while I know he intends to take some 'lessons' from a captain he has hired, some marketing wizard, hot boat salesman — or maybe magazine publisher — convinced him that he merely needed to step aboard and set out on his dream voyage. It is really scary out there, *amigo*.

Dane Faber
WAFI, Vagabond 38
Sausalito

Dane — Want a perfect illustration of how hard it is to draw that line between an "indomitable spirit" and a "reckless fool"? Which of the 'misguided fools' in your letter has accomplished the following:

1) Sailed east around the world with just two stops aboard the Ericson 37 Egregious.

2) Did a second circumnavigation aboard the 18-ft open boat Drascombe Luggers Chidiok Tichborne I and II, and the 36-ft sloop Resurgam. (He had to use two of the 18-footers because the first was taken from him when he was imprisoned as a spy in Saudi Arabia.)

3) Did a third circumnavigation aboard the 36-ft sloop Resurgam.

4) Did a fourth circumnavigation with Resurgam and The Hawke of Tuonela, a Heritage 37 sloop. (He had to buy Hawke to replace Resurgam after the latter went down off Florida and he had to float and swim for 26 hours and 125 miles in the Gulf Stream.)



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LETTERS

5) Did a fifth circumnavigation with Tuonela.

6) Is attempting a sixth circumnavigation with a boat he told Latitude "is like the Queen Elizabeth II compared to the 18-ft open boats."

This 'reckless fool' would be Webb Chiles with the Moore 24 Gannett. Now in his 70s and with failing eyesight, he did all but a few miles of the five circumnavigations singlehanded. (Although, off the subject, we find it impossible not to mention that Chiles has also been married more times than he's circumnavigated. The marriages were to Mary, Lynne, Suzanne, Suzanne again, Jill, and currently Carol.)

If Chiles were French, we believe he'd be a national hero. We suppose the reason he's not more celebrated in the United States is that what he's accomplished is so unusual, and



STEVE EARLEY

has been done with such ordinary boats, that it's hard for most sailors — ourselves included — to fully appreciate his accomplishments.

Nonetheless, when we interviewed Chiles about 18 months ago in San Diego as he was preparing Gannett for a possible circumnavigation, how

Webb Chiles should be considered a national hero, not a reckless fool.

appropriate would it have been for us — or anybody else — to caution him about the dangers of his proposed voyage or try to stop him?

While on the surface it may seem as though it would be difficult to distinguish between his voyages and the three 'foolish' voyages mentioned above, we think it would be relatively easy. The McGlashans and the Lane family were taking off at the 'wrong' time of year, and were new to what they intended to do. We wouldn't have had any problem with the Coast Guard declaring either of those voyages to be 'manifestly unsafe', particularly the one featuring the Flyin' Hawaiian, which we doubt any marine surveyor would have approved for use on the open ocean.

It's true that Managing Editor Andy Turpin gave something of a tepid salute to the Lanes in a Sightings piece. We suspect



LATITUDE / ANDY

it was because he'd sort of come to know Lane personally, and didn't want to come across as having stabbed him in the back. Having not met Lane, the Publisher/Wanderer believes he could have given a more realistic assessment.

As for someone buying a 47-footer as their first boat, we don't have a problem with it — as long as they get the proper education and training. We base this opinion on having known many sailors whose first boat was over 40 feet, and who went on to make long and successful cruises.

↑↓ "MY LIFE IS SIMPLE, FREE AND JOYOUS"

I've got a 'whatever happened to?' question. I'm trying to remember the name of and find out what happened to a well-known San Francisco sailor/juggler. The name Jesse or Jessie keeps popping into my mind. I remember that he cruised on a small boat, and would make a few bucks juggling and doing

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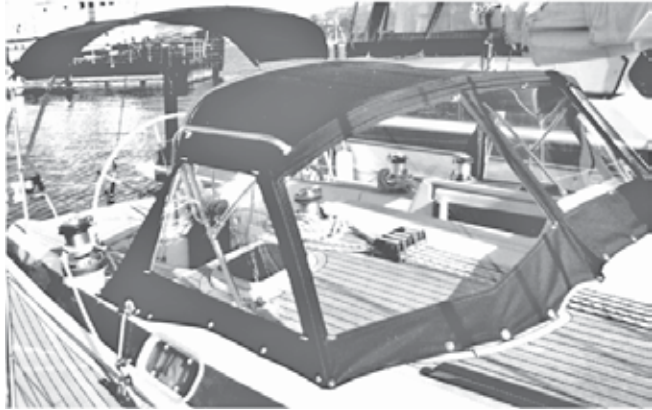


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LETTERS

most anything to entertain people.

Jim Cox

Don't Have a Boat, but I Charter in the Northwest a Lot
Beaverton, Oregon

Jim — We presume you're referring to Ray Jason, who did lots of cruising aboard his Farallon 29 Aventura, and also juggled at 49er games and other places. In fact, back in 1994 he



COURTESY SEA GYPSY

taught the Wanderer and his kids to juggle when we had our Ocean 71 Big O anchored off Fantasy Island in Costa Rica.

You'll be happy to learn that Jason, who did a stint running charter cats out of Key West, is still cruising aboard Aventura, most recently along the Caribbean coast of Mexico.

These days Ray Jason juggles boat jobs more than soccer balls.

"I live aboard my beautiful sailboat," he writes, "and wander the wide waters as an itinerant philosopher. My life is simple, free and joyous. My life motto is as follows: 'Help many. Harm none. Be amazed!'"

The simple life can be a very good one, and it sounds as though Ray is doing just great. You can email him at seagypsyphilosopher@gmail.com.

↑↓ DIRECTLY BENEATH THE DANGER ZONE

Now that the main span of the old Bay Bridge has been completely removed, it would seem that the safest way to



JIM CONGER

transit beneath the span would be through the large open section just east of Yerba Buena Island. However, during the week of March 5, a patrol boat continued to block the larger opening, and directed us to sail through a narrow passage to the east — which put us directly beneath a portion of the old bridge

Naturally, authorities believe transiting under a construction zone is safest.

that is actively being demolished. Is there some logic to this?

I must admit my interest in this was piqued when a knowledgeable source told me that the officers on the patrol boat are receiving overtime pay for this duty.

Jim Conger
Oakland, CA

Jim — It seems logical that it would be less dangerous to transit an area with nothing overhead but blue sky as opposed to an area that was beneath a demolition area, but surely the government, which always has the interests of citizens as its highest priority, knows something we don't.

↑↓ WHO IS CALLING WHOM 'PRETENTIOUS'?

Years ago, when I was exchanging boat cards with fellow sailors, a Brit chastised me for the 's/v' in front of my boat name.

"You Americans are so pretentious," said he. "A vessel is a ship. Your boat is a yacht!"

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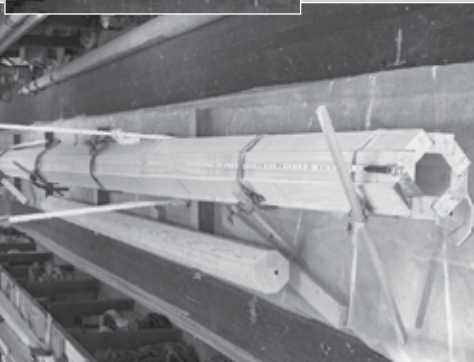
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LETTERS

Silly me! I thought calling our boat a yacht would have been pretentious. But nobody puts 's/b' in front of their boat name.



COURTESY QUEEN EMMA

Lance Bowman performs unpretentious maintenance aboard 'Queen Emma'.

Queen Emma, our Oyster 45, is still enjoying the Eastern Caribbean, and we're currently cruising beautiful Antigua. *Queen Emma's* homeport is Berkeley, but in all our years of owning her she's never been there.

Susie Bowman
Queen Emma, Oyster 45
Berkeley / Currently in
Antigua

Susie — *Having once been married to a Brit, we know that they can be soooo proper. Sometimes we think the older ones at least are compensating for the fact that in the last 100 years they've gone from the largest empire in the history of the world — a quarter of the earth's land and a fifth of the world's population — to something of an also-ran.*

Be that as it may, according to the Cambridge (England) unabridged dictionary, a yacht is "a boat with sails and sometimes an engine, used for either racing or travelling or for pleasure. Thus your Oyster 45 is a yacht, as are our Olson 30 and our Surfin' 63 catamaran Profligate.

While all recreational sailboats are 'yachts', we never hear anyone refer to them as such. Most Americans at least refer to "my boat" instead, precisely because it sounds so much less, not more, pretentious.

There is nothing improper about using 's/v', as it's the abbreviation used by the U.S. Coast Guard to distinguish sailing vessels from other types of vessels.

↑↓ THIS JUST IN FROM ISTANBUL

I agree with Capt. Landmann's comments about the guy who complained about the Ha-Ha. The way I see it, working on the holding tank of my last boat at the dock was more enjoyable than anything I did when I wasn't floating.

Whenever we invited guests to go sailing, the first condition for them was to leave their watches ashore and forget about any appointments because we never had any idea when we'd get back to shore. And we never had any complaints.

Sometimes my wife would get antsy while I was working on the boat and demand that we go out sailing. "No problem," I'd tell her, "just holler down so I know when I need to tack my tools."

P.S. I've done three Ha-Ha's — if you count the pre-Ha-Ha one aboard the Chrismans' Nordic 40 *Wild Goose* against *Latitude's* Ocean 71 *Big O*.

P.P.S. I used to keep the C&C 38 *Alliance* at Sausalito Yacht Harbor, but I'm now boatless until a slip becomes available here in Istanbul.

Brooks Magruder
Istanbul, Turkey

Brooks — Did you not think that inquiring minds would want to know what you're doing in Turkey, and what type of sailing you intend to do there?

↑↓ ECO-ANCHORING

With regard to repositioning one's anchor as Liz Clark was shown to be doing, we have employed a similar technique in

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LETTERS

several locations from Cooper Island and Jost van Dyke in the British Virgins, where there is a mix of sand and grass, to Isla Isabela between Mazatlan and Punta Mita.

I am getting older and slower, so I can only reposition the anchor in about 20 feet of water. However, just last weekend I took a cool free-diving class from the Mexican free-diving champion Alejandro Lemus here in Zihuatanejo. Maybe that will help me in my next eco anchoring effort!

By the way, we — my wife Heather and I, and the five kids — are having a great time on our Lagoon 470 *Family Circus* and are digging life. We are over four months into our cruise since the Ha-Ha and have really been enjoying Mexico. We will Puddle Jump from La Cruz next month, and while a tad anxious about the crossing, are super excited about the South Pacific.

All five kids are doing well and constantly entertain themselves — and us. We had a great dance party in the cockpit last night that spilled onto the trampolines out front. We even had a 'doing the Worm dance contest', which is definitely more appropriate for the younger and more flexible crowd. Heather, however, made an impressive effort, which I captured on blackmail-worthy video.

Thanks once again to *Latitude* for all the inspiration it's given us.

Chris Tzortzis and Family
Family Circus, Lagoon 470
San Francisco

↑↓ IS THERE A CHANCE OF ANOTHER TA-TA THIS YEAR?

What about another SoCal Ta-Ta, a Ha-Ha style rally from Santa Barbara to Catalina, this year? Will there be one?

Kevin Belcastro
Toucan, Tanton 43
San Francisco

Readers — In the March 5 'Lectronic we asked for expressions of interest in another Ta-Ta, and in the next few hours got a bunch of positive responses such as those that appear below. They convinced us that a third SoCal for September 13 to 19 is in order.

"Count me in for the 2015 Ta-Ta," wrote Greg Carter, "except that this year the little F-27 Origami will stay home while my new F-36 trimaran should be making her maiden voyage to Southern California for the Ta-Ta and then the Baja Ha-Ha. My new trimaran is not very photogenic yet, what with fairing splotches all over. But the exterior build is done, the interior is 75% done, the sails have been ordered, and the rig, engine and hardware have been installed and then removed for painting. I just need to cross the finish line."

"We did the first two Ta-Ta's and had great times," wrote Pat McCormick of the Alamitos Bay-based Beneteau 440 St. Somewhere. "You can count us in."

"We're not only in, we've already purchased our reggae outfits for the costumes-mandatory Ta-Ta Kick-off Party and awards ceremony," report John and Gilly Foy of the Alameda/Punta Mita-based Catalina 42 Destiny.

"Hell yes, I'm in," advises Wayne Wright.

"I'm interested as long as the Ta-Ta is not the same week as Labor Day, since I need to be in Catalina then," writes Philip Kumpis, who did the 2009 Ha-Ha aboard the Valiant 40 Sab-batical. Good news Philip, as this year's Ta-Ta will start the weekend after Labor Day weekend.

"Debbie and I on the Lagoon 380 Beach Access want to do another Ta-Ta this year," writes Glenn Twitchell, "but can we please get burgees this time?" Yes, Ta-Ta burgees — if not

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LETTERS

battle flags — will be included in this year's entry fee.

"We missed the last Ta-Ta due to scheduling issues, but definitely want to give it a try this year," writes Bob Schilling of Tuckernuck. "And we think the \$275 per boat entry fee is reasonable for a week-long event."



LATITUDE / LADONNA

Denise and Stuart from the Newport 30 'Saoirse' practicing 'Puff Puff Pass' at the SoCal Ta-Ta kickoff party.

"I've already taken off work September 3-14 to do the Ta-Ta, so you can most likely count me in," reports Jeff Kennett. Santa Barbara Yacht Harbor would not allow us to reserve berths for Labor Day Weekend, so this year's dates are September 13-19, although through the Ta-Ta you'll

be able to reserve a berth in Santa Barbara for both the 12th and 13th.

"My wife and I are seriously interested in the Ta-Ta, but we would need special dispensation for our Lyle Hess-designed Balboa 26, as she's not the requisite 27 feet," writes Scott Arnold. "But we've already sailed her to Santa Cruz and Catalina Islands. And when my father owned her, he used to trailer her to Florida and cruise her in the Bahamas. We can have a survey done, if necessary." No survey necessary, as you've been awarded dispensation.

"We'd love to enter our new sail training/charter boat Vanishing Girl in the Ta-Ta," write Paul and Jared of Pierpont Performance Sailing, both of whom have done Ta-Ta's before. "And yes, this will be our first time with a 'monomaran'.

"We are sailing our Sabre 38 Aegea down to Southern California from San Francisco this summer, and the Ta-Ta would be the perfect centerpiece for our cruise, so we'd love to join," writes John Zeratsky.

"Count us in again for sure!" exclaim Rog and Di of the Catalina 470 Di's Dream, vets from last year.

Given these and other positive responses, how could we not host a Ta-Ta III? See this month's Sightings for details.

IT MIGHT BECAUSE I'M DUMBER THAN ROCKS

Greetings from Kaneohe Bay, Oahu! I've been in more than my share of boat partnerships — and regretted every one. The



JOHN TEBBETTS

John Tebbetts has no desire to share his current boat, 'Ichi Ban'.

failures might primarily be due to the fact that I'm dumber than a box of rocks and take things way too casually.

My hunch is that the Wanderer would probably do fine in a boat partnership. But based on my experience, I'd be leery of getting involved with a close friend. I did it twice, and although I did manage to salvage the friendships, it was tough sledding for awhile.

My current boat is mine, all mine!

John Tebbetts
Ichi Ban, Yamaha 33
Kaneohe Bay, Oahu

Readers — The subject of boat partnerships came up as a result of the publisher's Leopard 45 cat coming out of the yacht



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LETTERS

management program on August 1. One of the possible options was/is to seek a 50% partner for high-season use of the boat from November to February. It's something the publisher might consider, but since we've secured an off-season berth behind a friend's house in Antigua, where 'ti's engines and systems will be operated on a weekly basis, there is no urgency to change the status quo.

Nonetheless, we received a number of other interesting letters on partnerships, both those that were successful and those that weren't. Some letters appear below; others will appear next month.

↑↓ THE PARTNERSHIP ALLOWS US A MUCH NICER BOAT

I own an Alerion Express 38 yawl with my brother Thomas, brother-in-law Geoff, and a longtime friend Rick. All are experienced sailors, and all of us have spent time together on



COURTESY SURPRISE

vacations, building homes, and drinking wine. The partnership allows us to own a much nicer boat and to keep her in much nicer condition than if we tried to do it individually.

Chuck Hawley's partnership in his Alerion Express 38 yawl is casual and very successful.

We don't have an official partnership agreement.

The boat is entirely in my name, and we split expenses evenly. The big expenditures are discussed before the money is spent. Boat expenses are about \$18,000 per year, or perhaps 12% of the value of the boat. The big expenses are the slip in Santa Cruz, the varnish work, dive services, and the amortized costs of haulouts.

We generally daysail the boat, and sail with the other partners. But some of the best times are working on projects together. Rick and I, for example, just installed a Jabsco electric head.

Chuck Hawley
Surprise, Alerion Express 38
Santa Cruz

Readers — Chuck Hawley worked for West Marine for decades and, among other things, was their technical expert.

↑↓ FOUR SUCCESSFUL PARTNERSHIPS IN FOUR DECADES

My buddy Rimas and I are in our fourth decade of owning boats together. We started in the late 1980s with a 17-ft aluminum skiff that we used for diving and camping adventures at and around Catalina. We quickly realized that a boat with six inches of freeboard that is carrying two divers, six tanks, and camping gear is not big enough for the Catalina Channel on blustery afternoons. So we moved up to the Silverton Mainship 34 *Hydrophillic* and took her to all the coastal islands.

But we both had dreams of going even farther, so in 2003 we purchased the 35-ft catamaran *Kat Atomic*. We took her as far as Mexico. In 2008 we chartered a Sunsail Lagoon 410 in the BVIs and fell in love with the boat. So after saying goodbye to our little cat in 2014, we purchased a well-used 2006 Lagoon 410 from a third-tier charter fleet in the Bahamas. It required adding another partner for us to be able to afford her, but she is ours. We were able to keep her in the charter fleet — shudder! — for the required year, and are now making arrangements to bring her back to SoCal. She's paying her bills in charter

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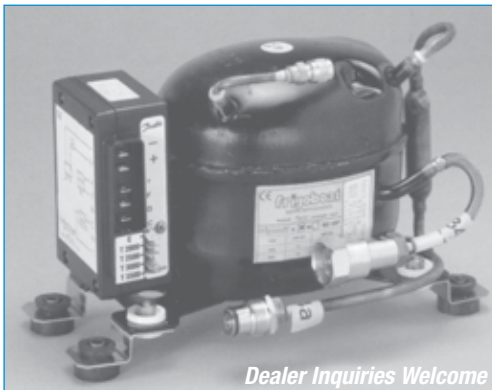
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LETTERS

and is helping us save up funds for the trip to California.

Our wife and girlfriend, respectively, have been very understanding. His lady isn't comfortable on boats, while mine loves them. This last boat will be our retirement boat — where have you heard that before? Our dreams are to cruise Mexico and the Pacific after we say *adios* to the rat race.

That is four boats we've owned together, and I couldn't have afforded any of the last three without a partner.

Why have our partnerships been successful? I'm good at mechanical and electrical. Rimas excels in woodworking and fabrication. He catches fish while I can fillet like nobody's business. He's a good cook while I am a demon dishwasher. Neither of us tries to do it all, but rather what we each know best. This approach keeps us using the boat together. And if significant others and friends and family come along, so much the better!

Patrick Shuss
O'Mer, Lagoon 410
Currently in Nassau, Bahamas

↑↓ YOU EITHER AGREE OR YOU DON'T

I've been in two 50/50 partnerships, and crewed on two boats that were in partnerships. All four worked. With no majority owner, you either agree or you don't.

In my two partnerships, and the other two, the partners were also good friends, so the schedule was loose and forgiving. If something broke as a result of normal wear and tear, both partners paid. If something broke because someone did something stupid, it was on the person who broke it.

I think the boats benefitted from extra eyes, too.

Brad Belleville
Intermission, Hawkfarm
Brisbane

↑↓ MAKING A PARTNERSHIP LEGALLY BINDING

I am writing *Latitude* because the publisher is one of the most knowledgeable people regarding marine and marine legal matters. And I love *Latitude*.

A friend and I are forming a partnership to buy a Ranger 23 to race and play around on the Bay. We are looking for a legal contract to bind this partnership. Is there a database for this type of document?

We all love lawyers — when we need them. But they can easily cost as much as a used Ranger 23. One friend who was involved in a four-way partnership was good enough to share his contract with us. But much of it doesn't pertain to a simple two-way split. Any suggestions?

Steve Cosby
San Francisco

Steve — Our first suggestion is to refrain from believing that Latitude has any expertise when it comes to marine legal matters. We know a little bit, just enough to get into trouble.

Our second suggestion is to read the following letter from attorney Linda Newland.

↑↓ A SAILING LAWYER ON PARTNERSHIPS

Sailors thinking about partnerships might be interested in reading a very useful older guide I have used in preparing yacht co-ownership agreements for people sharing a boat. It has an extensive layman's discussion of a proposed contractual agreement, clause by clause. Even if one doesn't use the suggested sections in their entirety, the discussion and consideration of them is very informative, and may be useful in deciding if co-ownership is for you.



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LETTERS

Although the *Yachtsman's Legal Guide to Co-Ownership* by Dexter and Paula Odin was published in 1981, it is available used on Amazon.

Linda Newland
Port Townsend, Washington

Readers — Linda Newland is a lawyer, and a veteran of the *Singlehanded TransPac* and a singlehanded passage to Japan.

↑↓ CARBON FIBER DOESN'T REPLACE COMMON SENSE

Having delivered lots of multihulls, I liked *Latitude's* article on the dismasting and (apparent) disappearance of Gunboat 55 hull #1 *Rainmaker*. It seems that many experienced monohull sailors have trouble understanding the loadings on a boats that don't heel. I wish there were some easy way to teach the difference, but carbon fiber is no replacement for common sense.



GUNBOAT

A microburst was the cause of 'Rainmaker's ultimate loss.

Gary Hoover
Tradewind Yachting
Big Island, Hawaii

Gary — According to the skipper of *Rainmaker*, who had done 30,000 miles on various Gunboat catamarans, the relatively new cat was hit by a sudden estimated 70-knot gust that created such a whiteout that the crew couldn't see the storm sail even though it was just a few feet in front of their eyes. And the gust brought the carbon mast down. Within a minute or so, the wind was down to a reasonable 45 knots and the visibility had improved dramatically. In the skipper's opinion, the estimated 70-knot gust/microburst was just a freak occurrence.

Regardless, the dismasting crushed the cat's house, which led to one engine's being knocked out and the other being unreliable. As if that weren't bad enough, the cat and a large ship attempting to rescue the crew collided, and the cat came within feet of being chopped up by the ship's massive prop. With the weather expected to deteriorate even further, and the cat at the extreme limit of a Coast Guard helicopter's range, *Rainmaker* was abandoned and the five crew rescued by a Coast Guard swimmer and chopper.

The big mystery is what happened to *Rainmaker*. Although the obvious damage wasn't enough to sink her, a search by potential salvors in boats and by air, hired by the owner, revealed debris but no cat. Curious.

If there was a lack of 'common sense', in our opinion it was being 200 miles off Hatteras at that time of year more than the amount of sail the three pros, owner and owner's son had up at the time. Most West Coast sailors have no idea how much more difficult and dangerous it is to get from the East Coast to the tropics than from the West Coast to the tropics.

↑↓ A CHILD'S TOY RATHER THAN A NAVIGATION TOOL

We agree with the Wanderer's complaints about the newer Navionics software, finding the software we just downloaded to our Nexus tablet to be mostly useless. In fact, I'd describe it as a child's toy.

For example, if you want to enter waypoints at specific lat/long positions, then navigate to them, you can't. Waypoints can be created only while creating a route, and then you 'tap'

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LETTERS

the screen. You cannot specify the lat/long, and you can't even tell what lat/long you tapped on. Useless for us.

Another example: If you have a route and you want to insert a waypoint to bypass a rock or a point of land, you can't. It just can't be done.

Yet another example: You want to delete a waypoint in a route? You can't. Oh, you can start deleting waypoints from the end back to where you want to make a change, then start forward again, but that's a joke.

My last example is when you search for a lat/long position, then save it as a 'favorite'. If you then want to navigate to it, you can't. You can't even display the name you just gave to that spot.

Navionics seems to have done a good job of integrating Twitter and Facebook, and they have received a lot of fluffy, gushing reviews — but not from sailors and navigators such as ourselves. In my opinion, the Navionics software for Android is not a serious tool. If anyone has solutions to these issues, I'd love to hear them.

Fred Roswold
Wings, Serendipity 43
Seattle / Puerto Vallarta

Readers — Even if Navionics has solutions for Roswold's questions, the fact that he even has them would suggest to us that they have a problem that seriously needs addressing. After all, Roswold has been sailing around the world for the last 19 years. If their software isn't intuitive to someone with his experience, it's going to be even more oblique to less experienced sailors.

↑↓ I DECIDED TO HAVE MY OLD GPSs REBUILT

Oh yes, I agree with the Wanderer that newer electronic chart software is often less user-friendly than the old stuff. In fact, after purchasing Garmin's newer GPS 72, which I found to have a less usable track feature and an inscrutable menu, I had my old Garmin handheld GPSs rebuilt.

Jon Doornink
Seadream, Morgan Out Island 37
La Paz, BCS Mexico

↑↓ PEOPLE WILL STOP BUYING IT

Companies needlessly 'upgrade' software all the time. The techies responsible for those so-called upgrades need to keep doing this in order to justify their jobs, and the companies can sell the software for more money because it's supposedly better. (Usually it's not.) So everyone is happy except for the customers. The only limitation is that the needless upgrades can't make the software too dysfunctional or people will stop buying it — unless there's a monopoly and people have to buy that brand. I realize that this doesn't directly respond to your issues with Navionics, but it's my opinion about all these constant upgrades to everything.

Jeff Hoffman
San Francisco

Jeff — We wouldn't say that the Navionics upgrade is needless because it provides a lot more information than previous versions. Our complaint is that a combination of the complexity and new information makes it much less user-friendly for the most basic stuff. At the very least, we think they need to have an online Dummies Guide to Navionics.

↑↓ WHERE I AM. WHERE I WAS. WHERE I'M GOING.

Unfortunately, 'keep it simple' is not a concept program-

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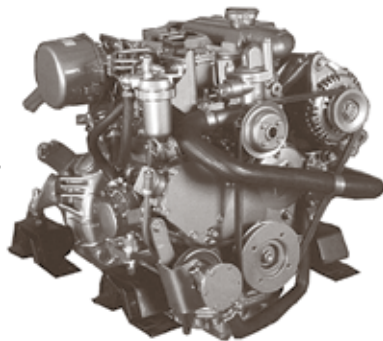
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LETTERS

mers and application designers understand. More is better to them, and in some cases it may be true. However, when it comes to navigation, if I can't do the basics in a quick and simple way, I would rather revert to analog methods. When I'm on watch at 3 a.m., I want to know where I am, where I've been, and where I'm going. I don't want my head down, messing about with recalcitrant electronics or confusing software. I want it up doing what it is there for.

Even on the most sophisticated vessels I've served on, we always had the habit of pricking a paper chart at least once every watch, as an overreliance on electronics can bring about a lack of situational awareness — which has brought more than one vessel to grief.

Great work, *Latitude 38*, as I could live without electronic charts, but I'm not sure I would want to live without *Latitude*.

Paul Guthrie
 Brunswick Heads, Australia

↑↓ THAT SAID, IT'S JUST A 'FIRST WORLD PROBLEM'

I'm absolutely with the Wanderer on this. And the new tides and currents function — once my favorite aspect of the Navionics program — is a major step backward as well. The little strip of info at the bottom is too small on the phone version, at least for eyes older than 30 years. It's a bit better on the iPad, but I still miss the full-page pop-out of the old 'ware.

Then again, if this ain't a 'First World Problem', I don't know what is. These charts are stunningly accurate, affordable, and reliable next to what we were all using just a few years ago.

Burke Stancill
Dreamer Be, Cascade 42
 Piers Island, B.C., where charts bloody well matter

↑↓ I LIKE THE APP BUT NOT MY EX

I use the Navionics navigation app through iNavX and like it a lot. On the top right there is a sprocket, and when opened, it allows you to change your position setting to "center, offset or none." If you choose 'none', it won't return you to your position when you are looking at other areas. This should solve one of the Wanderer's problems with the app.

That said, I have to agree with the Wanderer that the 'touch the screen' process to measure a distance between two points is inconsistent — to say the least. I wonder if he's using Navionics through iNavX on his iPad like me. It's the least expensive navigation platform around.

I have a mooring in Matauwhi Bay next to Russell, New Zealand, which is a lovely area. But right now I'm sailing to Auckland from the Bay of Islands, and will stop at the Great Barrier Island, which is amazing. This is my second season slummin' in Kiwiland and I love it here. But I'll head to Fiji in May and continue on to Vanuatu and New Caledonia before heading to Sydney in November. Life is good!

I started out with the 2012 Ha-Ha. You might remember me as the guy who, at one point, kicked his girlfriend and her seven suitcases off his boat. Then I did the 2013 Puddle Jump.

P.S. Both my sons are graduating, including Sean from the publisher's alma mater, UCSB. Life is good!

Michael Bowe
 Patanjali, Catalina 42
 New Zealand

Michael — The Wanderer does use Navionics through iNavX on an iPad. Thanks for the helpful tip, but we still prefer the less sophisticated earlier Navionics app because it did what it promised, something we can't make the newer version do.

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LETTERS

We certainly do remember you and the unpleasant situation between you and your (former) girlfriend with seven suitcases.

↑↓NOT TO CHANGE THE SUBJECT

In John Larsen's March issue letter about hitting a rock near Punta Mita with his Westsail 42 *Danika*, he mentioned that after nearly 40 years, he was nearly done building her.

I had been under the impression that Westsail 42s, like the one once owned by legendary CBS news anchor Walter Cronkite, were production boats. Was Mr. Larson referring to some other boat he built? A clarification would be greatly appreciated.

Peter Hartmann
Ahaluna, 52-ft Michel DeRidder sloop
Ensenada, Mexico

Peter — Westsail built 28s, 32s, 42s and 43s. Many of them — in fact, we think a majority of them — were kit boats. This often included the hull, deck, some bulkheads and maybe the engine. The final results were all over the spectrum of quality. A number of manufacturers, including at different times, Islander and Columbia, also offered some of their boats as kits. Attempting to complete a boat from a hull and deck was fairly common in the 1970s and 1980s. These days people seem to have a much better idea of just how long, hard and expensive such a process really is, and what better deals can be had in used boats that were professionally built.

For what it's worth, Cronkite, "America's most trusted man"



WEBB LOGG

'The Most Trusted Man in America' took the Clintons out for a sail

the anchor for the CBS Evening News when that was the country's primary source of news, didn't start sailing until his 50s. But once he started, he really took to it. Walter started with a Westsail 42 in the early 1970s, moved up to a custom Sunward in the 1980s, then to a Camper & Nicholson 60 in the 1990s, and finally a

Hinckley 64 ketch in the early 2000s. All of them were named Wyntje. And that's the way it was.

↑↓AT THE MERCY OF MY STRONG, STEADY CAPTAIN

I crew on our F-31 trimaran *Tumbleweed*, which has a



COURTESY TUMBLEWEED

Tricia is no stranger to going aloft aboard 'Tumbleweed'.

42-ft rotating mast that tops out at 48-ft above the water. Yes, I'm the one who has gone up and down that sucker to unfurl lines, raise flags, you name it. I'm not afraid of heights, but that doesn't keep me from clinging onto the mast and spreaders as I'm being hoisted.

There's something about me — I am 5'11" and 145 lbs — the halyard, and the bosun's chair that make it seem as if it's not possible to do, but being at the mercy of my very strong, steady, trustworthy captain, it's actually fun.

We've been cruising the Bahamas for the winter. There has been tons of wind, which means

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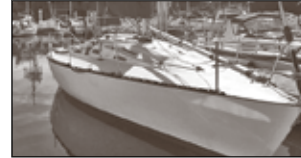
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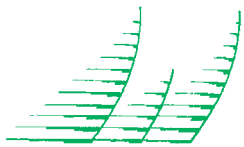
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LETTERS

lots of reasons to go aloft.

Tricia Sandstorm
Tumbleweed, Corsair F-31
Seattle, Washington

Readers — This is the latest in a string of letters about women sailors who go 'up and down' — meaning either go up masts and/or dive down on bottoms, that we've been delighted to publish. We'll have more next month.

↑↓"I THOUGHT IT WAS RISKY SO I SENT MY WIFE UP"

My wife Annette does not want to toot her own horn about being an 'up and down woman', so I'll have to do it for her. She painted the spreader tips soon after we launched our cata-



MIKE REED

Annette still looks beautiful, despite the grinding dust — or maybe because of it.

maran *Rum Doxy* in Thailand. I would have done it myself, but I didn't as yet trust the rig and thought it might be dangerous.

Annette also jumps in and cleans the bottom pretty regularly. She doesn't seem to mind — except when she gets covered by skeleton shrimp.

Not only does she go up the mast and dive on the

bottom, but she is our chief fiberglass laminator and grinder — as well as painter.

Mike Reed
Rum Doxy, Custom 46' cat
Santa Barbara

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↑↓SINCE I WAS THE LIGHTEST, I WOULD GO UP

I was always going aloft in my younger days. From 1986 to 1989, I crewed on the Naval Academy's offshore boats. These boats were used hard, so every Monday was maintenance day. Since I was about the lightest crew at the time, I would be the one going up. One of the pit guys who winched me up told me that he preferred that I go up because I would climb most of the way on my own. There weren't many women on the boats, so who knows, he may have just been liking the opportunity to look up my shorts.

As I was usually the only woman aboard, it was always expected that I would do the maintenance on the head, too. That's a job I have gladly relinquished to my husband on our boat. But I also did — and still enjoy — taking apart, cleaning, and putting together the winches, which is normally a blue job.

As for 'going down', the only time I was 'up' for it was when we were in La Paz and the water was warm. These days it's either a blue job or we pay to have someone else do it.

I love *Latitude* online! And I've already blocked out the calendar for the next Ta-Ta!

Julie McShea
Always, Seawind 1160
Lihue, Hawaii

Readers — We were curious as to what kind of boats were being raced at the Naval Academy in the late 1980s. Julie responded as follows:

"At that time, the Naval Academy raced a mixture of donated boats. They also had a fleet of Luders 44 yawls that were raced in one series in the fall and used by the midshipmen for summer training. The now-aging Navy 44s were just coming in as I was going out. I also raced on a New York 36 and a Swan

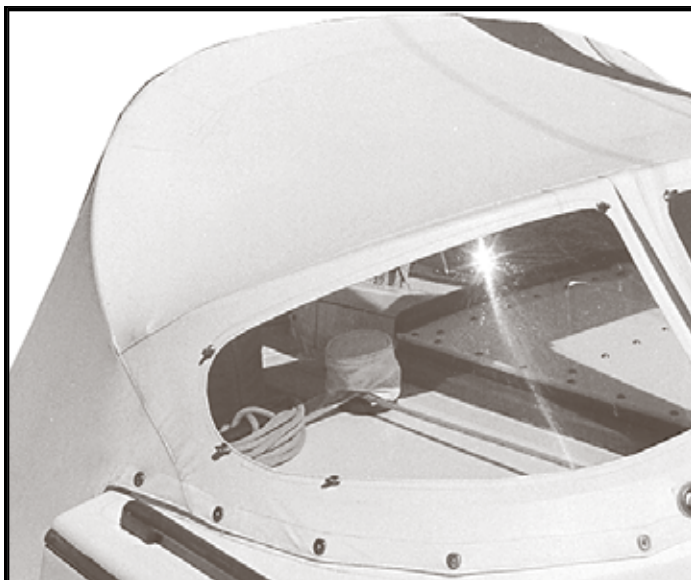
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LETTERS

42 (maybe a 46), as well as Seahawk, the last IOR boat the Navy raced. I also crewed Rattlesnake, a 68-ft sloop, for my summer training.

"Back then, I didn't pay much attention to the different types of boats I was sailing on because I'd grown up in Missouri and had never sailed before. I just wanted to go sailing on any boat with good crew."

Just a note to Julie and everyone else interested in the SoCal Ta-Ta III. Because of Labor Day, this year's dates have been changed to September 13-19.

↑↓ **SHE LUNGED AND LIVED TO TELL ABOUT IT**

I'd like to tell an 'up the mast story' on behalf of my wife, Bridget. We were married in the early 1980s, which was about the time I'd gotten my first captain's license, and we regularly chartered a Catalina 30 for weekends. We would take a paying group out one day, and have the boat for ourselves both nights and the second day.

One morning, we sailed halfway up the Petaluma River, and were returning to the Bay with the ebb. We were making short rough tacks in the narrow channel into steep two- to three-foot wind-against-current chop when the main halyard broke. After securing the mainsail, we motored and got nowhere fast in considerable discomfort. It didn't take long to recognize the danger of being driven out of the channel into the mud, something that was possible without a main, as we were well out into that shallow part of San Pablo Bay.

The choices were to run back into the river, which would make for a very late return of the boat to Alameda, or reconnect the halyard where we were. A thorough search of *Magee's* locker yielded no bosun's chair. At the time, my wife, who is still a slender, delicate creature, was not known as a sportsman-adventurer type, but she was game. So I fashioned a chair out of some bow lines, tied her in, and up she went.

The upper knot on her 'bosun's chair' two-blocked at the masthead, leaving her outstretched hand about a foot below the broken halyard. For a few tense minutes, she made me aware that I should have made the knot lower, and that she was not particularly excited with my suggestion for her to come down so that I could retie it and send her back up. As I did my best to keep the boat in the channel and moving with as little motion as possible, Bridget somehow did the impossible. With her feet pressed firmly against the swinging mast, she lunged and made the grab. We've lived happily ever after.

P.S. We are now preparing our Swan 61 *Hasty Heart* for our 18th winter cruising to Mexico, where we'll be chartering between Puerto Vallarta and Barra de Navidad.

Rick Pearce
Hasty Heart, Swan 61
San Francisco Bay

↑↓ **JUST IGNORE THE SCHENGEN VISA LIMIT**

We're writing in response to Greg Dorland's letter about the problems Schengen Area regulations pose for American cruisers wanting to cruise Europe with their boats.

There are two issues. The first is that Americans can't stay in Schengen Area countries — which means almost all of Europe — for more than 90 days without leaving for at least 90 days. The second issue is that you can't keep your boat in Schengen Area countries for more than 18 months without paying VAT, which is very expensive.

The second problem is actually relatively easy to solve. Our Lagoon 440 *Joy of Tahoe*, which we took delivery of in Texas in 2006 and have since cruised to England and Europe, has been in Cartagena, southern Spain, since October. We

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LETTERS

made the short trip from Gibraltar to Marina Smir, Morocco for two days to get the boat's VAT clock reset for another 18 months. It wasn't a problem, although we had to insist that the Moroccan officials stamp the correct documents. By the way, our 'VAT clock' could be set at up to 24 months if we put her in bond with a *Solicitud de Precintar*, which means we could live aboard her but not move her.

The problem with humans being able to stay for more than 90 days without having to leave for 90 days is seemingly a very difficult one. However, everyone we have talked to here who has actually cruised in Schengen Area countries for a long time has advised us to simply ignore the 90-day limit and just go about our cruising! One American couple has spent the last 10 years in the Med doing exactly that. Several Australians have done the same.

That said, we got around the Schengen problem by applying for and getting a 'long-stay visa' from the French, which takes care of our Schengen situation.

Anyway, after our visit to Morocco, we continued on to Cartagena, where we have joined about 30 other boats from all over the world for the winter. A number of long-term cruisers told us that Cartagena was the best choice. There is a lot of evidence to support that opinion. The streets are alive with locals on promenade, and outdoor restaurants are four to a block. Delicious *tapas* are to be had everywhere, and restaurant prices are very reasonable. Cartagena is a great walking town, starting right from the marina gate. Last night was the Cartagena Jazz Fest, and we could hear jazz great Branford Marsalis as well as the popular fusion band Snarky Puppy play not 200 feet from us.

It's true that Cartagena is a stop for big cruise ships, which is never a good thing. But it doesn't have a beach, so it wasn't overbuilt with condos. On the other hand, we're finding that red Spanish table wine may be better for the price than what you get in France.

We are currently arranging for berthing in the South of France for the summer. It's doable and, depending on what you require, somewhat affordable.

By the way, if any cruisers in Europe are looking for low rates, a worldwide German consolidator is highly recommended by our German/Austrian neighbors on a Prout cat. Their rates are as low as two euros a day in the offseason! Visit www.billiger-mietwagen.de.

Walt & Joy Weis Kass
Joy of Tahoe, Lagoon 44
Port Cartagena, Murcia, Spain

Readers — We don't know enough about the situation in Schengen Area countries to recommend blowing off the 90-day rule, particularly since the penalty can potentially be extreme — never being allowed in Schengen Area countries again in your life! According to Lonely Planet, officials in countries such



COURTESY, JOY OF TAHOE

Joy greets our welcoming committee coming into Marina Smir, Morocco.



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LETTERS

as Spain and Greece are much more lax — this is hardly news — in enforcing laws than are those in Germany and Austria.

To read more about the Kass's adventure — they don't consider themselves to be hardened sailors — see the September and October 2014 Changes.

↑↓ BLOODSTAINED BUT NOT THROWN AWAY

Like the Wanderer's old piece of line, I suspect I have a similar collection of boat stuff that I don't want to let go of. The



LATITUDE / RICHARD

The Wanderer had trouble letting go of an ancient, frayed dock line.

one that comes to mind most prominently, since it gets used regularly, is the Omega PFD that I bought in 1978 for sailing/racing the Fireball dinghy I then owned. The still-visible bloodstains elicit memories of my nose being a victim of a rather impressive spinnaker jibe/trapeze pitchpole capsize about halfway between Alcatraz and the St. Francis YC

during their Spring Dinghy Regatta.

I even have pictures of me in said PFD from 1979 and as recently as 2013, so it's been used for well over 30 years. The PFD is still mostly yellow, but I'm a bit grayer now.

Dave Cohan

Tahu Le'a, Morris 46

Redwood City

↑↓ MY SPRING LINE IS OLDER THAN MY CAT

My Chief Engineer, Scupper, a 14-year-old tabby, is younger than my oldest spring line. If I'm still solvent when Scupper passes into cat heaven, I'll consider replacing the spring.

John S Farnworth

Bashful, Hunter 46LE

Sausalito

↑↓ MADE WHERE AND BY WHOM?

My wife and I have a special winch handle that came with the first sailboat we bought 20 years ago. We found it buried in a pile of moldy lines in a waterlogged bunk. The winch handle is heavy, doesn't float, has zero ergonomics, and doesn't even fit very well in most winches. However, when you flip it over, the inscription on the bottom reads: Made in Alviso by Hippies. These hippies may have made thousands of these handles, and as far as I know every sailor on the Bay might own one. But despite its uselessness on our modern racing boat, we'll never get rid of it. It's just way too cool.

Jim & Alison Jackson

Skippy M'lew, Capri 18

Santa Cruz

Jim and Alison — We'd forgotten all about those. We can't imagine what Alviso is like these days, being so close to Silicon Valley, but back in the 1970s it was the center of lots of do-it-yourself boatbuilding.

↑↓ I DIDN'T THROW ANY OF IT AWAY

Just yesterday I went to my Pearson Ariel #256 Catwalk at Morro Bay to get rid of old sheets, docklines, pieces of short line and such. When I was done, I hadn't thrown anything away. I may need some of it sometime!

Bob & Holly Gosnell

Catwalk, Pearson Ariel

Morro Bay

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— Latitude 38

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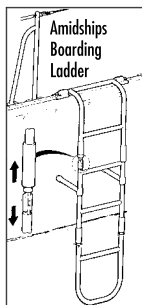
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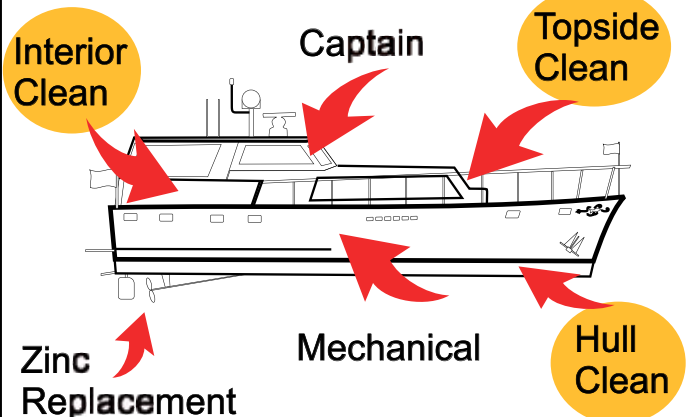
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LETTERS

↑↓ THE ONLY FRAYED BIT IS THE SKIPPER

The only battered and frayed bit aboard my schooner *Mayan* is the skipper. Thank heavens the Admiral, my lovely wife, has chosen not to toss that bit of equipment, despite its obvious wear.

Right now *Mayan* is a mess, but we're hoping to have her ready to go by the end of March, at which time we'll sail her north to Santa Cruz. Having failed at retirement for the third time, I'm working full time again, which may mean I'll have to get some friends to bring *Mayan* north.

Beau Vrolyk
Mayan, 59-ft Alden schooner
Santa Cruz

Readers — Mayan is, of course, the 59-ft Alden centerboard schooner built in 1947 that musician David Crosby owned for so many years.

↑↓ THE ABYSS OF THE SAILOR'S GARAGE

Have you seen the average sailor's garage? That's where everything ends up before it finally leaves our hands. It's hard to throw something away when you think it might have another use.

Greg Clausen
Free Spirit, Beneteau 390
Tiburon

Greg — The fact that we paid so much for some items makes it even more difficult to throw them away.

↑↓ THE OLD FABRIC SOFTENER TRICK

The Wanderer should wash his stiff docklines with fabric softener.

Rich Palmer
ex-*Balzaphire*, Islander 28
South Beach Marina

Rich — Doña de Mallorca has done that numerous times. But you can only go to that well so many times.

↑↓ MARRIED ON OUR BOAT

I am a proud member of *Latitude's* 'Over 30 Club', as I have owned my Pearson 26 for 39 years this October. But I'm thinking there may be another fun 'club' for *Latitude* readers. How many of you out there have been married on your boat?

My wife Rose and I were married aboard *Midnattsolen* 10 years ago this April. The ceremony took place at the dock of Discovery Bay Yacht Harbor.

Our friends Jim and Jeanie Long were married aboard their first *Oasis* back in 1986 at Fortman Marina. After the wedding they spent three years cruising the Sea of Cortez. They have since moved on to a larger boat, a Lancer 39 motorsailer, and have been cruising both sides of Mexico and Central America. They currently are in Puerto Escondido, and yes, Jim did ride out Hurricane Odile there.

I hope those of you who were married on your boats had as great a wedding as we did and will join the club.

Bill & Rose Grummel
Midnattsolen, Pearson 26
Antioch

Readers — Since Bill and Rose's letter above appeared in 'Lectronic, we've received a number of responses. Several of them follow.

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LETTERS

↑↓ A PROPOSAL IN A BOTTLE

Alene and I were married aboard our Cross 46 trimaran *Migration* in 2009 at Minerva Reef, which many know is a semi-submerged reef in the middle of nowhere between Fiji and New Zealand. The ceremony was absolutely wonderful.

I'd planned on proposing to Alene there — which I did via a message in a bottle that I threw into the water ahead of the boat so she'd find it. But I never thought we'd get married two days later.



COURTESY, MIGRATION

Bruce and Alene were married aboard two days after he popped the question.

Bruce Balan & Alene Rice
Migration, Cross 46 trimaran
Palo Alto / Thailand

↑↓ THE KEY TO OUR SUCCESS?

My wife, Wendy, and I were married by Doug Vann aboard his Rhodes Bounty II *Tiare* while she was anchored off the west coast of Molokai on June 11, 1988. Ten years later we were remarried by Doug aboard his new boat, the Farr 44 *Tiare*, while she was anchored in the same cove. After 26 years, we're still happily married.

Bruce Pine
Paradise

Bruce — Congratulations! And thanks for remembering Doug Vann. We sailed on both his boats. He was a great guy.

↑↓ RESTRICTIONS ON MEMBERSHIP

I think the club should be for those who married on their boat and are still married. Those whose marriages did not make it should not be included. I am one of those whose marriages didn't make it, and I don't want to be included. Thanks for printing this letter.

Arthur Hein
Lightning
Lake Tahoe North Shore

Arthur — Well, that knocks the Wanderer out of the club.

↑↓ TRY BILL STOCKTON'S CHARTAID PROGRAM

With regard to *Danika* hitting a pinnacle rock to the northwest of Punta Mita, it's true that the rocks aren't shown on many charts. However, they show up nicely on Google Earth — as shown in the attached screen shot.

This view was made using Coastal Explorer, and the chartlet shown came via the Chartaid program written by longtime Sea of Cortez cruiser Bill Stockton of *True Love*. I highly recommend this program to anyone cruising in waters where the available charts are at all suspect.



JIM HASSBERGER

The rock that 'Danika' hit was not part of the rocks visible on Google Earth.

Jim Hassberger
Kanga, Valiant 40 #278
Lying Mazatlan

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LETTERS

Jim — Thanks for the recommendation. That said, if we're not mistaken, the rocks seen in Google Earth break all the time and are thus pretty easy to see. We think the pinnacle Danika hit is in the general area, but not part of that group.

↑↓ PREVENTING MOLD AND PAPER WASPS

I live in south Texas, where we have bad mold issues like those in the Caribbean and other tropical areas. I sail a Laser 28 and have had problems with mold. I then bought a small ozone generator, and have it hooked to a timer so it doesn't run all the time. It got rid of all existing mold and has prevented any new mold from forming. It also keeps out paper wasps. It's the best \$300 I ever spent.

Ben Youngblood
 San Antonio, Texas

↑↓ TRY TEA TREE OIL

For the mold you mentioned on the Olson 30 *La Gamelle* in the Caribbean — and other boats in tropical areas — you might want to try one of the tea tree oil products. You just place the opened container in the area to be treated, and the fumes kill the mold and mildew spores. I've been using the tea tree oil products for years. You can get them from TRAC Ecological at bit.ly/TracTeaTree.

Tom Collins
 Misty Sea, Bertram 46
 Puerto Vallarta, Mexico

↑↓ JOCKSTRAPS REQUIRED FOR SAILORS

I loved the feature on Playmate/cruiser Elizabeth Ostrander — and like the fact that she was not dressed in all of the bullshit that US Sailing wants to make us sailors wear when we go to sea. Elizabeth's look represented a good marketing strategy for the sailing industry — that sailing is fun! Pedal down and vang off!

Jonathan 'Birdman' Livingston
 Punk Dolphin, Wylie 38
 Pt. Richmond

Readers — When we asked the Birdman, a very experienced and successful Bay and offshore racer, for details on the US Sailing edict, he responded as follows:

"If you want to race in the ocean, the new rules mandate that you wear a PFD at all times, and as of this year, the PFD would have to include a jockstrap. This is straight from the Ocean Yacht Racing Association website, which got it from the US Sailing ISAF special regulations section. Last year some boats even got protested and DSG'd because of PFDs.

"There is more, but I don't think that the remaining regulations prevent anybody from sailing or racing with a bikini on. Nonetheless, there is a big price tag for all the electronic bells and whistles one now needs."

↑↓ "KNOCK IT OFF, SPIKE! LUNCH IS READY."

I enjoyed the *Letters* editor's long and information-packed editorial response to a letter about Spike Africa. Spike and actor Sterling Hayden certainly made a colorful pair up and down the Sausalito waterfront during the 1970s.

A small piece the editor left out about Spike was the time when he owned a restaurant. It was located at Mariner Square in Alameda, and I believe it was called Spike Africa's. There was, over the entryway, a picture of Spike reclining in the nude *a la* the famous Burt Reynolds centerfold in *Cosmopolitan* magazine of that era. Spike was a bit more conservative than Burt, as he was wearing his captain's hat. Spike took great

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LETTERS

pleasure in greeting guests — and watching the ladies do a double-take when they realized their host was none other than the subject of the portrait — complete with his signature hat.

(The restaurant eventually failed, as do most restaurants, and the site later became the first Chevy's.)

I also have a memory of Spike and his wife Red that long predates that. They were at a small luncheon at a house on Balboa Island in Southern California when I was about 12 and my brother was about 9. It was a warm day and we were all outside in the garden. Spike had his shirt off and was lying back in a lawn chair catching the rays. He had two small sparrows tattooed on his chest, and he took great pleasure in flexing his pectoral muscles, making the birds on them jump while he tweeted a bird sound. My brother and I were fascinated by this remarkable performance. We asked for more until Red told him to knock it off because lunch was ready.

Dave Case

Old Geezer Adventurer
Alameda

Readers — Why is it that single women always seem to be attracted to 'characters', but as soon as they marry them, they try to 'de-characterize' them?

↑↓ TOO MUCH WHITE ON WHITE

Is anybody else sick of all the white racing boats with nothing but white chutes? It was cool for a while but, like a lot of things, it got stale. So I was glad to read in the March 18 *'Lectronic* that at least some J/105 sailors are putting color in their sails. Personally, I think it would be great if every boat had to have custom colored spinnakers. Sort of like racing colors for race horses.

P.S. I'm doing my part as I have pink sails for my Hobie Cat. Now all I need is water in Central California lakes.

Mike Wiltendorf
Sacramento

↑↓ WHICH BOAT SHOULD I BUY?

I'm shopping for a boat for next year's Ha-Ha and to continue on to Nova Scotia. I've been given lots of advice about what would be a suitable craft. The opinions range from "nothing less than a bluewater boat" to "a Hunter would be just fine."

Do you know of any impartial resource for advice on which boat I should buy? I noticed a wide variety of boats in last year's Ha-Ha, but unfortunately don't have experience with most of them. Most of my sailing experience had been with my Ericson 32-2, but even that is somewhat limited. My wife has had enough of the Ericson and wants a boat that is 'done' and only needs minor tweaks.

There is a 1994 Hunter Legend 40.5 for sale locally that I could get for about \$65,000, as the owner passed away. She has refrigeration, radar, a dodger, a clean interior and about 1,500 hours on the diesel. But lots of people have a poor opinion of Hunters. Is that warranted?

Rubicon has a Hans Christian 38 Mk II that may go for mid- to high \$40s. The interior is pristine but the exterior is weathered. I'm concerned that she'd be slow and wouldn't sail in a light breeze. She has a lot of engine hours, too.

Sanford Bennett
Boat Hunting
Bay Area

Sanford — Generally speaking, a guy asking what boat he should buy is akin to a guy asking what kind of woman he

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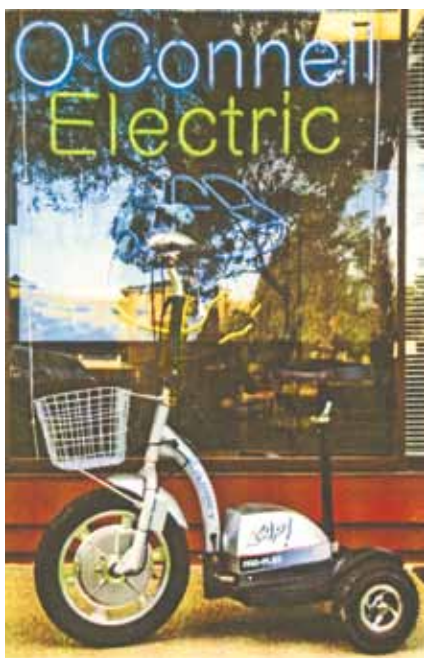
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LETTERS

should marry. It all depends what you like. The fact that there were something like 100 different boat designs represented in the last Ha-Ha is evidence of just how many different options/opinions there are.

If somebody put a gun to our head and told us we had to decide how many types of sailboats there were, we'd say there are five: 1) Heavy, full-keel cruising boats, such as Westsails, Hans Christians, and a lot of other boats that were built in Taiwan; 2) Racer/cruisers, such as the Beneteaus, Catalinas, Hunters, Islanders and scores of others; 3) High-performance/race boats, which would include things like J/Boats, Santa Cruzes and Olson 40s; 4) Full-on high-performance race boats; and 5) Multihulls.

We can eliminate #4 because you don't want an all-out racing boat, and #5 because multihulls are out of your budget. We're also going to eliminate #3, because as much as an Olson 40 might make a great 'basics only' cruising boat for a young couple, that doesn't sound like you.

That brings us down to categories #1 and #2. At this point you have to ask yourself what kind of boat turns you on. For the one thing, you don't want to buy a boat that you're not excited about and proud to own.

If you think you might be a Category #1 person, remember that most of boats in this category, particularly those built in Taiwan, have lots of wood, both on the inside and out. Exterior wood in particular takes lots of work to keep looking good. Starting from our first boat in 1977, we've gravitated toward boats that have as little exterior wood as possible, and we haven't regretted it. We'd rather be sailing than woodworking.

If we were you, we'd probably look for something in the racer/cruiser category, as we think they offer the best combination/compromise of comfort and performance. And it's not as if a well-built racer/cruiser isn't up for the kind of weather you can expect on a trip from California to Nova Scotia. If you're not familiar with the conditions, once you get around Pt. Conception, it's going to be mostly light air all the way to Panama. Once you get to the Caribbean, it can be quite breezy up to Florida. Once you head up the East Coast, you can be faced with just about anything. Thanks to modern weather forecasting, if you have time, you can usually avoid most if not all really bad weather.

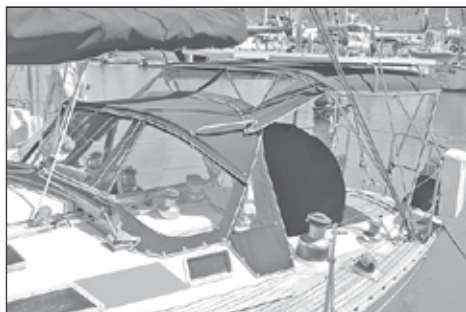
Are Hunters well-built? We're not experts, but the impression we have is that, a number of years ago, some of them weren't particularly well-built, while newer ones are better-built. It all depended on the model. Mike Harker singlehanded a brand-new Hunter 466 across the Atlantic a few years ago and reported that he only had to replace one lightbulb. He later singlehanded a Hunter 49 around the world with no significant boat problems. Jake and Sharon Howard have been living aboard their Hunter Legend 45 Jake for the last 25+ years, the last eight or so of them cruising in Mexico. Mind you, a long time ago, Beneteaus didn't seem to be particularly well-made either. But that's all changed.

We also think that boat length is important. All things being equal, we'd rather get something that's at least 40 feet long, than something 35 feet or less. This might mean you have to get something from the 1970s or 1980s to fit in your budget. Just off the top of our head, we figure you might be able to find a suitable Valiant 40, Newport 41, C&C 41, Islander Gurney 41, or a Cavalier 39 to name just a few. If you wanted a little more room and/or aft cabin, you might look into something like a Irwin 43, a C&C Landfall 38, a Columbia 45 or a Gulfstar 50. If you were willing to stretch your budget a little bit, you might be able to find a good deal on an older Catalina 42 that needed a little work. But we agree with your wife: avoid boats that need more than a little work.

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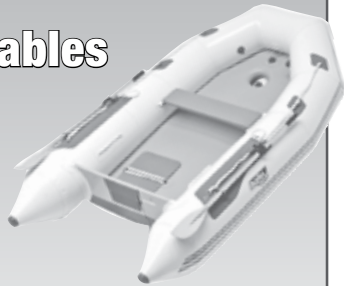
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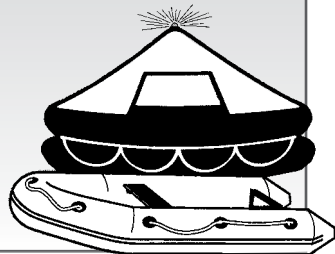


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LETTERS

The names above just scratch the surface of what you might like. There are two more things to remember. First, the real cost of a boat is the difference between what you pay for it and what you sell it for. If you buy a white elephant at a bargain price, you may only be able to sell her for a bargain price — if you can sell her at all. Second, the individual boat is more important than the type of boat. If not properly maintained, even the best-built boat can become all but worthless in a surprisingly short time.

Opinions are like elbows, but those are ours. Happy boat hunting.

↑↓ HEY, GET YOUR ALTAIRS STRAIGHT

Latitude muffed it in its March 18 'Lectronic report on entries in the St. Barth Bucket. It's true there is a yacht named *Altair* entered, but it's not the 108-ft topsail schooner, often considered to be one of the great yachts in history, but rather the S&S designed, Derecktor-built 105-ft sloop *Altair*. What gives?

Nelson Smith
Tortola, British Virgins

Nelson — We're embarrassed to say that the mistake was almost certainly the result of someone slipping us an after-



LATITUDE / RICHARD

noon rosé when we didn't really want one. It's an occupational hazard in the Caribbean. Nonetheless, it's a fun mistake, as it gives us an excuse to again print one of our favorite sailing photos and tell the story behind it.

By some miracle, Bill Lily was given the helm of a legendary yacht.

Altair is a 108-ft gaff-rigged topsail schooner that was designed by the legendary Scottish designer William Fife III and built at William Fife & Sons at Fairlie on the Firth of Clyde in 1931. It appears in many lists of the 10 greatest sailing yachts ever.

Anyway, about seven years ago we were in St. Barth over New Year's, as was our friend Bill Lily of the Newport Beach-based *Lagoon 470 Moontide*. Thanks to *Ticonderoga Tom*, we were extended the privilege of crewing aboard his historic yacht for the New Year's Around the Island Race. And we were able to get our friend Bill aboard. We were put on the starboard foresail winch, and spent much of the race on the leeward side, trying to keep deck-washing water from washing our camera case overboard. *Altair* is a big boat, and we lost track of where Lily was — at least until the final windward leg. When we finally got a chance to look aft, there he was, with his Gabby Hayes hat on, at the helm and nobody else in sight at the back of the boat! We're still trying to figure out how our friend, unknown to anybody on one of the greatest yachts in the world, managed, in the course of the three-hour race, to find himself alone at the helm.

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

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

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

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SIGHTINGS

48th transpac draws impressive fleet

At press time, the Transpacific YC had received 63 entries for the 48th edition of the classic 2,225-mile Transpac race from Los Angeles to Honolulu, Hawaii, indicating a very healthy fleet. While most entries are from the West Coast, a number are from Japan, Mexico, Australia and Canada, and there's even one from Monaco.

Given decent winds, there will be a strong assault on *Alfa Romeo II's* all-time monohull elapsed-time record of 5 days, 14 hours, set in 2009, as the entry list already includes three lightning-fast 100-footers. They are *Wild Oats XI*, co-skipped by Roy P. Disney and Robert Oatley,

winner of eight Rolex Sydney Hobarts; *Ragamuffin 100*, the ageless Syd Fischer's super maxi, and, new from the West Coast, the redone *Rio 100* owned by Manouch Moshayedi, which did surprisingly well in the last Rolex Sydney Hobart.

The reason we've used a photo of two

Following her eighth Sydney Hobart win, the 100-ft Reichel/Pugh super maxi 'Wild Oats XI' will be in the Transpac lineup this July.

hull-flying Gunboat 66s (right) from this year's Sint Maarten Heineken Regatta to illustrate a Transpac story is that for the first time there should be a highly competitive multihull division in the Transpac. The multihull fleet includes John Gallagher's Del Mar-based *Chim Chim*, Gunboat 62 hull #2, which is in the midst of a total rebuild at Driscoll's in San Diego.

Also new this year will be Pat Benz's Santa Barbara-based Gunboat 66 *Extreme H2O*. And returning from the last Transpac is Lloyd Thornburg's Santa Fe-based Gunboat 66 *Phaedo*, which logged a 428-mile day during her last run to Hawaii before being dismasted. We'd actually been hoping that Thornburg would enter his new-to-him MOD70 *Phaedo3*, with which he just hit 40.6 knots, but the busy 35-year-old has entered her in both the Transatlantic and Fastnet races.

As much as we love the hot new boats, there are three classics we're pulling for, including Sam and Willie Bell's wooden Lapworth 50 *Westward*, which was built in 1962. Dean Treadway's cold-molded Hawaii-built Farr 36 *Sweet Okole*, which he's owned almost since she was built in 1976, was leading her division in last year's Pacific Cup until the rudder broke. The Richmond YC-based *Sweet Okole* has sailed four Transpacs — winning overall in 1981 and placing second in 1985 — and five Pacific Cups. And, lastly, there's the legendary S&S 79 *Kialoa III*, which, under the ownership of Jim Kilroy, was probably the boat most instrumental in the growth of international big-boat racing.

The final entry deadline for the Transpac is June 1, and the race starts will begin on July 13.

While we're on the subject of long-distance offshore racing, we want to put in a plug for the SoCal 300, the first edition of which will be held this year starting on May 22. The course will take the fleet from Santa Barbara, outside the Channel Islands, to San Diego. The race will be an official qualifier for the Transpac.

— richard

strictly sail pacific

Hard to believe it's been two decades already, but this year marks the 20th annual Strictly Sail Pacific, née Pacific Sail Expo. To be held at Oakland's Jack London Square April 9-12, the show features more than 50 boats, with larger models in the water and trailerables on land. Among the boats making their debut appearance at this year's show are the high-performance Dehler 46, the luxurious Hanse 455, the traditional Tofinou 8, and the racy C&C 30.

More than 90 free one-hour seminars are included with the price of admission. Presentations include a rare visit from renowned yachting humorist Fatty Goodlander. Andy Turpin and John Arndt from *Latitude 38* will also offer free seminars; for details, turn to page 8 of *Calendar*.

The sleek and swift Gunboats 'Coco de Mer' and 'Tribe' in the St. Maarten Heineken Regatta. For the first time there will also be a highly competitive multihull fleet in this summer's Transpac.



DANIEL FORSTER / ROLEX



RICHARD & RACHEL / OCEANIMAGES.CO.UK

has it all

The *Latitude* staff will host its usual Friday night booth party, from 6:00 to 8:00 p.m., honoring West Coast circum-navigators and veterans of the Baja Ha-Ha and Pacific Puddle Jump.

Cruising author Lin Pardey will offer a special Advanced Seminar. "It will be my first visit in about eight years," she writes. "On Sunday I'll do a three-hour presentation: Writing, Video, Blogging — How to Make It Pay." Other Advanced Seminars include three weather workshops from Lee Chesneau and a US Sailing Four-Hour Coastal Safety at Sea Seminar. Advance registration is required and fees apply.

In-the-water sail clinics range from anchoring and docking to advanced sail

continued in middle column of next sightings page

family cruising in nirvana

We're all about 'zen sailing' at *Latitude 38*, so when we met a couple of hardcore racers from San Diego who are cruising with their kids aboard a beautifully restored vintage racing yacht, we wanted to know more.

Long before modern legends such as *Wild Oats XI*, the 65-ft John Alden-designed sloop *Nirvana* was one of the first boats ever to be designed specifically for the now-iconic Sydney Hobart race. With her lines drawn in 1948, *Nirvana* was launched in 1952 about an hour's drive north of Sydney. She went on to race to Hobart four times before being sold to a California buyer in 1958. After relocating to San Diego, where she was owned by the Carver family of the now-defunct Knight & Carver boat yard, *Nirvana* went on to race an incredible 34 consecutive Newport to Ensenada races between the late '50s and early '90s before being sold to a Mexican owner who moved her south of the border.

Nirvana changed hands a couple more times between the '90s and 2006, when she was purchased by Mark Steinbeck of San Diego, who immediately breathed new life into her. The first thing he did was hire

continued on outside column of next sightings page



SIGHTINGS

***nirvana* — continued**

renowned boat builder Gary Mitchell to do nearly a complete rebuild of the boat over a three-year period. "I told Mark not to buy the boat," said Mitchell. "The interior needed to be completely rebuilt due to water ingress and rot. But Mark had fallen in love with the boat and had to have it. *Nirvana* is the kind of boat you fall in love with," said Mitchell. After the refit, Steinbeck and his wife Dorothy took off on an extended cruise to Mexico, where the boat eventually was entered into charter. The arrangement didn't work well, though, and with a down economy and *Nirvana* again needing additional work, Steinbeck opted

continued on outside column of next sightings page

strictly sail pacific

trim and match racing. The clinics require an additional fee, but Discover Sailing also offers free test sails on the RS Aero, Beneteau First ASA trainer, and Beneteau Oceanis 35. Save time by re-registering at www.strictlysailpacific.com.

About 100 exhibitors will be on hand to offer their wares and services. If you're interested in getting yourself or your family started in sailing, stop by the SailSF-

Gary and Julie race their vintage warhorse wherever they go. Here, Julie helms 'Nirvana' in a classic boat regatta near Auckland. When younger, she competed in the women's World Match Racing Tour.



— continued

Bay booth, #116, which will be staffed by volunteers from several Bay Area youth programs.

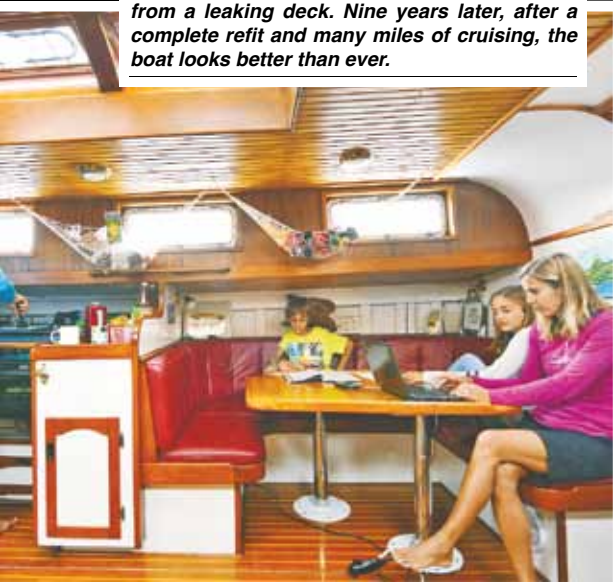
For a complete boat show guide, see the planner bound into this issue between pages 34 and 35.

Get a \$2 discount when you pre-order tickets online using the code Lat38 — then be sure to visit us in booth #219!

— chris



Above: The Mitchells strike a pose in Auckland. Below: When Gary Mitchell first laid eyes on 'Nirvana' in 2006, the entire interior had dry rot from a leaking deck. Nine years later, after a complete refit and many miles of cruising, the boat looks better than ever.



ALL PHOTOS MATT PIERCE

nirvana — continued

to sell the boat for a song to his old friend Gary Mitchell. Tragically, Steinbeck unexpectedly died shortly thereafter.

Wasting no time, Mitchell got the boat out of Mexico during the whole AGACE impound fiasco and delivered her to San Diego Yacht Club to prep for a cruise to the South Pacific. With Gary's professional skill set, vast knowledge of *Nirvana*, and the help and support of

many in the San Diego marine industry, the Mitchell family completely refit *Nirvana* in just four months. Nineteen days out of San Diego, Gary, wife Julie, and kids Axel, 10, and Gigi, 12, made landfall in the Marquesas, where they scattered their friend Mark Steinbeck's ashes in Daniel's Bay on the island of Nuku Hiva. "It's the place that Mark had wanted to visit aboard *Nirvana* more than any other," Gary explains. "This journey has been the culmination of his dream, and ours, and allowed us to forge a special bond with Dorothy [Mark Steinbeck's widow]."



MATT PIERCE

It's always nice to own the prettiest boat in the anchorage, but all that lovely brightwork requires frequent attention.

Along with long ocean crossings, surfing overhead barrels, and a memorial service to honor their departed friend, the Mitchell family has shared many special experiences while cruising *Nirvana*. "In Tonga, we were ashore when we saw whales surrounding the boat. We rushed out in the dinghy with the family gathered, and were completely surrounded by humpback whales. It was just incredible," smiles a proud Gary Mitchell.

But it's not all fun and games on the sleek and elegant 65-footer, as someone has to do some work. Julie wears many hats on board, including that of devoted teacher. She keeps Axel and Gigi up to date on their homeschooling. It's been a challenging road, no doubt, but one full of rewards. "We really know our kids now and I think memories of this trip will be really special to them as they get older," she says. After leaving New Zealand and heading north for another stint in the tropics, the Mitchell family plans to sail *Nirvana* back to her home waters of Australia this season before returning to San Diego in time for daughter Gigi to enter high school.

You can follow the Mitchell family and *Nirvana's* cruising adventures at www.svnirvana.blogspot.com

— ronnie simpson

is this your year to ha-ha?

If you're a West Coast sailor, you've undoubtedly heard all about the long-established Baja Ha-Ha rally that runs from San Diego to Cabo San Lucas each fall. We probably don't need to remind you that it's a 750-mile downwind course staged over a two-week period, with rest-and-play stops along the way at Bahia Tortugas and Bahia Santa Maria. As any Ha-Ha veteran can verify, you really can't avoid making some like-minded friends along the way, plus you're bound to get in some great offshore sailing, and you'll have great fun at the pre-, mid- and post-cruise parties.

The very best thing about the Ha-Ha though — according to hundreds of folks who've done it — is that the concrete starting date, October 25 this year, forces would-be adventurers to quit procrastinating, throw off their docklines, and finally make their long-anticipated entry into the cruising lifestyle, regardless how many items remain

continued on outside column of next sightings page

SIGHTINGS

baja ha-ha — continued

on their to-do lists. During the rally's 21-year history, roughly 10,000 sailors from all walks of life have participated, sailing on 3,000 boats, including million-dollar gold-platers and low-budget fixer-uppers.

So what do you say? Will 2015 be your year to Ha-Ha? Dates are October 25 to November 7, and online signups will begin May 1 at www.baja-haha.com.

— andy

so-cal ta-ta — it's on

The SoCal Ta-Ta is a one-week Southern California version of the Baja Ha-Ha, managed by the same Ha-Ha folks, but with a 'Reggae 'Pon da Ocean' theme. As with the Ha-Ha, *Latitude's* 63-ft cat *Profligate* will be the mother-ship.

The course will be from Santa Barbara to Catalina, with two nights at Santa Cruz Island, one night at Channel Islands Harbor, one night at either Paradise Cove or Redondo Beach, and one night at Two Harbors, Catalina. The average length of the legs is about 24 miles, and all of the legs

are normally off-the-wind. The event starts on Sunday, September 13 — on the weekend after Labor Day — and ends on Saturday night, September 19.

Once again the good folks at the Santa Barbara Yacht Harbor will allow the Ta-Ta to make reservations for slips on Sept 12 and 13 for up to 50 boats. Dan and Michelle at Channel Islands Yacht Harbor and Vintage Marina in Channel Islands Harbor have confirmed they will again be offering slips — *at no charge* — for as many boats as possible. Nice! Last year they got all but one or two of the cats in the 45-boat fleet into their harbor. We'll be having a free BBQ on their floating docks once again. The small grandstand at Two Harbors has been booked again for the Conga Dancing/Potluck/Slide Show/Awards ceremony.

The cost of the week-long event is \$275, and includes a free Reggae 'Pon da Ocean hat, shirt, burgee/battle flag, free lunch and dinner for each captain and first mate in Santa Barbara and at Channel Islands, daily weather info and roll calls, sundowner get-togethers aboard *Profligate* — and above all, the opportunity to have a great time with other sailors. The Ta-Ta is not suitable for people prone to whining, groaning, and other buzz-killing behavior.

The Notice of Event will be posted on May 1, and entries will be accepted immediately after that at www.socaltata.com. There will be a limit of 50 boats.

— richard

volvo ocean race's auckland pit stop

The Volvo Ocean Race's Auckland stopover has always been one of the 'round-the-world circuit's favorites, for fans and sailors alike, and this year was no different. The fleet's visit started off on a perfect summer Saturday night in Auckland as MAPFRE edged out Abu Dhabi

continued on outside column of next sightings page

cyclone pam clobbers

Lying 500 miles west of Fiji, the 83-island nation of Vanuatu has long been a favorite cruising ground of globetrotting sailors due to its unspoiled waters, intact cultural traditions and minimal development. So many international sailors were horrified to learn about the devastating effects of Category 5 Cyclone Pam, which ravaged the archipelago on March 14 with sustained winds of 150 mph and a 25-ft title surge.

In the days that followed, government agencies counted 17 people dead, 65,000 people homeless, and 166,000 islanders in urgent need of life-saving assistance — this within a population of 266,000.

LATITUDE / RICHARD



Got summer plans? How about a weeklong one-directional cruise from Santa Barbara to Avalon in the company of 50 boatloads of new friends?



AINHOA SANCHEZ / VOLVO OCEAN RACE

sailors' paradise

Bay Area sailors Jim and Kim Coggan know the region well, as they spent the last two seasons in Vanuatu aboard their Schumacher 40 *Auspice*. Jim notes that while a massive relief effort is being staged in the capital, Port Vila, the outer islands are typically slow to get help. "The rule in general in these island nations is that the remote settlements get supplies only after the main cities get everything they need and run out of storage space. Then the outer, more remote villages get the 'trickle down' if there is anything that's left over."

The Coggans recommend supporting the Butterfly Trust, run by David and

continued in middle column of next sightings page

vor auckland — continued

and Dongfeng at the finish line, with the top three boats completing Leg 4 within eight minutes of one another after more than 20 days at sea from Sanya, China. For MAPFRE it was the first vindicating moment since the Spanish start in Alicante, after three legs of being the fleet's underachievers. With the 'City of Sails' pumping since that epic Saturday night that saw the entire fleet finishing within a seven-hour period after nearly 6,000 miles of racing, the VOR rolled out the red carpet for sailing fans at Auckland's centrally-located Viaduct Harbour.

Halfway around the world, and the last pit stop before rounding Cape Horn, the Auckland layover is the most intensive boat-service stop since the start in Spain last October. The fleet of VO 65s were completely torn apart and put back together in an absolutely staggering display of boat-building prowess and around-the-clock passion that only a place like Auckland could provide. New Zealand is known

continued on outside column of next sightings page



SIGHTINGS

vor auckland — continued

for being a nation of boat builders, and with mast and rigging supplier Southern Spars headquartered right down the street, the fleet will leave Auckland in top form. The Volvo Ocean Race's innovative new streamlined maintenance process, coupled with a conservative design in the new VO 65, looks to be paying huge dividends in cost reduction, increased reliability, and closeness in racing during this edition of the race. With most of the kinks in the new design ironed out, and with the boats proving to be significantly more reliable than in years past, the current leg — 6,800 miles to Brazil — may prove to be the fleet's greatest challenge yet, and may represent the last big opportunity for a carnage-induced shakeup of the leader board.

Certainly the biggest story of the Auckland stopover is that of the menacing Cyclone Pam, which first battered Vanuatu, then took aim at New Zealand's North Island. It was perhaps the gnarliest cyclone to hone in on Aotearoa in more than a decade. Race director Knut Frostad made a widely applauded common-sense decision to delay the start for three days to allow the storm to pass. Fortunately for every-

continued on outside column of next sightings page

vanuatu

Lynn Colbert, "two Kiwis who have been very active on the grassroots level for several years, doing anything possible to counter the supply and health service limitations as noted above. These people are the real deal, and completely trustworthy." (Contact Butterfly Trust via their main website, www.butterflytrust.org, or their donation site, <https://givealittle.co.nz/org/butterflytrust>)

Longtime cruisers Leslie Linkkila and Philip DiNuovo of the WA-based Mason 33 *Carina* also know these islands well. They tell us: "It is also reported that Pam did significant damage in the very remote eastern Solomon Islands. The most remote locations are the most vulnerable; those island villages with no regular

What's this? One of the same AC45s we saw during the inaugural America's Cup World Series two years ago? Look a little closer and you'll notice a new appendage. The 45s have now been fitted with foils, which tells us that the next round of ACWS races will be more thrilling than ever. Keep a lookout for Artemis Racing practicing on the Bay.



— continued

transportation or supply ships.

"At least two groups are deploying small yachts to bring food, supplies and medicine to these locations. If you can contribute money, supplies or yourself to these efforts, we encourage you to do so. And please tell your friends.

"The people of these islands have opened their bays, homes and hearts to many of us and now they need our help. Please visit: Sea Mercy (www.seamercy.org) and OceansWatch (www.oceanswatch.org)."

Larger organizations currently distributing aid in the archipelago include CARE Australia, UNICEF, OXFAM Australia and Save the Children.

— andy



SANDER VAN DEER BORCH / ARTEMIS RACING

vor auckland — continued

one, Pam weakened when it hit colder waters and mostly spared New Zealand, creating little more than an inconvenience. The girls aboard SCA claimed a wire-to-wire win in the New Zealand *Herald* In-Port Race, beating Team Brunel and MAPFRE to the finish in champagne sailing conditions as Pam loomed offshore — although you wouldn't know it by the glorious weather in Auckland that day.

Three days later than scheduled, the Volvo Ocean Race fleet departed Auckland for Itajai, Brazil on March 18. Upwind for the first 200 miles to the eastern cape of New Zealand, Team Brunel tacked and took a northerly option that allowed them to jump out to an early lead and slowly begin to extend on the fleet. As of this writing, they hold a 50-to-90-mile lead over the rest of the fleet, although there are still 5,000 miles of race track left with a long-term Cape Horn forecast that looks fairly uneventful.

In the buildup to the race's most challenging leg, several teams made key crew changes to bolster their lineup for Leg 5. Dongfeng added Irish round-the-world and maxi-multihull rockstar Damian Foxall and also got famed on-board reporter Yann Riou back. Leg 4 winner MAPFRE got skipper Iker Martinez back after earning their first leg win with fill-in skipper Xabi Fernandez, while SCA added American sailor girl Sara Hastreiter and got badass Aussie bow chick Sophie Cizek back after she spent two legs on shore with a back injury. By far the biggest crew change announcement came from current race leader Team Brunel of Holland, which has enlisted the services of former Oracle Team USA wing trimmer and sailing legend Dirk de Ridder to make his professional sailing comeback after being suspended during AC 34's conspiracy-laden 'Kingpostgate' saga.

The fleet is due into Itajai, Brazil around April 7. Follow the action via tracker graphics and on-board photos at volvoceanrace.com.

— ronnie simpson

as the cup turns

Just as this issue was going to press, we received an email that implied that America's Cup 35 in 2017 might be sailed in foiling AC45s, instead of new AC62s, in order to save money. But all teams will have to agree before that becomes official. We'll follow up on that bombshell next month. For now, we'll get you caught up on recent headline-grabbing dramas concerning two of the teams.

On February 18, we received a phone call from Julie Moffet at Radio New Zealand. She asked if we knew anything about Dean Barker leaving Emirates Team New Zealand (and possibly going to Luna Rossa). Thus began the slow leak to the press of news that would not be confirmed by ETNZ until February 26. In the meantime, Barker was left hanging, not knowing what to think, as the rumors swirled around him. When the word was finally official, Barker told Kiwi newsman John Campbell in an interview that he was "absolutely gutted" about the way he'd been treated. "Unfortunately last week, through a leak to the media, I found out that I had been dumped as the sailing director of Team New Zealand," he told Campbell.

The 42-year-old Barker was replaced as helmsman by the much younger Peter Burling, age 23. Barker was offered the position of 'performance manager/coach', but he turned it down.

The other team making news in March with personnel issues was Oracle Team USA. On March 9, the Associated Press reported that Oracle's foiling AC45, which had been disassembled and put into con-

continued on outside column of next sightings page



CHRIS CAMERON / EMIRATES TEAM NEW ZEALAND

ETNZ's former sailing director Dean Barker was sacked.

SIGHTINGS

as the cup turns — continued

tainers for shipment to Bermuda, was 'arrested' by federal marshals in response to a lawsuit filed by disgruntled grinder Joe Spooner, age 41. The Kiwi sailor was let go in January and filed the suit to recover the salary he claims was owed to him on his contract. Legal analyst Cory Friedman wrote in *Scuttlebutt Sailing News* that Spooner wanted an increased housing allowance because Bermuda is more expensive than San Francisco — and that's not an April Fool's joke!

While not ruling on Spooner's claims, Joseph Spero, a federal judge, ordered the boat released on March 18. The team has no official comment about the 'arrest' of their boat.

The Oracle team completed their testing on San Francisco Bay at the end of February. "The foiling AC45 took a little bit longer to get ready, but once it was out it was fantastic," said Peter Rusch from the team's Communications Department. "It almost felt a little bit like the AC72 with the speeds," said skipper Jimmy Spithill after the first day of sailing, on February 18. "We're going to need to see it in more breeze, but it was great to get it foiling and stable."

Rusch told us that the team is in the process of shutting down their base at Pier 80 in San Francisco's Dogpatch neighborhood completely. "The new team base will be in Bermuda as of May 1," Spithill said, "We're looking at the beginning of May for sailing in Bermuda."

Sweden's Artemis Racing team has kept their base in Alameda and can still be spotted out practicing on the Bay. The foiling AC45s will be used in the AC World Series, which will kick off on June 4-7 in Cagliari, Sardinia.

— chris

tragic death of a female sailing legend

Fifty-seven year old Florence Arthaud, once the most famous sports figure in France, and the one in whose wake all female ocean racers

must sail, was one of 10 people killed when two helicopters collided in Argentina on March 9. All were part of the French survival show *Dropped*. In 1974, at age 17, the daughter of a French publishing family was in a coma and partially paralyzed after a serious auto accident. It took two years for Florence to recover fully, but when she did, she made the first of her many transatlantic crossings.

The diminutive Arthaud reached the apex of her sailing career in 1990. First she beat many of the all-time French sailing legends with the VLVP-designed 60-ft trimaran *Pierre 1er* in the ultra-competitive, 3,500-mile, singlehanded Route du Rhum Race from Brittany to Guadeloupe in the French West Indies. It was not an easy race for her, as both her radio and autopilot went out. It was also

reported that she suffered a hernia, but friends tell us she actually had a miscarriage in the middle of the Atlantic. Later that year she used *Pierre 1er* to establish a brilliant new singlehanded transatlantic record, thus becoming the inspiration for every female sailing great from Isabelle Autissier to Ellen MacArthur. (*Pierre 1er* was later bought by Steve Fossett, who named her *Lakota* and used her to set many other sailing records.)

West Coast sailors got to see Arthaud in 1997 when she crewed for Bruno Peyron in setting a new Los Angeles-to-Hawaii Transpac

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you've gotta

As the bushy-haired character named Miles said in the classic coming-of-age flick *Risky Business*, "Sometimes you've just gotta say, 'What the f__k.'"

We figure a similar notion was going through the mind of Jason Hoye-House on the Fourth of July 2013. The way he tells it, he was sitting atop Mt. Tabor in Portland, OR, having a couple of drinks with some friends when the conversation turned to "how awesome it would be to sail around the world." In the days afterward, the others allowed the fantasy to fade, but Jason "never let it go."

A few weeks later, after brainstorming the idea with his brother Brad, he bought a vintage 1966 Alberg 30 in Vancouver, British Columbia. It was his first boat. In fact, up until that point he'd sailed fewer than a dozen times in his



ATELTA OGGETTO

A classic shot of Florence during the early days of her illustrious career.



COURTESY ANTARES II

In nearly 40 years of publishing 'Latitude', we've learned never to underestimate a dreamer. That's why we have a feeling that young Jason will make it to the Marquesas unscathed aboard his stout little Alberg 30 'Antares II'.

love a dreamer

whole life.

Today, a year and a half later, he's come a long way — both literally and figuratively. Suffice it to say that fitting out *Antares II* with new gear and bringing her down the coast last summer with a couple of marginally experienced buddies was a character-building adventure — at one point Jason was so seasick he couldn't stand up.

But by the time he got to Mexico's Sea of Cortez, he'd become confident enough to start singlehanded. This month he'll set sail for the Marquesas alone. At age 30, the would-be circumnavigator is one of the youngest skippers in the Pacific Puddle Jump fleet. We wish him the best of luck. (You can follow Jason's trip at www.lifelineexplorers.com.)

— andy

florence — continued

elapsed-time record with the 86-ft maxi cat *Commodore Explorer*.

While in her 40s, Arthaud tried to raise money to buy Olivier de Kersauson's maxi trimaran *Sport-Elec* for an attempt at the around-the-world record. Alas, the fact that she partied every bit as hard as she raced kept her from succeeding with the acquisition. "Florence was someone extraordinary on the water, but uncontrollable on land, and that worked against her," said Isabelle Autissier, her great protégé. "She ate. She drank. She smoked at a moment when the byword was 'no limit'. That worked against her getting sponsorships."

"If you're not living to the limit," Arthaud was famous for saying, "you're just taking up space." Nonetheless, she was highly respected by fellow sailors, and she continued to sail competitively across oceans into her 40s and 50s. In 2004, for example, she did the Doublehanded Lorient to St. Barth race with Lionel Pean; in 2006 she did the Odyssey Cannes-Istanbul with our good friend Luc Poupon; and also did the Transat Jacques Vabre with Luc the following year.

In 2010, at age 52, she hoped to celebrate the 20th anniversary of her Route du Rhum triumph by singlehandedly the 100-ft catamaran *Oman*. She was disgusted when sponsors gave the boat to a man to

continued on outside column of next sightings page



SIGHTINGS

florence — continued

race. "Well I quit!" Florence responded.

It was unexpected that such an unrelenting sailor as Arthaud would die in a flying accident, as she'd had brushes with death on the water. For example, she flipped *Pierre 1er* when racing across the Atlantic. "I bent over to light a cigarette," she once told *Latitude*, "and the next thing I knew we were upside down." In October 2011 she fell overboard from her boat near Corsica. But she had a headlamp and waterproof cell phone with GPS, and managed to call her mother, who alerted authorities. Much to her surprise, she was rescued hours later, suffering only from hypothermia.

Arthaud is the godmother of the late *La Gamelle* restaurant in St. Barth, the namesake for our Olson 30 *La Gamelle*, having broken the champagne bottle to celebrate its opening. Her name is also immortalized in Arthaud Reef, a group of barely submerged rocks just off St. Barth's Le Toiny that she once hit with *Pierre 1er*. "I've lived the life of a free spirit and adventurer," Arthaud told *Le Monde* in 2009. Truer words were never spoken.

— richard

from winter mids

With the flip of the calendar from March to April, West Coast yacht clubs transition from midwinter series to summer beer can racing. In the San Francisco Bay Area, the winter season was meek and mild, with almost no rain, but midwinter races help keep our chops up for the wilder summer months ahead. (When we say "wild," we're *mostly* talking about the sailing conditions.)

Summer beer can series are generally held on weeknight evenings, and range in spirit from super casual to pretty serious. An early starter is among the most casual: The Wednesday night races in Santa Cruz began as soon as the clocks were set forward in March, before SCYC's Midwinters even ended.

A decidedly springlike day set the scene for Sausalito YC's final Midwinter race in March. See 'Racing Sheet' on page 103 for more.



to summer beer cans

Richmond YC's first Wednesday night race will be held on the evening that this issue comes out: April 1. Partly due to the droll date, RYC's first race will have a foolish theme: Hoity-Toity Yacht Club. Planned silliness includes a blessing of the pleasure craft, a predicted-log race for powerboats, and awards for the "best-decorated crew." Dress code for the post-race prize-giving includes blue blazers, Breton red trousers, boaters or yachting caps with scrambled eggs, French *marine* shirts, pleated skirts, CPO shirts, and 13-button bell bottoms.

For a comprehensive list of beer can series in Northern California, check out our *Calendar* on pages 14-16.

— chris



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can a teen's dream clean up the gyre?

Sailing on the open ocean can be a joyful, uplifting experience. That is, as long as you don't dwell on statistics about its ill health due to colossal amounts of pollution — a buzz-kill if ever there was one. The Great Pacific Garbage Patch or Gyre that lies between California and Hawaii is said to contain one third of Earth's 'oceanic plastic'. We're talking millions of tons of plastic crap in various states of disintegration — a cleanup challenge that would appear to be unsolvable.

But not to a young, optimistic Dutch student named Boyan Slat. Three years ago, when he was 17 and still in high school, he was so affected by learning about the enormous amount of plastic in the Garbage Patch that he became dedicated to finding a solution.

Today, he and a large group of supporting scientists think they have conceived a practical means of extracting the debris, despite its mid-ocean location. The plan involves a massive, V-shaped system of booms, similar to oil-containment booms, that will be laid out against the



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After much brainstorming and experimentation a scheme such as this is now being tested, with actual deployment slated for 2020. Returning Transpac boats will help with research.

prevailing current, and a solar-powered extraction device that would store the material in a silo until it could be retrieved by cargo vessels. When fully implemented, the Netherlands-headquartered project, called The Ocean Cleanup, would potentially be the largest ocean cleanup scheme ever attempted.

Last year a group of roughly 100 volunteers, scientists and lawyers completed a feasibility study to determine if the concept is viable. Their conclusion was that "at least in theory, it would be possible," says Dr. Julia Reisser, an Ocean Cleanup staff member who did her PhD dissertation on plastic pollution. For her, the next step in the process is to recruit boats to participate in The Mega Expedition, which envisions a fleet of vessels traveling through the Gyre whose crews would take samples and record observations along their routes. The Expedition's goal is to acquire a more accurate map of where high concentrations of plastic debris are located.

To date, five Transpac owners or delivery skippers have agreed to participate in the study when they bring their boats home from Hawaii this summer. Reports from all boats traveling between specific coordinates are welcome, and those willing to travel on less popular routes — such as through the High, rather than above it — could receive financial incentives. Signups so far are Jim LaBarge's Pasadena-based Jeanneau 54DS *Avanti*, Ross Pearlman's Newport Beach-based Jeanneau 52 *Between the Sheets*, Eduardo Porter Ludwig's Mexico-based TP 52 *Patches*, Chris Hemans' Costa Mesa-based Rogers 46 *Varuna*, and the Long Beach-based Santa Cruz 70 *OEX*, owned by John Sangmeister, Dave Hood and Pete Hambrick. Julia and her team are hoping for at least 25 more boats to join them. (Contact: Julia.Reisser@theoceancleanup.com)

While some skeptics view Boyan's scheme as unlikely to succeed, many serious scientists have applauded his innovative vision. In fact, last November the United Nations presented him with its top environmental accolade, the Champion of the Earth award.

We're thrilled to learn about the Cleanup's hopeful efforts to remove human garbage from the Eastern Pacific. Now if only someone could prevent new plastic trash from replacing what may soon be removed. (Learn more at: www.theoceancleanup.com.)

— andy