

Latitude 38

VOLUME 455 May 2015

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Decisions, decisions...



PHOTO BY BILL GAGE

*Lagniappe**

When O'Neil Dillon and Hank Lewis were contemplating a new spinnaker for their Ericson 38, they came by Pineapple Sails to discuss their options. They had enjoyed a symmetric spinnaker on their previous (and smaller) boat, but the sail for the Ericson would be significantly larger.

The advice, after much discussion, was to get the symmetric spinnaker, complete with an ATN tacker and ATN dowsing sock.

They ordered the sail, chose the colors, and have never looked back (except to see all those boats behind them). They find sailing with the sail "exhilarating" and several seasons later are still grateful for the advice and encouragement. Initially they used the sail with an ATN tacker and no pole for simplicity, then with the pole for versatility.

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Cover: The MOD70 *Phaedo*³, belonging to Lloyd Thornburg, a sometime resident of Newport Beach, powers to weather in the high 20s during the second race of the Voiles de St. Barth. Several West Coast boats and lots of West Coast sailors participated in the event. *Orion*, Thomas Siebel's sistership to *Phaedo*, has hit 45 knots on San Francisco Bay.

Photo by Latitude/Doña de Mallorca

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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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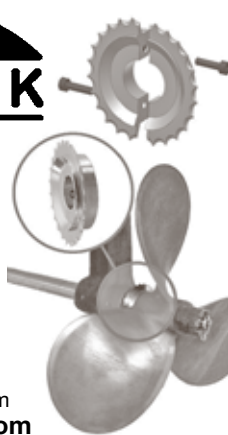
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Latitude 38

"we go where the wind blows"

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Photo by: Neil Rabinowitz

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CALENDAR

Non-Race

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

May 1-3 — South Bay Opening Day Boating Festival & Decorated Boat Parade, Port of Redwood City. Theme: Pirates of the South Bay. San Leandro, Sequoia, Peninsula & South Bay YCs host meals. Info, www.southbayopeningday.org.

May 1-26 — The tall ships *Lady Washington* and *Hawaiian Chieftain* visit Coos Bay, OR, on 5/1-12; and Newport, OR, on 5/14-26. Info, www.historicalseaport.org.

May 1, 1985 — From *Loose Lips*: Tim from Tennessee writes that he's converted Max Ebb's program (*Volume 92, February 1985*) for finding the magnetic bearing of the sun to PASCAL. No, that's not French for BASIC, but it is a language that your MS-DOS computer will understand.

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. Info, www.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 2, June 6 — Chantey Sing aboard the historic vessel *Eureka* at Hyde Street Pier, San Francisco, 8 p.m.-midnight. A public sing-along of sea chanteys. Dress warmly and bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-1711.

May 2-30 — 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.

May 3 — Sail under the full moon on a Sunday night.

May 3, 6 or 17 — Volunteer Docent Training, San Francisco Maritime National Historical Park, 10 a.m.-4 p.m. Free, but RSVP required to Mark, (415) 561-7174 or mark_neuweld@nps.gov. Info, www.nps.gov/sqfr.

May 3-31 — 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.

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 6-27 — 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.stfy.com.

May 6-27 — 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.

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.

May 10 — Take Mom sailing for Mother's Day.

May 14, June 11 — Single Sailors Association monthly meeting, Ballena Bay YC in Alameda. Social hour, 6:30 p.m.; dinner, 7; meeting, 7:30. Info, www.singlesailors.org.

May 16 — Delta Doo Dah Cruising Seminar/Kickoff Party, Richmond YC, 6-9 p.m. Snacks, no-host bar, door prizes. Chris, (415) 383-8200 x103 or www.deltadoodah.com.

May 16 — Nautical Swap Meet, Marina Bay, Richmond,

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- 40' Catalina 400, 2004 **NEW LISTING** \$181,950
- 35' Catalina 350, 2007 \$135,000
- 34' Catalina 34, 1984 **ARRIVES 5/31** \$37,000
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- 44' Norseman 447, 1984 **SOLD**
- 44' Mason 44, 1989 **NEW LISTING** 229,500
- 43' C&C CUSTOM, 1973 225,000
- 40' C&C 121, 1999 **REDUCED** 97,128
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- 21' Ranger Tug EC, 2009 **SOLD**

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- 25' Davis Rock Harbor, 2006 99,500

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May 16 — Mariners Swap Meet, Channel Islands Landing, 8 a.m.-3 p.m. Buy or sell boating, fishing, scuba and surfing gear, kayaks, dinghies, outboards, etc. Snacks and beverages available. Paul, (805) 985-6269 or paul@tbyci.com.

May 16 — USCGA Vessel Safety Check for boats on trailers in the West Marine parking lot, Marin City, 10 a.m.-3 p.m. Free. Allen, (415) 827-1122.

May 16 — Race Training/Seminar. MPYC, www.mpyc.org.

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

May 16 — Safe Boating Week Expo, USCG Station Golden Gate, Sausalito, 10 a.m.-2 p.m. Free event; free life jackets, plus tours, seminars, demos, courtesy vessel safety checks, and more. Info, www.auxgoldengate.org.

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

May 17, June 14 — Cal Sailing Club Open House, with free sailboat rides, 1-4 p.m. Info, www.cal-sailing.org.

June 6-7 & 13 — Ham Radio Class, Oakland YC, 9 a.m.-4 p.m. \$45/1st student; \$25/2nd student sharing the *Ham Radio License Manual*. Rich, (510) 565-4706.

June 13 — Pacific Offshore Academy, Richmond YC, 1 p.m. \$30. Info, www.pacificcup.org.

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 & dance performances, cruiser participation in traditional Tahitian sports. Info, www.pacificpuddlejumps.com.

Racing

May 1-3 — San Diego Yachting Cup at SDYC. Info, www.yachtingcup.com.

May 1-3 — Ocean Great Lakes Challenge for Shields on Monterey Bay. Info, www.mpyc.org.

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

May 2 — Feather Fiesta. First annual regatta for C15, Banshee, Thistle, Laser, Lido, etc., and open class centerboard boats in Oroville. Feather River SC, www.fr-sailing.org.

May 2 — UC Davis Sailing Team Benefit Regatta. Free entry; \$5-\$10 meals. LWSC, www.lwsailing.org.

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

May 2, 17, 30 — Spring Series. GCYC, www.gyc.net.

May 2, 30 — Small Boat Races. EYC, www.encinal.org.

May 2-3 — Great Vallejo Race, with divisions for multihull, sportboat, one-design, PHRF, and non-spinnaker fleets. VYC has dredged, so deep-draft boats will be able to join the raft-up for the Saturday night party. 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 3, 16 — Races #9-12 on the San Joaquin River. Andreas Cove YC, www.andreascoveyc.org.

May 3, 17, 31 — Spring Series. SSC, www.stocktonsc.org.

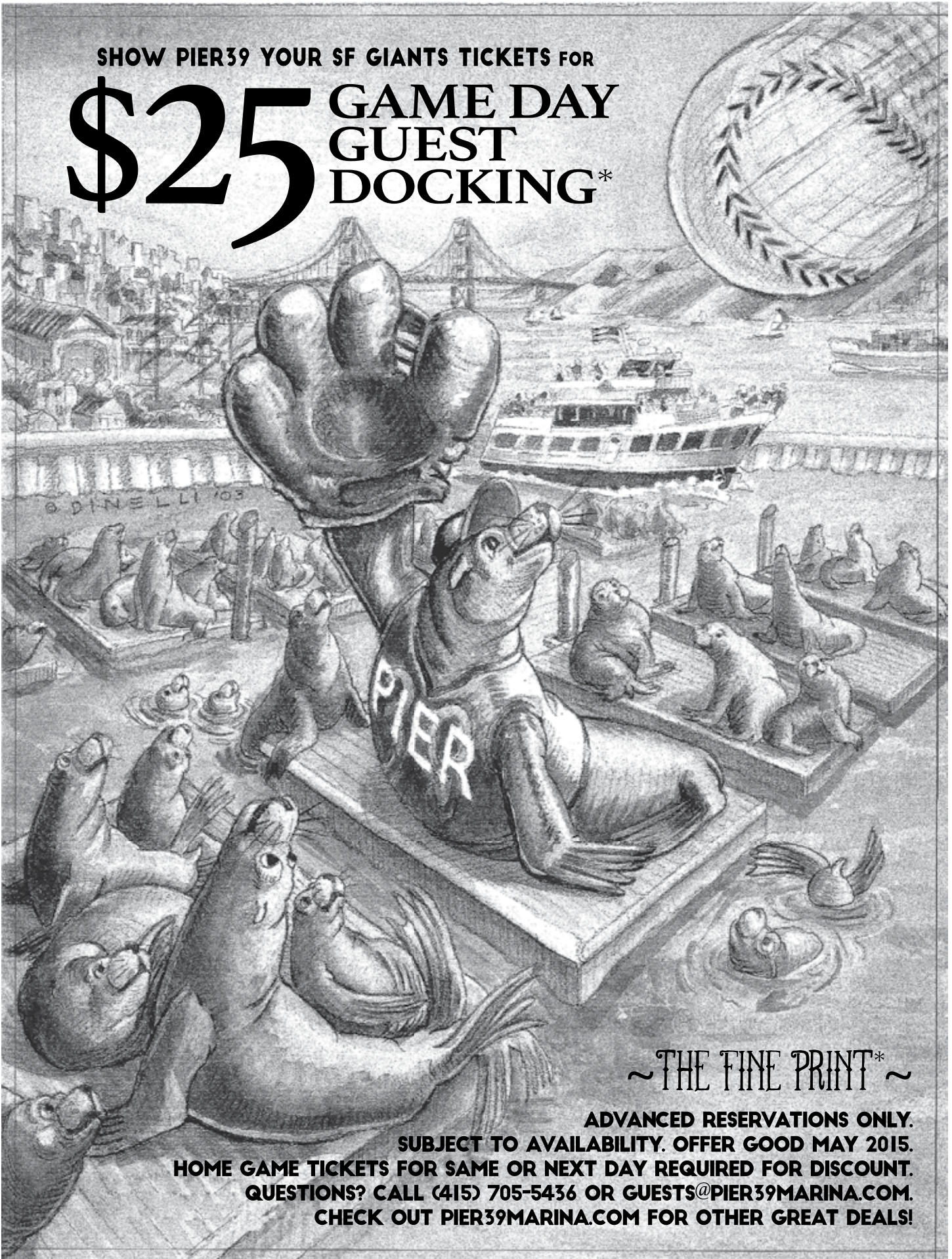
May 3, 31, June 14 — Spring Series at Lake Elizabeth. FSC, www.fremontsailingclub.org.

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.

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CALENDAR

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 — Shields Make-up Clinic. MPYC, www.mpyc.org.

May 9 — Flight of the Bulls for El Toros in Foster City. Info, www.eltoroyra.org.

May 9, June 6 — Mercury NorCal Series at EYC. Info, www.encinal.org or www.mercury-sail.com.

May 9, June 6 — North Bay Series. VYC, www.vyc.org.

May 9, June 13 — South Bay InterClub Race Series. Info, www.jibeset.net.

May 9, June 13 — Summer Series on Clear Lake. KBSC, www.kbsail.com.

May 9, June 13 — LWSC One Design Series. Richard (530) 304-7038, Dave, (530) 304-7230, or www.lwsailing.org.

May 10, June 14 — Santana 22 Team Racing in Santa Cruz. SCYC, www.scyc.org.

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

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

May 16 — Spring One Design. SCYC, www.scyc.org.

May 16 — Cal Cup Series for windsurfers. BYC, www.berkeleyyc.org.

May 16 — Lady & the Tramp Race. FLYC, www.flyc.org.

May 16, June 7 — Races #11-14 on the San Joaquin River. ACYC, www.andreascoveyc.org.

May 16, June 13 — Spring Series. YRA, www.yra.org.

May 16, June 13 — WBRA Series. YRA, www.yra.org.

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

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

May 17 — Baxter/Judson Series Race #3. PresYC, www.presidiyachtclub.org.

May 17 — Fremont Relays for El Toros on Lake Elizabeth. Teams alternate between two skippers, with a 'Le Mans' start from the dock. Info, www.eltoroyra.org.

May 17 — Spring 5 & 6 One Design. MPYC, www.mpyc.org.

May 22-24 — J/24 Nationals. BYC, www.berkeleyyc.org.

May 22-24 — SoCal 200 Offshore Race, co-hosted by Santa Barbara & San Diego YCs. Info, www.socal300.com.

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

May 23 — Master Mariners Regatta, with a start off the SF Cityfront and an epic post-race raft-up and party at EYC. Info, www.mastermariners.org.

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

May 23 — Monster Race from Konocti Bay to Lakeport on Clear Lake. KBSC, www.kbsail.com.

May 23 — Championship #2. CYC, www.cyc.org.

May 23-24 — Whiskeytown Memorial Regatta. WSC, www.whiskeytownsailing.org.

May 23-24 — US Sailing Match Racing Championship Qualifier. StFYC, (415) 563-6363 or www.stfyc.com.

May 23-24 — Memorial Day Regatta in Long Beach. ABYC, www.abyc.com.

May 24 — SCORE #2. SCYC, www.scyc.org.

May 29-31 — Woodies Invitational. StFYC, (415) 563-6363 or www.stfyc.com.

May 30 — Summer #2. SeqYC, www.sequoiayc.org.

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CALENDAR

May 30 — TYC/CYC Friendship Regatta, hosted by TYC this year in conjunction with their 50th birthday celebration. Info, www.tyc.org.

May 30 — Ladies Day Race. MPYC, www.mpyc.org.

May 30-31 — Inaugural Bay Bridge Regatta. SBYC, www.southbeachyc.org.

May 30-31 — Easom Founders/Etchells PCCs. SFYC, www.sfyf.org.

May 30-31 — Hobie & Multihull Regatta. SCYC, www.scyf.org.

May 31 — Spring 5 & 6 PHRF. MPYC, www.mpyc.org.

June 3-7 — Coastal Cup, San Francisco to Santa Barbara. EYC, www.encinal.org.

June 4 — Race to Alaska. From Port Townsend, WA, to Ketchikan, AK, by sail or paddle. Info, www.r2ak.com.

June 6 — Delta Ditch Run, RYC to SSC; also Doo Dah Ditch Run for DDD fleet members. SSC, www.stocktonsc.org.

June 6 — OYRA Junior Waterhouse. YRA, www.yra.org.

June 6 — Merton Yolles Race. CPYC, www.cpyc.com.

June 6-7 — Ronstan Bay Challenge. StFYC, (415) 563-6363 or www.stfyf.com.

June 6-7 — June Invitational. SFYC, www.sfyf.org.

June 6-7 — Go for the Gold Regatta on Scotts Flat Lake near Nevada City. GCYC, www.gcyf.net.

June 6-20 — Van Isle 360, a 10-leg circumnavigation of Vancouver Island starting in Nanaimo, BC. Jeff or Sylvia, (604) 669-7245, (250) 324-8886 or www.vanisle360.com.

June 7 — Tri-Island #1. BYC, www.berkeleyyc.org.

June 13 — Great San Francisco Schooner Race. SFYC, www.sfyf.org.

June 13 — Jack and Jill. SSC, www.stocktonsc.org.

June 13 — Katherine Eavenson Regatta on Folsom Lake. FLYC, www.flyc.org.

June 13 — Lake Tahoe Windjammers YC Around the Pins. Kurt, (530) 307-0903, www.tahowindjammers.com.

June 13-14 — Ken Gardiner Trophy. StFYC, (415) 563-6363 or www.stfyf.com.

June 14 — Summer 1 & 2 One Design. MPYC, www.mpyc.org.

June 20 — Summer Sailstice, a global sailing celebration. Info, www.summersailstice.com.

June 20 — Delta Doo Dah Summer Sailstice Potluck, Tiki Lagan Marina, 6 p.m. Info, www.deltadoodah.com.

June 25-28 — Ullman Sails Long Beach Race Week. LBYC/ABYC, www.lbrw.org.

July 9-14 — Great Pacific Longitude Race (LongPac). SSS, www.sfbaysss.org.

July 13-18 — Transpacific Yacht Race starts, Point Fermin. TPYC, www.transpacyc.com.

Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 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: 5/11, 5/25, 6/8, 6/22 (make-up). Terry, (408) 210-0517 or www.bayviewboatclub.org.

BENICIA YACHT CLUB — Every Thursday night through 9/24. Joe, (707) 628-2914 or www.benicaiyachtclub.com. Vanguard 15 Fleet 76 Friday Night Series through 9/25. Info, www.beniciv15.org.

BERKELEY YC — Every Friday night through 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.

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CALENDAR

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

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

ENCINAL YC — Friday night Spring Twilight Series on the Estuary: 5/8, 5/29, 6/12. Doug, (510) 867-8064 or www.encinal.org.

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 canceled if the lake elevation falls below 400 feet. 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: 5/15, 6/5, 6/12. John, (510) 521-2980, iycracing@yahoo.com or www.iyc.org.

KONOCTI BAY SAILING CLUB — Every Friday night: June-August. OSIRs (Old Salts in Retirement) every Wednesday at noon. Info, www.kbsail.com.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night: 5/20-10/7. Info, www.tahoewindjammers.com or ltwyc2@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 through 9/30; Summer Solstice Fiasco Race: 6/17. Victoria Model Yacht Series, every Friday Night through 10/2. Info, www.mpyc.org.

OAKLAND YC — Sweet 16 Spring Series, every Wednesday night through 6/17. Jim, (510) 277-4676, oycracecom@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: 5/6, 5/20, 5/27, 6/3, 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 — Windsurfing Series, Friday nights: 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: 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: 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.stfyyc.com.

SANTA CRUZ YC — Every Wednesday night through 10/28. Laser Friday Nights: 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: 5/12, 5/26, 6/9, 6/23. Chuck, race@sausalitoyachtclub.org or www.sausalitoyachtclub.org.

SEQUOIA YC — Pursuit racing every Wednesday night: through 10/14; Hannig Cup: 8/26. Rick, (650) 255-5766 or sycbeercan@sequoiayc.org. Soda Can Series for adults & kids in Laser Radials & 4.7s: 5/1, 5/15, 5/29. Peter, (650) 847-9018. Info, www.sequoiayc.org.

SOUTH BEACH YC — Friday Night Series: 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, rearcommadore@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-



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 - 2005 38' Sabre 386 **PENDING**
 - 1992 35' J/105\$70k
 - 1999 35' 1D35 *Relentless*\$79k
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 - 2004 35' J/109 \$178.5k
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Contact: Charlie Underwood



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\$229,000 Contact: Alan Weaver



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\$169,000 Contact: Diego Gomez



PRICE REDUCED
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CALENDAR

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 through 9/10. Info, www.vanguard15.org or www.tilaserfleet.org. Vanguard 15 Tuesday Team Racing through 10/27. Info, www.vanguard15.org.

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

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

May Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
5/02Sat	0522/0.2	1157/4.5	1709/1.6	2331/5.6
5/03Sun	0555/-0.2	1239/4.5	1742/1.8	
		HIGH	LOW	LOW
5/09Sat	0321/5.2	1005/-0.5	1737/4.5	2232/2.7
5/10Sun	0422/5.0	1103/-0.3	1833/4.7	2352/2.5
		LOW	HIGH	HIGH
5/16Sat	0448/-0.7	1132/4.8	1635/1.3	2303/6.4
5/17Sun	0535/-1.1	1228/4.9	1723/1.6	2344/6.5
		HIGH	LOW	LOW
5/23Sat	0323/4.9	1010/-0.2	1743/4.7	2300/2.6
5/24Sun	0418/4.5	1102/0.2	1834/4.8	
		LOW	HIGH	HIGH
5/25Mon	0012/2.4	0522/4.1	1156/0.6	1920/4.9
5/30Sat	0422/0.2	1100/4.0	1552/1.9	2216/5.7
5/31Sun	0457/-0.2	1148/4.2	1631/2.1	2250/5.9

May Weekend Currents

date/day	slack	max	slack	max
5/02Sat		0327/3.4E	0746	1011/2.3F
	1302	1552/2.6E	1908	2152/2.4F
5/03Sun	0017	0351/3.5E	0820	1053/2.5F
	1345	1634/2.5E	1940	2229/2.4F
5/09Sat		0209/1.6F	0403	0750/3.5E
	1225	1532/2.3F	1837	2124/2.0E
5/10Sun	0032	0309/1.4F	0458	0854/3.2E
	1326	1626/2.3F	1933	2225/2.1E
5/16Sat		0242/4.3E	0659	0935/3.1F
	1235	1524/3.0E	1839	2125/3.1F
	2357			
5/17Sun		0325/4.5E	0748	1028/3.3F
	1330	1617/2.9E	1926	2212/3.1F
5/23Sat	0007	0220/1.6F	0422	0814/3.1E
	1248	1528/2.3F	1846	2146/2.2E
5/24Sun	0119	0316/1.2F	0513	0914/2.7E
	1341	1617/2.1F	1939	2246/2.1E
5/25Mon	0235	0416/1.0F	0616	1019/2.4E
	1433	1706/1.9F	2028	2348/2.2E
5/30Sat		0221/3.2E	0651	0909/2.0F
	1203	1443/2.3E	1752	2036/2.2F
	2302			
5/31Sun		0244/3.5E	0725	0951/2.3F
	1249	1526/2.3E	1828	2116/2.2F
	2331			

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LETTERS

↑↓ TAKING THINGS FOR GRANTED

While on a flight from Boston to New York on business last week, I got to talking with the guy in the seat next to me. He told me he lived in San Francisco, and after awhile he started to moan about San Francisco's problems — the recent influx of so many people, the high cost of housing, terrible traffic, and above all, the difficulty in getting away from the mobs of people.

I lived in San Francisco for much of the 1980s and 1990s, and did a lot of sailing. Even if the City was as crowded back then, sailing was still my much-needed way to escape from crowds and get back in touch with Nature. So I asked my seat neighbor if he sailed. He told me he had when he was younger, but not recently.

I told him I envied him, because after living in San Francisco, my career path has taken me to Seattle, Chicago and most recently Boston. I told him that of the four places that



LATITUDE / LADONNA

San Francisco Bay has some of the best and varied sailing conditions anywhere.

I had lived and sailed, San Francisco had by far the most to offer sailors. San Francisco has the most consistent summer wind, it has the greatest sailing variety, and it has the most spectacular scenery. It also has great places where you can get away for the weekend that are only a couple of

hours away. You can also sail year-round, and unless you go out in the ocean, it's delightful flat-water sailing.

Seattle? No wind, gray skies, and lots of drizzling. Chicago? A short season, not much scenery, and no place to go. The Northeast? Sailing there is great during the three months of summer — if it doesn't rain — and there are lots of places to go. But just three months of sailing a year?

The way I see it, living aboard a boat and sailing San Francisco Bay would be the solution to most of the guy's problems. That's what I plan to do when I retire in about six years. The bottom line is that San Francisco sailors don't have any idea of how lucky they are.

Martin McCarthy
Boston

↑↓ THE AMERICA'S CUP IS ABOUT DESIGN AND SPEED

I'm sure this is unwanted feedback, but I think *Latitude* is missing the point about the fundamental nature of the America's Cup. It is a design and sailing skills competition. Using



BALAZS GARDI

A 45-ft boat, even with foils, doesn't have the gravitas for the America's Cup.

MOD70s, as *Latitude* has suggested, would eliminate the design aspect, totally altering what this race is about.

The America's Cup is a 'fastest around the race course' competition, using the fastest race course sailboats in the world. And sorry, the AC45s are faster than the MOD70s.

Plus, the America's Cup is supposed to be about cutting-edge technology, such as wing sails and foiling.

Sorry, but with the advent of foiling, the MOD70 is 'old news' already. Yes, they can go 40 knots on a beam reach, but they would never come close to competing with the upwind



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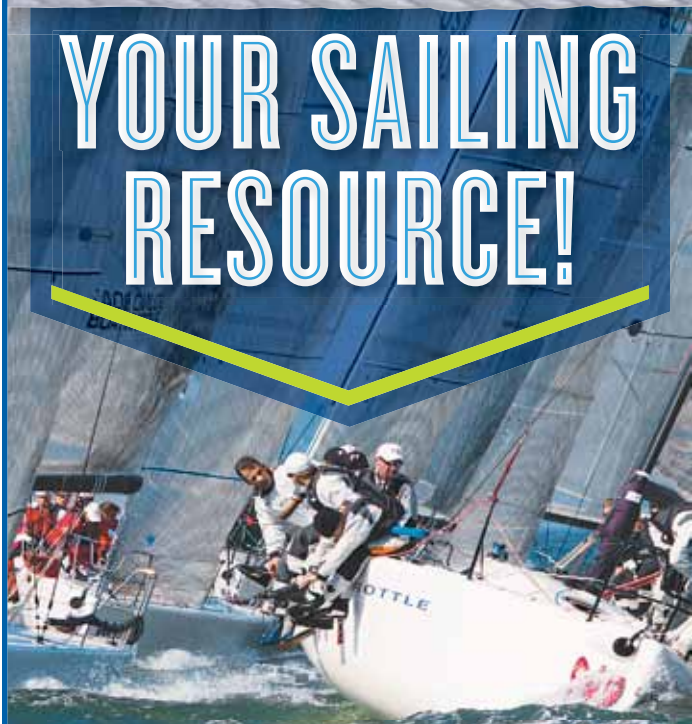
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LETTERS

foiling speeds or 'around the race track speeds' of the AC45s.

As a sailor, I'm bummed that the next America's Cup won't be as spectacular to watch as the AC72s were, or the AC62s that were planned, but I really don't get your constant push for MOD70s, which would be as boring to watch as the old 12 Meters.

As for myself and many other sailors, we can't wait to see the world's fastest foiling catamarans duke it out in foiling designs and sailing skill challenge in Bermuda. But all the best, and keep up the great reporting.

Seth Hynes
Honeymoon, Lagoon 380
Mill Valley

Seth — Does anybody know what the America's Cup really is anymore? A huge segment of the sailing population has tuned it out because the last several Cups — except for the last Finals — have been more about bickering billionaires, lawsuits and politics than sailing. And with last month's abrupt dumping of the AC62 design, the image of the America's Cup has swirled further down the commode. Luna Rossa, one of the pitifully few competitors, understandably dropped out as a result of the change in boat design that cost them many millions, so even more sailors who had been America's Cup enthusiasts their entire lives are turning away in disgust. It's a hot mess the likes of which nobody could have anticipated after the brilliant Finals last time on San Francisco Bay.

The America's Cup has not historically been about the "fastest boats around the course." The 12 Meters were never the fastest boats around in their time, nor were the IACC boats when they were used.

As for the notion that the Cup is about design innovation, the AC62s were to have one-design elements, as do the AC45s. MOD70s could be made semi-one-design, too.

We loved the AC72s on San Francisco Bay, but unlike you, we don't believe that foiling is the end-all, be-all of the future of the America's Cup. After all, the top-end speed for the AC72s was something like 49 knots, while Tom Siebel recently told us that his non-foiling MOD70 Orion hit 45 knots on the Bay. When it comes to bigger bang for the buck to attract more entrants, a MOD70 campaign would cost 1/10th of what some teams spent on the last Cup at a loss of just 10% of boat speed. We'd gladly give up four knots of speed to get a dozen more entries. Perhaps the quickest fix to the Cup would be to make it affordable to mere multimillionaires as well as billionaires.

Don't take this the wrong way, but we'd rate your statement that watching MOD70s is as boring as watching 12 Meters as one of the most ridiculous we've ever read. Please flip to the front



LATITUDE / RICHARD

So what if MOD70s don't foil? No one who has ever seen 'Phaedo' screaming along could ever call this kind of sailing boring.

cover, then tell us if you've ever seen a 12 Meter sailing upwind at 28 knots like that. And maybe ask the guys who were on the windward hull 20 feet above the water if they were bored. They were more likely thrilled as they hung on for dear life.

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LETTERS

We spent two hours one afternoon last month chasing Lloyd Thornburg's MOD70 Phaedo³ around the Caribbean, as it hit speeds in the middle 30s in just 17 knots of wind. We were on a chase boat with two 450-hp Cadillac outboards, and it was all the boat and our bodies could do to keep up with that sail-powered boat. Boring? You never would have used that word if you'd been on either boat.

We also want to make it clear that we only use the MOD70 as an example of a very inexpensive design — relatively speaking — that would offer the size, speed and incredible thrills that should be part of any America's Cup. If the organizers wanted to do an America's Cup variation of a MOD70, perhaps with foils, that offered similar advantages, we'd be all for that, too.

By the way, there is no such thing as "unwanted feedback." And differing opinions are the most desired feedback of all.

UPDATE: Just before going to press we were informed that the MOD70 Gitane is being outfitted with foils and T-rudders for sailing on foils this summer.

↑↓FOR THE SAKE OF ACCURACY

In the *Letters* section of the March issue of *Latitude*, there is an image of Liz Clark of the Cal 40 *Swell* carrying her 40-lb Bruce anchor to reset it. Don Scott expressed concern that the image might have been modified based on his own personal experience carrying anchors — albeit heavier ones — underwater.

The *Latitude* editor rightly pointed out that submerged objects are 'buoyed' by the weight of the fluid, in this case saltwater, that they are submerged in. He then went on to make a noble estimate at the underwater weight of the anchor.

Below you will find the calculations to describe the actual submerged weight.

First, some constants:

- The density of water is 62.4 lbs per cubic foot (lb/cf). (Note: this density is at 23° Celsius).
- The density of carbon steel is 490 lbs per cubic foot.

First, let's calculate the volume of the anchor in cubic feet. The volume of an anchor equals the weight of anchor/density of carbon steel.

Second, let's calculate the buoyant effect of water, which equals the volume of the anchor times the density of water.

Third, let's calculate the actual weight of the submerged anchor. The submerged weight of the anchor equals the weight of the (unsubmerged) anchor minus the buoyant effect of water.

The resulting value will give us the actual submerged weight of the anchor to within 1/10th of a pound.

Here we go:

The volume of the submerged anchor = 40 lbs/490 lbs/cf = 0.08163265 cf.

The buoyant effect of water = 0.08163265 cf * 62.4 lb/cf = 5.09 lbs.

The weight of the submerged anchor = 40 lbs - (5.09 lbs) = 34.9 lbs submerged weight.

Please note that no matter how deep the anchor, the buoyant effect of water is the same.

Mark Waters

Greatful Daze, Bruce Roberts OS 38
King Harbor YC, Redondo Beach

Mark — We don't mean to brag, but for philosophy/Russian majors, we think our guess as to the underwater weight of the anchor was pretty darn close.

↑↓THE INTERNATIONAL GOLDEN RULE OF LAUNDRY

I was very disappointed that *Latitude* elected to publish the April issue article by Rick Meyerhoff of *Maya* about doing

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LETTERS

laundry in the Caribbean.

We have cruised extensively on our boat in numerous countries, and we have learned much in our travels, including that washing machines — and especially dryers — are luxuries in most places in the world. The energy costs alone are prohibitive. When you do find washers and dryers, it is a treasure. For much of my time in the Caribbean, I used the bucket on the boat to wash, and I hung the clothes in the air to dry.

I also used the facilities in Grenada as Meyerhoff did and was glad to have them. But cruisers need to learn the Golden Rule of Shared Laundry Facilities, which applies everywhere in the world. That rule is Stay With Your Laundry! That's because invariably someone else is waiting to use that machine.

I have folded more strangers' underwear than I want to remember, just so I could put my things in the dryer. When the people who belonged to the clothes returned — although sometimes they never did when I was there — they would give every excuse imaginable: I had to work on my boat, I had to eat lunch, I had to go shopping, etc.

That said, for Meyerhoff to respond by purposely doing something to sabotage someone else's laundry is just unpardonable.

As cruisers, we try very hard to show people that as a group, we are good people. We are often guests in someone else's country. This kind of behavior gives the rest of us a bad name. If someone wants all the amenities of home, they should stay home.

Connie Finneran
Calaloo, Trident 38
Titusville, Florida

Readers — As Jennifer Massaro of the Pacific Seacraft 40 Benevento wrote so knowingly about in the March Changes, getting laundry done is one of the major challenges of the cruising life.

When the Wanderer is aboard 'ti Profligate in the Caribbean, Doña de Mallorca, who was "born to clean," barricades three of the four cabins to deny the Wanderer access so that the sheets and pillow cases won't need cleaning and body hair won't accumulate on the sole. Use a towel after showering on the back of the boat? You must be joking. The Wanderer is allowed one two-ft by three-ft bit of towel per month.

De Mallorca almost never has laundry done ashore in the Caribbean for two reasons. First, it's a pain to take laundry to and from shore. Second, it's expensive. Our musician friend Papagayo reports that it costs him \$22 euros — currently about \$25 USD — to get the same little load done in St. Barth that only costs him \$5 in New York City.

Did you see the item on Costco dress shirts in last month's Cruise Notes? We're going to buy about four more as soon as we get the chance because they are easy to wash in a bucket on the boat, and they air dry with far fewer wrinkles than do even linen shirts. Although de Mallorca loves to clean, she refuses to iron.

↑↓ NEARLY 40 YEARS WITHOUT GOING INTO A MARINA

My story starts in 1971, when at age 25, and with no money, no boatbuilding skills, and no sailing knowledge, I found a site in Liverpool where I could start building a 33-ft ferrocement sailboat. I launched *Sea Loone* in 1976 and set sail for the Caribbean. That cruise was not a great success, as I ran out of money, couldn't find work, got dismasted, and just before getting home, got battered by the Fastnet Storm of 1979 that claimed the lives of 18 sailors. We were penniless when we got back to Liverpool.



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LETTERS

Since then, I've done three convoluted circumnavigations with the same humble boat over a period of 39 years. When I started out, my boat had paraffin lights and I navigated using a vernier sextant and Norries tables — although I had an unreliable Sat-Nav, too. Now I've got GPS and AIS, the latter being a dream for the singlehanded sailor.



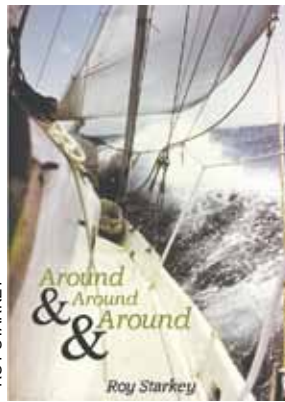
ROY STARKEY

Roy enjoys photographing tropical flowers during his travels.

When I started out, *Sea Loone's* engine was a Lister diesel that I'd taken from a cement mixer. She was first replaced by a cast iron Volvo diesel with a gearbox and alternator. Now my boat has a three-cylinder Yanmar diesel. *Sea Loone's* solar panels provide reliable electricity, but I still don't have refrigeration. I do, however, have a pressure cooker and lots of Mason jars.

Believe it or not, I've never had *Sea Loone* in a marina. She's almost always been on the move, and I've never left her for more than a few weeks.

Why have I been cruising since 1976? It's the adventure of arriving in strange places, meeting new people, hearing different languages, and getting to know unusual cultures.



ROY STARKEY

Find more stunning photos in Roy's new book.

Having to find work, or at least ways to make money, proved to add spice to the mix. I did pile driving in the US and papermaking in Australia, and fabricated mining machinery in South Africa. I've also bought stuff — tagua nuts, rum, Makonda carvings, tapa cloth and Brazilian bikinis — in one place and sold it for a profit in another. I've also made and sold jewelry. All to keep the crew fed and the boat sailing.

It was — and still is — an interesting life that I've really enjoyed. Thinking some people might want to read about it, I've written *Round and Round and Round*, a 500-page

book about my adventures. There are 70 color photos — including a few with tits and bums for the older sailors.

Using my name and the title, you can find and buy the book at *Amazon*. But if you go to *Amazon.com.uk*, you can get the first 15 pages for free.

Roy Starkey
Sea Loone, 33-ft ferrocement homebuild
The Oceans of the World

Readers — Starkey is just more proof that there are alternatives to being a cog in the machine, and that money is not the obstacle to the cruising life that many people believe it is.

↑↓ A TIP ON TIPS — CANCEL YOURS WHEN NECESSARY

I attended the 'Documentation Needed When Cruising in Mexico' seminar presented by Diego Fernandez of Baja Naval at the Strictly Sail Boat Show last month in Oakland. My boyfriend, Rob Macfarlane — whom I got together with during the 2009 Baja Ha-Ha — and I were curious about any news. After all, we had both been aboard Rob's *Nelson/Marek 45 Tiger Beetle* at Baja Naval during the November 2013 'raid' that caused so much trouble for foreign boatowners and for

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LETTERS

Mexico's reputation. None of the boats at Baja Naval had a problem, but following *Latitude's* suggestion, Rob later used a Dremel tool to put his boat's hull identification number on the transom of his boat.

Enough background. During the seminar, Diego raised the same point that was discussed in the April 13 'Good News From Mexico' *Lelectronica* — that prior to anyone's buying a boat in the US, the prospective buyer should check if the boat ever had a TIP (Temporary Import Permit), and ensure it's been canceled. That's because a TIP isn't transferable to the new owner, and the new owner can't get a new TIP until the old one is canceled.

If the new owner isn't going to be taking the boat to Mexico, canceling the TIP wouldn't be an immediate issue for him. However, if he wanted to sell the boat seven or eight years down the road, and the prospective buyer found that she still had an active TIP, and the previous owner who had gotten the TIP couldn't be found to cancel it, the sale might go up in smoke.

Diego went on to mention that his warning would extend to boats with TIPs that had expired, but had never been canceled. He said it would be worse to be found with a boat in Mexico with an expired TIP than with no TIP at all, as having an expired TIP would make it look as if you'd imported the boat into Mexico without intending to pay duty.

Diego emphasized that buying a boat with a TIP in Mexico would be a bad idea because it's illegal to sell a boat that has a valid/current TIP. He said that if someone wants to buy a boat in Mexico, he would recommend that the seller check the boat out of Mexico, cancel the TIP, conclude the sale in international waters, then have the new owner get a new TIP online before returning to Mexico. The computer program for applying for a TIP will not process the application if the boat has a current TIP.

How does an owner cancel a TIP? According to an online SAT (Mexican IRS) document, these are the instructions:

"In all cases of canceling a TIP for vehicles, motor homes and sea vessels, the person whose name is on the TIP must go to a CIITEV Module at a border Customs office. He/she must present the vessel (or car or motorhome), the TIP, and the hologram sticker on the TIP, in order to get the cancellation receipt."

I look forward to learning Tere Grossman's findings on the subject.

Kristen Soetebier
Pueo, Santana 22
Alameda

Kristen — The details and nuances of all this are still a little fuzzy to us, but Diego's main point — don't buy a boat until her Mexican TIP has been canceled — is an excellent one. If someone does, they can be setting themselves up for problems. How can you tell for sure if a boat has a current TIP? We presume you could apply for a new one, and if the application is rejected, it will be because the boat already has a TIP. If you can't get that far into the application to find out, you may have to call or even go to a customs office at the border.

We're confident Tere Grossman would concur with everything that Diego said. We did ask her why a boatowner would cancel a TIP when leaving Mexico if he thought he might return to Mexico a number of years later before the TIP expired, as the TIP is good for unlimited ins and outs. She said it was confusing, and that she was working with the Tourism Department to try to get the law changed so TIPs would self-cancel when they expired. What Mexico really needs is to change the law so that when a new owner applies for and gets a new

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LETTERS

TIP, the old one is automatically canceled. You can find the details in the new Visiting Mexico by Private Boat, which will be distributed to all Ha-Ha entries.

↑↓ NO PASSION WITHOUT RISK

I suspect that many *Latitude* and *'Lectronic* readers would also like to have a copy of the "wilder younger sister" Pantae-nius Insurance poster that *Latitude* featured in the March 25 *'Lectronic*. In fact, I think a bunch of us would like to have larger versions to frame. Perhaps *Latitude* could use its interpersonal and business skills to convince Pantae-nius to release large size posters of the "wilder younger sister," as it surely would promote their brand.

William Rehm
Blue Sovereign, Buizen 48
New Zealand

William — Since anyone who missed that 'Lectronic will have no idea what you are talking about, we're going to re-run the here:

"We stepped up to a portable bar on Quai Charles de Gaulle during a party following one of the St. Barth Bucket races, and were taken by the poster hanging on the back wall. As you can see from the accompanying photo of the poster, it features a sophisticated and haughty blonde woman, her hair up, holding a megayacht in her hand.

"As much as we liked the art, we liked the caption even better: 'No Passion Without Risk.' Surprisingly, the poster was produced by Pantae-nius, the big European insurer of yachts. Most US insurance companies would have done a poster of a wrecked boat with a caption that said 'BE CAREFUL ON THE WATER!!!'

"We liked the poster so much we thought about 'keeping it' as a souvenir. We reluctantly decided against it.

"A couple of days later we walked into Le Ship Chandlery in St. Barth and saw the accompanying 7-inch by 4-inch artwork, enclosed in cellophane, by the cash register. As you can see, the artwork was similar to the first, but a little more provocative. In this one, a sophisticated blonde seems to be so stimulated by

the sight of a megayacht sailing in her direction that she's — and correct us if we're wrong — about to drop the top of her dress. This is not something the plain and sexless Flo would do in one of the ubiquitous Progressive Insurance ads.

"Are these for sale or what?' we asked our friend Claudia the cashier.

"No," she said, 'those are for cleaning your glasses. They're free.'

"We would have taken two, but there was only one left. We're looking for an appropriate size frame.

"We don't know about you, but we say, 'Vive la difference!'" Anyway, William, we think you'll be interested in the following letter.



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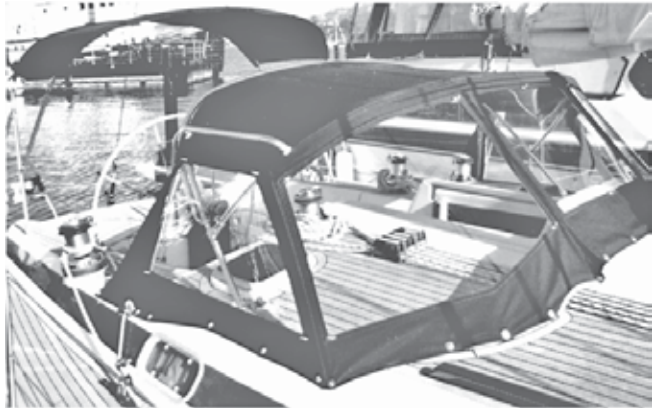
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LETTERS

↑↓FORGET 'GOING WITH THE FLO'

In case *Latitude* isn't aware, Pantanenius commissioned a series of 12 'There Is No Passion Without Risk' nautical-themed posters as part of their ad campaign. They can be found at www.pantaenius.com/en/superyacht/art-gallery.html. If you click on them, they'll get larger.



LATITUDE / RICHARD

Did *Latitude* say something about the woman holding the superyacht as though it were a rifle? The title of that poster is 'Gunshot'.

John Peters
Velero, Union Cutter 32
San Francisco

The name of this fantastic insurance poster is 'Gunshot'.

John — Thanks for the heads-up. Not only does the Pantanenius site have copies of all 12 posters, which are as sophisticated as they are sensual, it also has what we found to be very interesting interviews with Martin Baum, managing director of the Pantanenius Group, the force behind the admittedly provocative campaign, and German illustrator Hinnerk Bodendieck, who created the superb artwork.

↑↓WOOD IS GOOD. SO IS JAZZ IN THE BOAT SHED

I was pleased to note recent interest by *Latitude* readers in classic wooden yachts — and surprised to see a photo of my classic S&S 52 ketch *Finesse* pictured in both the February *Latitude* and a *Lectronic*. She has had a very interesting history that *Latitude* touched on.

Finesse has spent the last 23 years under my ownership, first working as a charter boat on the East Coast from New

England to the Florida Keys and also to the Bahamas. In the mid-1990s, I sailed her to my Koehler Kraft Boatyard in San Diego for a refit. In 2011, she won the coveted Strathmore Cup — first overall, skipper's weight in champagne — at the McNish Classic at Channel Islands, the biggest of Southern California races for classic yachts.

During my 23 years of owning *Finesse*, I have kept her fully functional — although her aesthetics have certainly fallen by the wayside. The reason for this is that I spent much of my time doing a complete restoration of *Sally*, my other classic wooden beauty. She's a 59-ft Burgess-designed 10 Meter that was built by Abeking & Rasmussen in 1928. Now that *Sally* is out winning trophies again, *Finesse* will get spruced up and will soon be back in fine form and working.

Unfortunately, most stories about classic wooden boats don't turn out so well. But I'm glad to share these success stories, and can prove that love affairs with classic wooden boats don't have to end in heartbreak and splinters. Many of the beloved classics have been — or can be — given a new life, and with even more strength and vitality than when they were launched.

Wooden boat enthusiasts such as myself have much to look forward to. In the last few months we have seen a huge



LATITUDE / RICHARD

C.F. Koehler has owned and maintained 'Finesse' for 23 years.

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LETTERS

resurgence of business, especially for the classics. Not only is our shed currently full, but there is a wait list. One of the yachts on the list is a beautiful 1904 yawl that has a fascinating Southern California past. She will undergo a complete Koehler Kraft reconstruction.

We have been fortunate in the opportunity to reconstruct a couple of dozen old beauties over the past two decades to a condition where they sail better than when they were new. I am still amazed — even as a second-generation boatbuilder and sailor — at just how well these rebuilt classics perform. I would encourage readers who love sailing to experience the joy and thrill of sailing a rebuilt classic. But be warned, it's addicting.

Latitude readers are always welcome to stop by Koehler Kraft on Shelter Island — or *KoehlerKraft.com*, or our Facebook page — to see what we have going on. If you like boats, it's always interesting.

By the way, the 25th Annual San Diego Wooden Boat Festival, a Father's Day tradition, will be held at Koehler Kraft June 20-21. The yard, shed and marina will be packed with wooden boats of all shapes and sizes, from the newest to the oldest boats around. There will be lots of hands-on exhibits and demonstrations. In addition to a good time messing about



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with boats on Shelter Island, there will be food and music.

Speaking of music, the San Diego Jazz Concert Band, in which I play, has been around for about 40 years. We play at Koehler Kraft every other Wednesday evening. (Check our Facebook page for exceptions.) Bring something to sit on, something to sip on and a blanket to stay warm, and enjoy music in a truly unique setting.

C.F. Koehler
Koehler Kraft Company
San Diego

Readers — For those in the area, the Koehler Kraft yard, the Wooden Boat Festival, and the jazz band music nights are all well worth the time.

↑↓ THE VALUE OF VETTING SURVEYORS

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That's what the surveyor said to me 16 months ago when I was considering buying the Cheoy Lee Offshore 40 *Dorothy*. I purchased the vessel in Mexico with the intention of cruising the Sea of Cortez and points south.

After three months of preparation, I crossed the Sea of La Paz, and only then discovered that three of the six chainplates on the mizzen mast were broken. The breaks were from crevice corrosion, fracturing or a combination of both. It was obvious from the rust that they had been broken for a long while. I spent a lot of time and money replacing all fourteen chainplates on the yawl rig. I also belatedly discovered that both my water tanks leaked, and that the pump needed to be replaced.

This same surveyor recommended a technician to fix my radar display unit. The tech held onto the unit for over two months — then announced he couldn't do the repair. And he never returned it. The 'sailmaker' referred by the surveyor replaced the hanks on my No. 1 genoa with the wrong size bolt

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"Less judgement than wit is more sail than ballast." – William Penn



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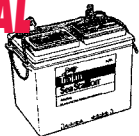
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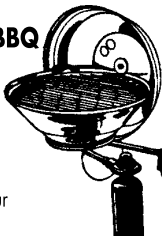


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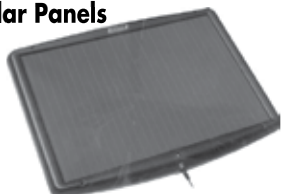
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rope. A competent sailmaker later told me that the workmanship was substandard.

I phoned the surveyor in May and reminded him that he had never sent me a copy of the survey. A few weeks later, I sent him an email pointing out I was unable to get insurance without the document. I never heard back from him, but I thought of him frequently while riding out Hurricane *Odile* in La Paz. I ultimately had to get another survey.

Many people with little or no experience other than owning a boat call themselves surveyors. Others claim years of experience fixing boats, but have no other qualifications. The only way I know cruisers can protect themselves when getting a professional evaluation of a vessel is to check all the surveyor's qualifications. Fortunately, there are two organizations that screen and qualify individuals: the Society of Accredited Marine Surveyors (SAMS) designates the Accredited Marine Surveyor (AMS); and the National Association of Marine Surveyors (NAMS) gives the Certified Marine Surveyor (CMS) designation. Candidates for these designations are required to have five years' apprentice experience or a combination of experience and specialized education, pass a written exam, take continuing education classes, abide by standards and a code of ethics, and have a qualified sponsor. Both organizations require their members to have liability insurance.

Cruisers should check a prospective surveyor's business card for SAMS/AMS or NAMS/CMS designations. Membership can be quickly verified at the organizations' web sites. With some individuals, it's necessary to get the survey document 'in hand' before paying for it.

Mark Wheelles
 Dorothy, Cheoy Lee Offshore 40
 Sea of Cortez

Mark — Sorry to hear about your unfortunate experience. We not only second your advice when it comes to hiring a surveyor, we'd go further: ask for copies of previous surveys and recent references before selecting a surveyor. Furthermore, we can't recall ever paying for a survey without first seeing it and discussing the results with the surveyor.

THEFTS AT MAZATLAN'S STONE ISLAND

I'm sad to report that at around 1:30 a.m. on April 7 there were some brazen thefts in the Stone Island (Isla de la Piedra) anchorage just to the south of Mazatlan. When we woke up in the morning to listen to the cruisers' net, I went outside to fire up our Honda EU2000i generator. Unfortunately, it wasn't on the cockpit seat where we had left it the night before.

We also had our 8-ft Walker Bay dinghy hauled out of the water and tied to the rail with the 4-hp Johnson outboard, gas can and oars. All but the dinghy were stolen. The thieves also attempted to take our 1973 6-hp Johnson outboard that was stored on the stern rail. They were unsuccessful because it has a broken motor mount handle that requires a wrench to loosen. The thieves also took my two-year-old son's favorite flip flops from the dinghy. He was not happy about it!

The thieves couldn't manage to steal the older outboard.

We consider ourselves lucky that our boat wasn't entered, and that we slept through the theft. Based on conversations with Mazatlan cruisers, it's been about 18 months since a theft was reported from the Stone Island anchorage, and it was

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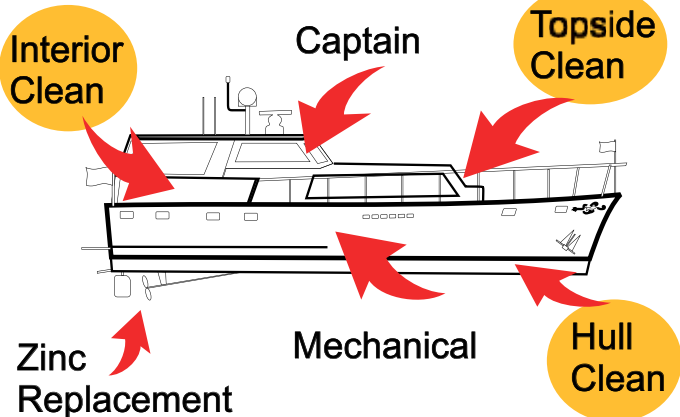
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LETTERS

about seven years ago that any stolen items were recovered. We're hoping to get our stuff back, but not counting on it.

Despite the theft, we still love cruising Mexico and are excited about continuing on up into the Sea of Cortez later this month. Until then, we'll be locking our stuff up better and keeping our companionway locked at night to help prevent theft aboard.

P.S. We love *Latitude* and *Electronic*, too

Nate, Natalie & Sully Kraft
Astraea, Cheoy Lee 41
Currently Cruising Mexico
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Readers — The following letter is from the other boat that was a victim at Stone Island.

↑↓NO RESPONSE FROM AUTHORITIES

At 1:30 a.m. on April 9, our sailboat *Mis Gale* was boarded and our dinghy and outboard stolen at the Stone Island anchorage just south of the old harbor at Mazatlan. The dinghy had been on the archway about six feet above the water. We heard the thieves when they cut the lines holding up the dinghy.

I started calling the port captain on channel 16 while the bandits were still beside the boat. I called them 10 times in English and Spanish, but they never responded. Mind you, the port captain's office was only five minutes from us by boat.

Finally we went to channel 22, where Mike of *Tortue* answered. He went to 16 and was able to reach the port captain. But by this time the bandits had a 20-minute head start. But the port captain didn't send anybody to our boat anyway, and we've yet to have any official come to our boat.

Although it took us two days, we finally got a report filed with the port captain. The port captain tried to send us to the police, but the police had sent us to him. He also tried to send us to the other port captain, but the other port captain sent us back.

The cruising nets didn't seem to want to talk about this incident either. For example, a friend had a very hard time getting it out on the cruiser net in Puerto Vallarta. It's as if nobody wants anybody to say anything that might make Mexico look bad. This is foolish, as the only way we cruisers can help other cruisers is by making everyone aware of such threats. Then each cruiser can make up his/her mind about whether to visit a given place. Cruisers in the Caribbean can be well informed of security issues via the Caribbean Safety & Security Net and other local nets.

We've been cruising for 14 years — 11 in the Caribbean and three on the Pacific Coast — and understand that there are criminals in all countries. But in the places we've been before — and particularly Venezuela, four years; Colombia, two years; and Panama, two years — law enforcement would respond to reports of thefts. The thing we find most disturbing in Mexico is the authorities' lack of response.

Elmer Gustafson
Mis Gale, CSY 44
Tarpon Springs, Florida

Elmer — We're sorry about the incident. If it brings you any solace, the citizens of Oakland and San Francisco also complain that their police departments won't respond to calls for help unless somebody is being physically assaulted.

We've been aware of the Caribbean Security & Safety Net for a long time and think it's a great thing. While many incidents don't get reported, there is a long list of incidents — something

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like 86 for the last year — and they give readers a good idea of the kinds of threats there are and where they are prevalent. The reason there hasn't been a Mexican Cruisers' Security & Safety Net is that there aren't anywhere near as many cruisers as in the Caribbean, and there haven't been anywhere near as many incidents.

Like you, we believe that cruisers deserve to know if an area has a history of crime so they can make intelligent decisions about whether to visit. Cover-ups and withholding bad news is completely irresponsible. We at Latitude will publish all reports of cruiser-related crime in Mexico — and everywhere else.

↑↓ A DELIGHTFUL SURPRISE IN NOME, OF ALL PLACES

My husband and I were visiting Nome, Alaska for the finish of the Iditarod sled dog race. When exploring outside town, we saw masts in the distance. Not expecting to see sailing vessels in remote western Alaska, we naturally had to investigate.



CHRISTINE JETTE

**You never know what you'll find
... even in Nome.**

After first driving through a yard of gold dredges, we came upon the beautiful schooner *Gitana* on the hard. We speculated on what kind of adventure must have brought such a lovely boat to such a remote yard. Later that very night, we read the August 22, 2014 *Lectronic* story about Mike Johnson's attempt on the Northwest Passage. I suddenly recalled reading that story months ago, and how the passage would be completed in Nome. How exciting to have happened upon his boat!

You never know what you will find when curiosity leads you to go find the boat that goes with those masts you see in the distance. Especially in unlikely places.

Christine & Christopher Jette
Corinna, Allied Princess
Anchorage, Alaska / Brisbane, California

Christine and Christopher — It's a rare boatyard that's not home to some really interesting stories.

↑↓ I'M A BELIEVER

I believe Louis Jordan's story about being dismasted and drifting for 66 days off the Carolina coast in his dismasted Alberg 35.

Christopher Karo
Ed Radin

Readers — Neither Karo or Radin penned the above letter, but it paraphrases their belief — as well as that of a minority of those who responded to Latitude's query. To make sure everyone understands what they are referring to, we're reprinting the article we wrote in the April 8 *Lectronic*.

"Louis Jordan, 37, is the novice sailor who claims he spent 66 days at sea aboard his dismasted Alberg 35 before being spotted by a German ship and then being rescued by the Coast Guard off the coast of North Carolina. The Coast Guard team that rescued him did something unusual by calling the survivor's story into question.

"We don't have any reason to believe anything he told the media is false," said Coast Guard spokesman Nate Littlejohn. "However, we don't know for a fact he was out at sea for 66

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LETTERS

days. All we know is his family reported him missing on 29 January.'

"There are three things that initially made us at Latitude skeptical. First, the repeated reports from numerous sources — including the normally reputable BBC — saying, 'A German tanker spotted him [Jordan] sitting atop his 35-ft boat's overturned hull 200 miles off the North Carolina coast.' There is no way that a full-keel Alberg 35 is going to continue floating some 60 days after she turned over. She's going to the bottom, and in a lot less than 60 minutes. The ultimate explanation for this is that there was a miscommunication between whoever was on the German ship and news sources, and the news sources didn't know enough



about boats to follow up on the impossibility of an Alberg floating upside down for more than two months.

"The second thing that makes us skeptical is that Jordan was found in the Gulf Stream not that far from where he was supposedly dismantled. The Gulf Stream moves at 3-5 knots, and after 60 days should have put him and his boat off Ireland. On the other hand, he could have just been at the edge of the Gulf Stream, which has lots of back eddies.

Many readers don't believe Jordan's story.

"The third thing that made us dubious is that the weather from January 6 until when he was rescued 66 days later was anything but pleasant in the area where he was ultimately found. The Coasties who rescued him repeatedly said how surprised they were at what good shape he was in. Indeed, he'd apparently lost something like 60 lbs — pounds he needed to lose.

"On the other hand, Jordan apparently made no monetary or credit card transactions during the period he was supposedly lost at sea. Nobody reported having seen him during that time. And if the story is false, what did he do, hide out for a couple of months, then deliberately go out in treacherous weather and dismast his boat?

"Others have survived long periods at sea. Mexican fisherman Jose Salvador Alvarenga ended up in the Marshall Islands 6,000 miles to the west of where he'd taken off in Mexico 440 days before to do coastal fishing. His story was given more credence in 2006 when Mexican shark fisherman Jesus Vidana and his crew spent 270 days drifting from Mexico to those same Marshall Islands. The one case nobody doubts is that of US sailor Steven Callahan who, in 1982, drifted across the Atlantic for 75 days after a whale had sunk his sloop Napoleon Solo."

↑↓ NO, I DON'T BELIEVE LOUIS JORDAN'S STORY

I don't believe Jordan.

Fred Lowe
Lee Finn
Rod Remington

Readers — While Fred, Lee and Rod didn't write the above letter, it paraphrases their sentiment — and that of the majority of others who responded to Latitude about the matter.

What follows are some letters with more detailed reasons that the authors do or don't believe Jordan.



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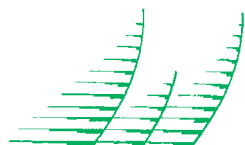
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LETTERS

↑↓ LIAR LIAR

Pants on fire! Nobody with a "broken right shoulder" or "fractured right collar bone" can walk around with his backpack hanging from his right shoulder.

Bob Willmann
Viva!, Casamance 47 cat
Golden, Colorado

↑↓ BROKEN SHOULDER OR FAKE INJURY?

I believe Jordan, but I'm curious about the fact that he seemed so healthy after having suffered a self-described "broken shoulder."

Bill Sikich
Island Drifter, Victoria motorsailer
Seattle, Washington

Bob and Bill — We think there is a simple explanation for the "broken shoulder." Jordan isn't a doctor and had no idea what kind of injury he had.

↑↓ NO CREDIBILITY

I've lost count of the number of times I've crossed the Gulf Stream between the US and the Bahamas somewhere between Florida and North Carolina. *Latitude* is correct about there being eddies in the Gulf Stream, but the idea that a boat adrift could hold position off the Carolina coast for two months and not move on toward Ireland is not credible.

Tom Boynton
Traverse City, Michigan (summer)
Somewhere in the Bahamas (winter)
Valentino, PDQ34 Powercat

Tom — See this month's Sightings for proof positive that a boat can be abandoned in the Gulf Stream and end up more than 100 miles to the south over a month later.

↑↓ THE POINT OF VIEW FROM AFRICA

I watched a CNN news piece on Jordan, and my immediate thought was that the story was nonsense. He didn't strike me as a man who had been at sea for two months in very cold conditions.

Nonetheless, greetings from the Tungsten Explorer Sixth Generation Drill Ship 48 miles off of Pointe Noire in the Congo! When the publisher of *Latitude* and I last talked, I was doing boat deliveries from Puerto Vallarta to San Diego. I now hold a Master Unlimited, Dynamic Positioning Officer Unlimited ticket and am working off Africa.

Captain David Hare
Currently off Africa

↑↓ THE TRUTH IS STRANGER THAN FICTION

I will take the sailor's word until I see credible evidence to disprove it. The truth can be stranger than fiction.

Fran Stater
Melati, Pearson 365
Vallejo

Fran — Sometimes the truth is stranger than fiction. We're reminded of the time one winter about 20 years ago when six seniors were thrown into frigid Sonoma County ocean waters after their open fishing boat capsized. The Coast Guard eventually rescued them, but according to survival tables, all the elderly gentlemen should have died of hypothermia hours before. The men attributed their survival to taking turns talking about their families rather than worrying about death. It



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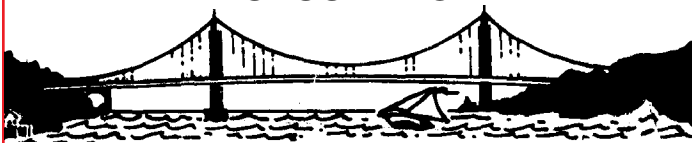
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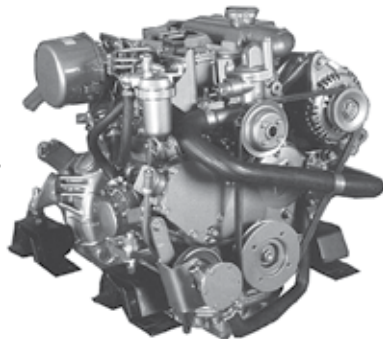
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LETTERS

was an incredible story that should have been the subject of scientific research.

↑↓THE LOUIS JORDAN DIET

For me, the most compelling evidence that Jordan is telling the truth is that he lost 50 lbs in 66 days. Not even Jenny Craig promises such great results.

Jon Hafstrom
Sea Horse, Island Packet 35
San Francisco

↑↓WHAT WAS HIS MOTIVATION?

Why would Jordan fake it? Would it be worth losing his boat for such a stunt?

P.S. Even though I'm living in Redding 200 miles from my boat in San Francisco Bay, I still dream about the super time Linda and I had on the 2008 Baja Ha-Ha! Keep up the great work.

Scott Brear
Samantha, Nauticat 38
San Francisco / Redding

↑↓"I THINK THEY'RE BOTH LYING"

I don't believe Jordan, but I don't believe the Coasties either. "We don't have any reason to believe anything he told the media is false," was an outright Coast Guard lie. Or a legal B.S. line to prepare to go after Jordan for the cost of the rescue. Either they had a reason to believe his story was false or they should have shut up.

Latitude praises the Coast Guard bureaucracy more than they deserve. I can tell you a whopper of a story of their incompetence.

Roy Wessbecher
Breta, Columbia 34 Mk II
Brookings, Oregon

Roy — *The ultra low-budget circumnavigation you did with a series of female backpackers on your \$10,000 Columbia 34 Mk II Breta remains one of our all-time favorites, but we don't understand your point of view here. We think the Coast Guard was telling the truth. They had no hard evidence that contradicted Jordan's story, but he seemed unusually healthy for having been at sea so long. As for your thinking they were prepping to go after Jordan for the cost of the rescue, we're not aware of the Coast Guard's ever trying to be reimbursed for the expense of rescues.*

Latitude doesn't praise the Coast Guard bureaucracy; we praise the fantastic job done by the Coast Guard SAR folks. Which is not to say they have never made a mistake, but overall they have a phenomenal record. As for the Coastie bureaucracy, we've taken them on a number of times over the years, most famously for the 'Zero Intelligence' program they instituted a number of years ago.

↑↓MAKE SURE NAMES MATCH ON BOAT DOCUMENTS

We checked-in at the Chiapas Marina in southern Mexico on March 6 when delivering a Spirit 50 north to Cabo. In my opinion Chiapas has improved quite a bit since it first opened. Back then the port captain's inspection included a request for "coffee" — which we later discovered meant a bribe. In addition, the paperwork cha-cha included long trips to the distant airport. During our last stop everything was above board, as best I could tell, and the official offices were only a short distance away.

Both Enrique and Memo at the Chiapas Marina were very



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LETTERS

friendly and helpful. They arranged for a driver to take me to the Guatemala border — about 50 minutes away — to get a TIP. But here is where we had a hassle.

The problem was that the name on the vessel's US document didn't exactly match the owner's name on the copy of his passport — the document didn't have a middle name. As a result, the Banjercito officials at the border refused to issue a TIP, which caused us problems in trying to get an exit *zarpe*. It was a Catch 22 situation. Thanks to Memo's good relationship with the port captain, we were able to leave without a *zarpe*.

Since we didn't get a TIP until later, there's not much to report. However, I would encourage everyone to make sure that the name on the boat owner's passport exactly matches the name on the boat document. And to perhaps get the TIP online before getting to Mexico.

Arnstein Mustad
 San Francisco

Arnstein — Good advice on making sure that the names on the various documents are exactly the same. Bureaucrats love to make major problems over minor errors. Getting a TIP online before a boat gets to Mexico is also excellent advice.

Why would the Chiapas port captain think you needed a zarpe if you were headed north to another domestic port in Mexico? Maybe he was so used to southbound boats leaving the country needing a zarpe that he assumed northbound boats bound for domestic ports should have them, too.

↑↓ NOT NECESSARILY ACCORDING TO THE RULES

We passed through Puerto Chiapas in January on our way to the Panama Canal. All went smoothly for us. The marina was a real pleasure, and the staff treated us royally, chauffeuring us around in the staff vehicle and holding our hands through the formalities at the government offices.

Although it was unspoken and unwritten, we nonetheless got the impression that the head guy at Aduana liked to do things his own way — and not necessarily according to the rules. Perhaps it's best if we don't say more.

Anonymous
 Tucson, Arizona

↑↓ UNIQUE SITUATIONS

I was in Marina Chiapas while the incident you wrote about in the April 8 edition of *Lectronic* was unfolding. Five or six other boats in the marina had TIP problems, too, although each one was unique. Only the one boat ended up paying a fine.

The language on the back of the TIP does not address the subject of multiple entries and exits. It just says that when the boat leaves the country, the TIP must be turned in. Entry and exit requirements for people are different than for boats, as the former is covered by visa law. So if a person wanted to leave a boat in Puerto Vallarta for 10 years, commuter cruising in the interim, there would absolutely be no problem. But if the same person wanted to sail back and forth from San Diego to Puerto Vallarta each season, there is a potential TIP problem.

Mexico is a Napoleonic law country, so perhaps we are supposed to assume that what is not explicitly permitted is forbidden. Those of us from common law countries might make the opposite incorrect assumption that what is not explicitly forbidden may be permitted.

As for Chiapas versus other ports, what Memo and Enrique said is that the current anti-corruption drive of the Mexican government includes trying to establish uniform interpretation of the laws throughout the country. Their interpretation

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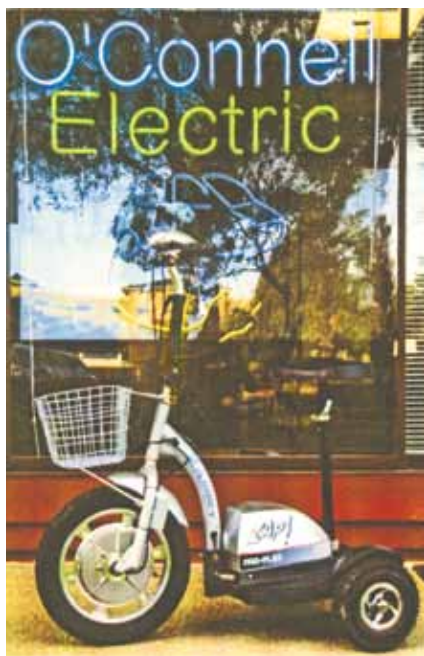
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LETTERS

of the TIP language is along the Napoleonic law interpretation above. If they are correct, then this problem is going to spread like a Southern California brush fire.

Paul & Gayle Sommers
Dragon's Wing, Ganley Snowbird
The World's Oceans

Paul and Gayle — Tere Grossman of the Mexican Marina Owners Association confirms that officials in Mexico City have advised the official in Chiapas that he was wrong. TIPs are good for unlimited entries and exits.

For what it's worth, you completely misunderstand the difference between Napoleonic law and common law. It's an oversimplification, but Napoleonic (Code) law was a set of statutory laws decreed by Napoleon Bonaparte in 1804 with the goal of establishing clear and understandable laws that would be readily accessible to the ordinary citizens. Common law, on the other hand, is made by judges creating precedents based on statute law passed by legislators. For example, once it was decided that Miranda should have been read his rights, it became the same for all future suspects under common law. That would not have been the case under Napoleonic (codified) law.

While it's an entirely different aspect, another of the big differences between the two legal systems is that under Napoleonic criminal statutes, a defendant is considered guilty until proven innocent, while the opposite is true under common law. Mind you, this is an entirely different concept from 'everything not specifically permitted is forbidden'. That's 'unspoken Cuban law'.

↑↓ EVERYTHING IN CHIAPAS WENT LIKE CLOCKWORK

We spent a lot of time at Chiapas, both on the hard and in the water. Memo helped us with the papers and with the officials, and it all went like clockwork. However, we know of two young budget cruisers anchored off Chiapas who got asked for "additional money" to get cleared out of Mexico.

But for us it was a great place.

Ron & Judy Odenheimer
Cetacean, Tayana 37
Seattle, Washington

Readers — Based on the responses we received, nobody has anything but great things to say about Marina Chiapas and its staff. And while taking care of paperwork can be annoying because northbound boats that didn't get a TIP online in advance have to go to the Guatemalan border to get one, most people didn't have significant problems.

↑↓ TIP? WHAT'S A TIP?

I greatly appreciate all the valuable information *Latitude* has published since I started reading in 1984.

I have a 27-ft trailerable sailboat that I launched at Puertecitos, Mexico around 1990. I have all the documents for my truck, trailer and boat, and my passport, but I never knew anything about Temporary Import Permits (TIPs). I have cleared in at other ports and never had a problem, and coming home was a piece of cake, too.

My question is about the current rules for visiting Mexico by private boat. Do these laws apply to trailerable boats, too?

Harold Anderson
Hannalula, Balboa 27
Grass Valley

Harold — Much has changed in the last 25 years. Temporary Import Permits didn't exist back then, and Mexican officials



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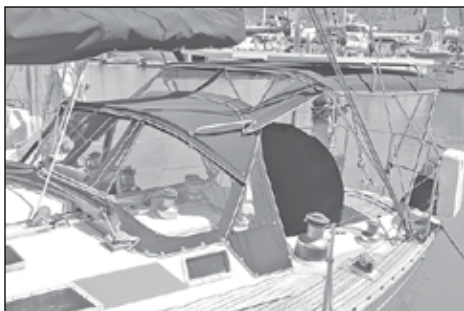
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didn't pay much attention to foreign boats. That's all changed. It doesn't matter what kind of boat you have, if you're a foreigner taking a boat to Mexico, you need to follow the rules by getting a TIP. It only costs about \$50 for 10 years, and you can get a TIP online, so there is no reason not to get one.

↑↓ USING QUADS FOR TARGET PRACTICE

Some of the recent aerial shots in *Latitude* and *Lectronic* have been quite impressive. I'm sure that I'm not the only sailor who would like to know more about the drone you used to take them.

First and foremost in my mind are considerations about the noise. If Amazon starts using them to deliver in my neighborhood, will I have to blow them out of the sky with my flare gun?

David Demarest
 Burbujas, Vanguard 15 #1004
 San Anselmo

David — All our recent shots have been taken with a DJI Phantom Vision 2+ Quadcopter, which ran a little over a grand, and is controlled by our iPhone 6+, which is not included. DJI seems to dominate the 'prosumer' market, and just released an even better version at the same price.

While not the latest and greatest, our year-old Vision 2+ is all we need for magazine work. We'd previously used and



LATITUDE / RICHARD

Drones are a terrific way to capture aerial views of anchorages.

crashed two Phantoms that were equipped with GoPro cameras as opposed to the proprietary 14 megapixel DJI camera on our current quad. In our opinion, the Vision 2+ package, which costs less than half as much as the package with the GoPros, is just as good if not better, and certainly so for still

photos. Some argue that quads equipped with GoPros take better quality video, but we stopped taking video because it takes forever to edit even short pieces.

With just a little practice, the quads are very easy to fly. We usually launch ours from our boats and fly almost exclusively over water. The most common causes of problems/crashes are launching the quad before it's picked up the six satellites it needs to hover by itself, and batteries running out of juice. There are four different batteries in the system. The former problem results in 'flyaway' quads, the second results in either flyaways or quads dropping from the sky.

Contrary to all warnings, we never land our quad on the ground or on the deck of our boat. We catch it in our hand. It's potentially a little more dangerous for our body, but less dangerous for the quad.

Quads are moderately noisy up close, but we estimate they are somewhat less noisy than a Honda portable generator. They are certainly less noisy than the main on our Olson 30 when we tack in a good breeze.

The laws regarding quads vary from country to country. In the US, you can pretty much fly anywhere to 400 feet in uncrowded areas and away from airports. Actually, the newer quads are programmed so they won't fly over 100 feet up within a mile or two of US airports. When we got to the BVIs there was a big sign coming out of Customs telling quadcopter owners to "fly carefully." In France, and thus in the French West Indies, you need a pilot's license to legally fly quads. If there are any laws restricting the use of quads in Mexico, we don't know



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LETTERS

about them. Quads are sort of like trees falling in the forest. If nobody hears or sees them, were they really there?

Quads/drones are far too useful to ever go away. But we don't expect to see drones delivering pizza, beer — or windlasses from West Marine — anytime soon.

Before thinking about trying to shoot quads out of the sky, keep two things in mind: 1) They are small and quick, and thus would be hard to hit; and 2) some quad owners have already equipped theirs with missile-like devices.

↑↓ HAS THE 'VOICE OF REASON' LOST ITS BEARINGS?

I have been reading *Latitude* since 1985, and *Lectronic* since it started. I always thought I knew the publisher of those publications, and that the publisher was always the voice of reason. But the March cover shot of an anchorage taken by the publisher's quadcopter made me crazy! I threw that issue in the trash and canceled my subscription to *Lectronic*.

In my opinion it's wrong for people to fly drones in a marina or an anchorage — or any other place where the peace and quiet is ruined by what sounds like angry hornets. It's also wrong on the grounds that it's an invasion of privacy.

I know people like to call these things drones, but they are actually radio-controlled helicopters. When I was a kid, my dad and I built radio-controlled airplanes and flew them at a 'radio control' airport that was far from where the planes would bother anyone.

All right, it's been 24 hours and I've calmed down a bit. I think I'm gonna dig the March issue out of the trash and resubscribe to *Lectronic*. But I still think you ought to have a vote to see what your readers think about them.

By the way, thanks for running the spread shot of our little old *Patricia A* on pages 74-75 of the January issue.

Mark Miller

Patricia A, Westsail 28
Southern California

Mark — The quadcopters/'drones' that we and most people fly are technically 'unpiloted aerial vehicles' or UAVs. They differ from radio-controlled aircraft in that you can easily program them to take off, go to any number of precise GPS positions, then return to their place of launch — all by themselves.

We're probably biased, but we don't think the noise of the common DJI Phantom is much of an issue. They aren't any noisier than a two-stroke outboard, and once they get a little elevation you can't hear them at all. And it's not as if there is much reason to fly them for an extended period of time.

We think the invasion of privacy concerns are overblown, too. Is it any more an invasion of your privacy than if somebody takes a photo of your boat with a telephoto lens from shore or another boat or the Golden Gate Bridge? In those cases you wouldn't even realize that your photo was being taken. Furthermore, unless somebody buys a much more sophisticated drone with a much more expensive telephoto lens, they're not going to see much detail. Those who think they'll be able to hover a drone over a neighbor's boat to take photos of the beautiful woman sunbathing naked in the cockpit are going to be disappointed. Unless, of course, they are willing to fly their drone so close that the woman could swat it from the air with her hand.

LATITUDE / RICHARD



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LETTERS



WEBB LOGG

Quadcopters/drones are just technology, and thus can be used for good or evil. Most people don't have any idea of the incredible number of excellent applications they have. For example, a company in the Netherlands has developed a drone that can be used to locate swimmers in distress and drop a lifejacket to them. It's already being used on some beaches in Italy. And as you can see from the accompanying photo, some owners are using their drones to give their pets a broader view of the world.

Drones are an ideal way to get your pooch off the boat for 'relief' without having to take it to the beach in your dinghy.

↑↓ THE RETURN OF THE 'UP & DOWN' GIRLS

I'm one of those 'up and down' kind of girls. The accompanying photo was taken by me as I went up the mast of *Legacy*, the Columbia 52 we owned before we bought our Deerfoot 62



DEB ROGERS

Moonshadow, in San Diego's La Playa Cove. If you look closely, you can see my foot holding on tight. I was up there to retrieve a halyard. I hate it when a halyard goes aloft.

Deb Rogers is a devoted 'up and down' girl aboard 'Moonshadow'.

When it comes to cleaning the bottom, my husband John and I have done it the entire three years we've owned *Moonshadow* — except for one time in San Diego.

Cleaning the bottom is great exercise, and once you're done, you feel as though you've really earned your beer.

Deb Monnie Rogers
Moonshadow, Deerfoot 62
San Diego

↑↓ ALL-FEMALE BIKINI CREW CLEANS THE BOTTOM

I know of a number of capable women sailors here in the Islands who do it all, going 'up and down' on boats. As for me, I've been 'up and down' on three boats that are special to me.

I have the pleasure of skippering *Scotch Mist II*, Santa Cruz 50 hull #22. Not only was she first to finish in the 1982 Vic-Maui Race — a couple of years before I was born — but she was also the first Bill Lee design that was commissioned for charter service.

Since she's a Coast Guard 'inspected vessel', meaning she can carry more than six paying passengers, and because I'm a conservative new captain — three years as mate, 18 months as captain — we're required to go aloft each month to enjoy the view and check for potential problems. We never find any problems because, as an inspected vessel, *Mist's* mast must be pulled every four years and the shrouds replaced as necessary. But for me, going aloft is a fun chore.

As for 'going down', those of us on *Scotch Mist* switch it up between keeping the local bottom cleaner employed and occasionally taking the boat out for a short sail, where our all-female crew cleans the bottom — in bikinis — free diving.

All of us who sail on *Mist* know she's got soul, and we know that the more we put our hands on her, especially in those hard-to-reach places, the more we contribute to her legacy and become one with her.

My boss owns the Olson 30 *Oa Oa*, which has done multiple doublehanded Pacific Cups (perhaps because her original



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LETTERS

owner navigated for Matson and she got free rides back to the West Coast). In addition to also having a beautiful, salty soul, *Oa Oa* is the most fun boat I've ever sailed on. She's rad, too! She got a double spreader rig and an extra deep carbon rudder. So I love to go up and down her, scrubbing and detailing all the way, I do foredeck on her during the local beer cans and regattas. I have to admit my intentions are not purely altruistic, as I'm hoping that if I put in enough sweat equity, my boss might let my husband and me take her out ourselves.


Lastly, but certainly not the least, there is our beloved Allied Princess *Three Sheets*. She's been in *Latitude*, as her previous owners, a bunch of young surfer dudes, cruised her through Mexico. My husband outweighs me by nearly 100 lbs and, without self-tailers, can get me to the top much more quickly and easily than I could get him up. Although, for the record, I have winched him up. As for going down to clean the bottom, that somehow became a pink job on our vessel. I often recruit another lady sailor friend to help out, and we each get a side done. Then we do the same on her boat. It really helps that the water in the islands is so warm and clear.

Among the other rad boat chicks out here who do the same things I do are Alice Woods of *True Blue*, Lila Shaked of *Privateer*, Iwa Hartman of *Kainani*, and Michelle Fallon of *Scotch Mist* and *Oa Oa*.

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WILD CHILD LYNN

Growing up as a wild child on a ranch, I climbed trees and mountains, so why wouldn't I climb the masts of the sailboats we've owned? Sometimes I did it just for the fun, other times to get better photographs.



I'm just as likely to clean the boat bottom as clean the dishes, as the former is more fun since it burns off beer calories. On occasion, I can be found getting my hands dirty in the bilge and engine room, too. Why let the boys have all the fun?

I love being an up, down and all-around boat chick, and a fun-loving galley wench.

Lynn Ringseis
 Novato

Lynn is still a wild child and loves to 'get down'!

Readers – Lynn and her husband John owned and cruised a *Catalina 30*, and then, after running boats for *The Moorings* for years, chartered their own *Lagoon 410* and later *Leopard 43*. They've also done numerous *Ha-Ha's* aboard *Profligate*.

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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Thanks Don Wieneke for commissioning Jim to do a great painting of *Lulu* racing during Big Boat Series!
I think we all agree, Jim hit a home run with this one!



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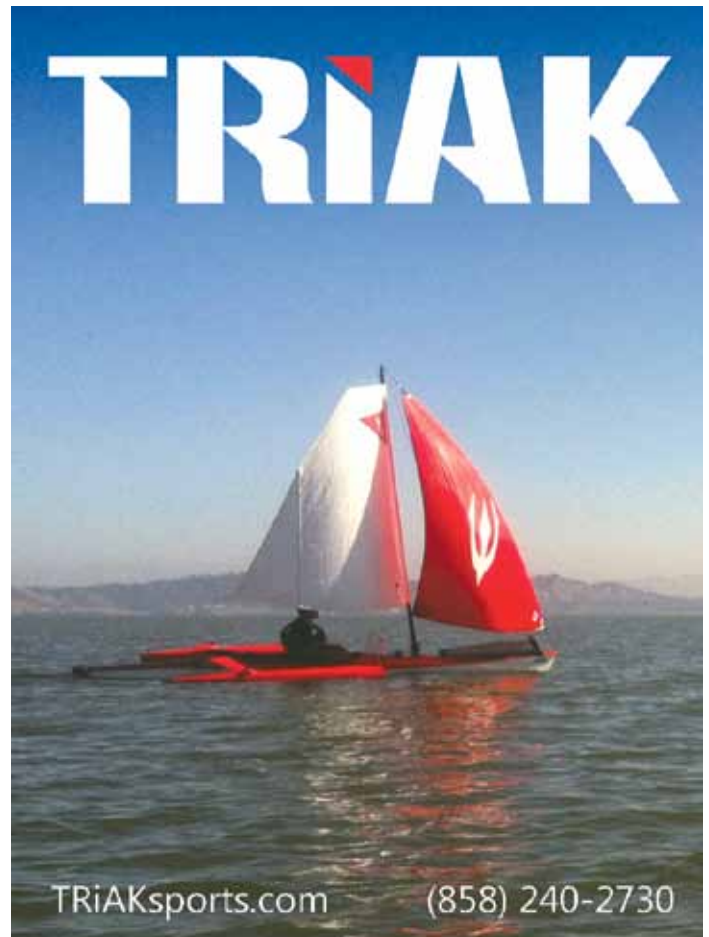
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SIGHTINGS

san francisco to shanghai

In the realm of offshore sailing, speed records for some stretches of ocean seem to get crushed with regularity, while others remain for decades. A case in point is the San Francisco-to-Shanghai, China record, set in 1853 at the height of the China clipper era by the 169-ft clipper *Swordfish*. Her benchmark of 32 days, 9 hours has stood for 162 years — since eight years before Lincoln became president.

That said, nonstop passages along this potentially punishing, 7,000-mile trade route are not often attempted by sailing vessels these days. But as George Mallory said of summiting Everest, ". . . because it's there" seems to be reason enough to challenge *Swordfish's* feat



It's apt to get a bit lonely on 'Maserati's 7,000-mile route across the Pacific to Shanghai.

— that, and the promise of making headlines.

In any case, by the time you read this, renowned ocean racer Giovanni Soldini will have arrived in San Francisco Bay aboard his well-known VOR70 *Maserati*, where he and an international crew of offshore adventurers will await an ideal weather

window (at Jack London Square) to attempt a new Shanghai record.

Regular readers may recall that the last time *Maserati* passed beneath the Golden Gate was in February 2013, as she shattered the 14,000-mile New York-to-San Francisco record held by Frenchman Yves Parlier of *Aquitaine Innovations*, and originally established by the 225-ft clipper ship *Flying Cloud*.

When we met Soldini in 2013, he explained that he'd been fascinated by clipper ships and the NY-to-SF record ever since he read about *Flying Cloud* as a kid. We suspect he probably heard about *Swordfish's* Shanghai record long ago also. In order to break it, *Maserati* will have to average about 217 miles a day, a seemingly easy target for this thoroughbred warhorse. But anything can happen while crossing 7,000 miles of open ocean, especially when you have to pass through the vast minefield of debris know as the Pacific Garbage Patch.

— andy

mystery solved, explanation bolstered

There were two major sailing mishaps off the East Coast that garnered a lot of international attention since January. The first was the dismasting and resulting abandonment of *Rainmaker*, hull #1 of the Gunboat 55 catamarans. The second was the rescue of Louis Jordan from his Alberg 35 *Angel* after 66 days in pretty much the same area.

The mystery is what happened to *Rainmaker* after she was abandoned 200 miles southeast of North Carolina's Cape Hatteras. Aerial searches were made the next two days, and while debris was sighted, there was no sign of the cat. Some thought she might have sunk because there had been a violent impact

between her and a ship that attempted to rescue the crew. But we

continued on outside column of next sightings page

STEVE EARLEY / VIRGINIAN-PILOT



Louis Jordan after rescue.

ha-ha & ta-ta

On your marks. Get set. Go! Every spring there's a mad dash to be the first to sign up for the annual Baja Ha-Ha rally and SoCal Ta-Ta. Both registration sites open May 1 at www.baja-haha.com and www.socaltata.com respectively.

If you're a regular reader, you could probably write the following synopsis of these events yourself, but here's a capsule explanation for the uninitiated:

- The Baja Ha-Ha is a 750-mile cruising rally from San Diego to Cabo San Lucas, Mexico, with two rest stops along the way. Dates: October 25-November 7. All boats of 27 feet or longer that were designed, built and have been maintained for offshore sailing may enter. No singlehandeding. Motoring is allowed. All boats must



Legendary racer Giovanni Soldini.

MICHELE SIGHEL

signups begin now

have an AIS receiver or working radar. Entry fee is still \$375 per boat (or \$325 if the owner's age or his/her boat's length is under 35.) Rules are minimal, and the fun factor is off the graph, although safety is paramount.

- The SoCal Ta-Ta is a one-directional cruise from Santa Barbara to Catalina, with three stops en route (roughly 120 miles). Dates: September 13-19. Boats of 27 feet or longer; no soloing; no night sailing necessary. Fee is \$270 per boat. The event's playful theme, Reggae 'pon da Ocean, is an indication of its fun-focused nature, but again, safety is paramount.

The Ta-Ta is a great shakedown for the Ha-Ha, so some boats will do both.

— andy

mystery solved — continued

thought it was highly unlikely that she would sink, and more likely that the Gulf Stream would eventually take her to Ireland.

While in the Caribbean, we met up with Gunboat founder Peter Johnstone, and were shocked by the answer when we asked, "What-ever happened to *Rainmaker*?"

"Oh, she was spotted two months ago by another boat."

"What?! We, and we're sure the 14 people who have deposits on the 55s, would like to have gotten the news when it was fresh."

"And I would have liked to get the boat back. We searched for her after she was sighted again, but weren't able to find her. But I really want her back."

We were in for an even bigger surprise when Johnstone told us where *Rainmaker* was last seen.

"She was spotted 150 miles south of her last known position."

"What!? She was abandoned in the strong northeasterly flowing Gulf Stream, and two months later she was found 150 miles farther south?"

continued on outside column of next sightings page



The repurposed VOR70 'Maserati' during her record-breaking sprint from New York to San Francisco via Cape Horn. Sailing aboard her is always wet and wild.

SIGHTINGS

mystery solved — continued

"That's right."

"She must have gotten caught in back eddies. It would certainly give credence to Louis Jordan's explanation of why his Alberg 35 didn't head off to Ireland, too."

"I totally believe his story," said Johnstone.

Given the latest information, so do we.

The other juicy news we got from Johnstone is that hull #2 of the 40-ft Gunboat G4 foiling cat will be delivered in late October to . . .

San Francisco Bay. She's been purchased by a well-known name in the tech world. If you have \$850,000, you can put your order in for hull #3, and be the second owner to cruise the West Coast on foils.

— richard



The Gunboat 55 'Rainmaker'.

GUNBOAT

delta doo dah

The Delta Doo Dah has never been the same twice, and this year's seventh edition is shaping up to be no exception.

The Doo Dah was started by the *Latitude* crew in 2009 as a one-week cruising rally from San Francisco Bay to the California Delta for 30 boats. The inspiration for it came because we felt that the Delta was an underused resource right in our own backyard, and we wanted to share its secret charms, warm weather, and fine sailing with our fellow SF Bay sailors.

In 2013 the rally became a do-it-yourself event, with 100 boats meandering the inland waterways on their own schedules. This year's DDD 7 will combine the best of both concepts.



doin's

Registered boats can still follow their own itineraries, but they can also join in some planned events, starting with the Kickoff Party. This year, the Doo Dah is joining forces with Richmond Yacht Club's annual Delta Cruising Seminar, led by the club's current commodore, Craig Perez. The seminar/party will be hosted by RYC on Saturday, May 16, starting at 6:00 p.m., and yes, there will be door prizes!

The Doo Dah is also teaming up with RYC and Stockton Sailing Club for the Delta Ditch Run on June 6, which will start in Richmond and finish some 67 miles later at SSC. Separate registration — and an entry fee — is required for

continued in middle column of next sightings page



Spread: 'Mayan' ghosts along in SoCal waters. **Inset:** Prior to installing a modern mechanical unit, the Vrolyks used this elegantly simple, old-school 'autopilot' technique.

mayan's busy summer dance card

As every classic boat aficionado in the Bay Area knows, May is the month when vintage wooden sloops, ketches and schooners throughout the region come out of hibernation to compete in the Master Mariners Regatta — May 23 this year. Without a doubt, this eye-popping Central Bay spectacle is one of the most highly revered events on Northern California's busy racing calendar, and this year it will have a splendid new entry: the 59-ft Alden schooner *Mayan*.

As reported here last August, the big centerboarder — which was a familiar centerpiece of Santa Barbara Harbor for decades while owned by crooner David Crosby — was purchased last spring by well-known Bay racers Stacey and Beau Vrolyk. The 1947 classic now occupies a permanent slip in Santa Cruz Harbor.

This season *Mayan* will not only be on the starting line of the Master Mariners Regatta (May 23), but will also compete in the Delta Ditch Run (June 6) and the Great San Francisco Schooner Race (June 13). In addition, Beau and Stacey intend to do six Monterey Bay races, including the Monterey Bay Leukemia Cup (May 3). In the fall *Mayan* will race in the San Francisco Bay Leukemia Cup (October 17-18).

When we checked in with Beau to ask about any recent upgrades, he had to laugh. When he and Stacey bought the boat a year ago the only major

upgrade they had on their must-do list was enclosing the head and adding a shower. But, as you've probably already guessed, the job list soon got longer and longer. "As we dug into it, one thing led to another," Beau recalls. Not only did they build in an interior shower — Crosby never had one — and enclose the head, but they soon found themselves adding a hot water heater system; reconfiguring some of the double berths back to sea berths, as originally designed by John Alden; installing a new refrigeration system; and redoing roughly half of the wiring and plumbing.

Most if not all of this work was done at Wayne Ettel's boatyard in Wilmington, which was the obvious choice, as Ettel, a master shipwright, did a meticulous rebuild for Crosby in 2005-6 that included replacing the original single-planking with double-planked kapur wood below the waterline and Douglas fir over Port Orford cedar on the topsides, all sandwiched with epoxy. As Beau explained to us last summer, roughly 70% of the original frames were replaced with double-sawn purpleheart, and the teak decks were re-laid with modern caulking. Now, he says, she's not only stronger than ever, but "she doesn't leak a drop" — a statement that's undoubtedly music to his ears.

But the upgrade that Beau and Stacey may be most excited about is their brand new suit of sails from Ullman Sails in Santa Cruz. These replace a thirty-year-old set that Crosby bought in Sausalito from the late Pete Sutter. In addition to five new working sails, her arsenal now includes a huge asymmetrical and a massive gollywobbler — yeah, remember those? — that's more than twice the sail area of the main. You won't be able to miss it even from a mile away, as it's emblazoned with the schooner's new logo: a stylized Mayan war mask.

— andy



It takes a lot of canvas to get a heavy schooner like 'Mayan' flying. No doubt that's why she now races with a massive gollywobbler (center).

CYNTHIA SINCLAIR

COURTESY MAYAN

SIGHTINGS

alaska or bust

The San Francisco Bay Area is known for spawning unconventional, innovative and downright crazy ideas. But apparently we have no monopoly on wild-and-wacky concepts. Consider, for example, the inaugural Race to Alaska (R2AK) that's slated to start June 4. Backed by the nonprofit Northwest Marine Center and claiming to honor the self-reliant spirit of the Northwest's forefathers, the race is a loosely structured 750-mile contest that runs from Port Townsend, WA to Ketchikan, AK, and is open to sailing, rowing or paddling craft of any size, as long as they have no engine and accept no assistance along their route.

Combining the edginess of an extreme sports competition with the potential dangers of a made-for-TV survival show, R2AK will take competitors first across the Strait of Juan de Fuca to Victoria, BC (a 40-mile warm-up), then another 710-miles north through Southeast Alaska's maze of islands, inlets and fjords — where currents can run close to 20 knots — before reaching the finish line at Ketchikan. In addition to its entry restrictions and its route, another thing that distinguishes R2AK from more traditional boat races and rallies is the \$10,000 prize that's offered to the first boat to reach Ketchikan — possibly the largest cash prize of any boat race in the country.

Whether due to that impressive enticement or to the seductively masochistic notion of traveling 750 miles upwind and up-current by sail or human power alone, 30 teams ponied up the \$650 entry fee prior to the April 15 registration deadline. Among them are a guy with a standup paddle board, various oar-powered craft, several pocket cruisers, various small cats, tris and sportboats, and even a Paul Beiker-designed proa.

Needless to say, most if not all these entrants would not fit in with the blue blazer set. Take Alan Hartman, for example, who will compete on his 17-ft triyak, whatever that is. According to his entry bio, he "walked into the Alaskan wilderness 12 years ago with not much more than an axe, a bag of beef jerky, and a general disdain for the way most people do things, and made a log cabin he still lives in today... he's Paul Bunyan boiled down into human scale."

We wish Hartman and all the others the best of luck, as they will probably need it. See www.r2ak.com for details, team bios and info on following the racers' transponder tracks, as entries must carry SPOT transponders.

— andy

budding sailors in alameda

On April 19, some 70 kids and parents from Alameda made their way to the beach off the Encinal Boat Ramp on the south side of the island to try out sailing FJs and JY Trainers as part of an Alameda Community Sailing Center open house. Volunteers and previous graduates of ACSC's youth camps took first-timers out for boat rides and coached novice sailors. "The weather was perfect, 6-10 knots

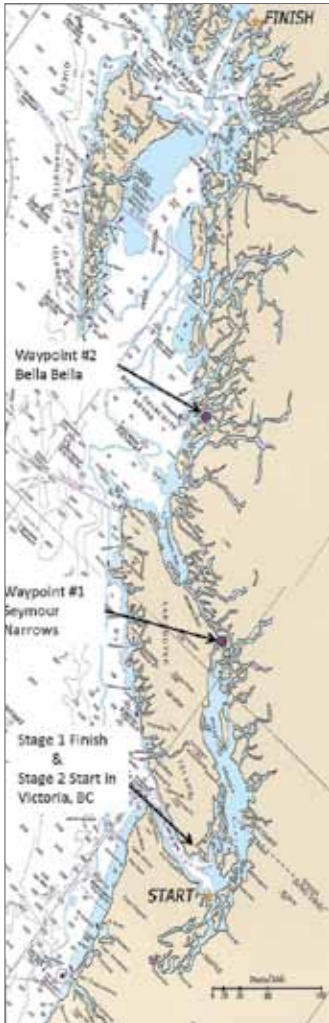
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doo dah

the Ditch Run (see www.stocktonsc.org). Special 'Doo Dah Ditch Run' activities and prizes are planned at SSC on June 7.

On June 20, Doo Dah sailors are invited to join Tiki Lagun tenants to celebrate Summer Sailstice with a potluck supper at the marina on Turner Cut.

Owl Harbor will welcome Doo Dah-ers on Saturday, July 18, with a potluck and a special movie night. On Sunday morning, the cruisers will enjoy a complimentary breakfast at Owl before sailing downwind up the San Joaquin River to SSC for a jam session and dinner.



Alameda kids learned the secrets and discovered the joys of sailing at an open house and barbecue at Alameda Community Sailing Center on April 19.



REBECCA HINDEN PHOTOGRAPHY

— continued

SSC will also welcome Doo Dah sailors at their Hot August Nights classic car show and barbecue on August 15. We've arranged for a stopover on the way upstream at Pittsburg YC on the evening of August 14, where fleet members can join club members for their regular Friday night dinner.

Free registration for Delta Doo Dah 7 is open through August 28. Learn more and sign up at www.deltadoodah.com.

We hope to see you in the Delta this summer!

— chris

budding sailors — continued

right on the beach!" said Rich Jepsen, volunteer chair of the program committee.

"We had a very diverse group of guests," he added. "Ages ranged from 5 to 75, boys and girls, men and women, and all major ethnicities were represented. Many families have committed to camps this summer."

Led by 'Czar of Programs' Victoria Anweiler, two dozen volunteers freshened up the site and prepared the boats, the barbecues, the food, and the learning center for the event and for the season.

ACSC's next event on May 3, in conjunction with the National Women's Sailing Association, will include free half-day camps for up to 24 girls from Alameda Boys and Girls Clubs, Girls Inc., and Alameda Girl Scouts. See www.sailalameda.org for more info.

— chris



SIGHTINGS

long time gone

During the nine years that Tom Olson and Jan Holbrook spent building their 40-ft ferrocement schooner *Ambler*, they undoubtedly looked forward to cruising in far-flung destinations. But we have to wonder if they expected to be 'out there' for nearly 30 years.

These salty, longtime travelers were standouts among the many fascinating crews we met at our recent Pacific Puddle Jump party at Panama's Balboa YC. And we were lucky enough to have an extended chat with Tom later. Read on and you'll see why we nicknamed him Mr. Old School.

Having lived aboard since 1982, the year *Ambler* was completed in Washington, Tom and Jan first sailed south of the border in '88. Eventually, they took a hard right into the Pacific. "We spent four years going across the Pacific," recalls Tom. Hearing him reminisce was like getting swept up into a Michener novel: "Polynesians are happy people. On that first trip, nearly 30 years ago, we met Polynesians who had been to France, had gotten college educations, but wanted to return to their islands and live a simple life fishing and working the copra fields. It's so beautiful out there. We just love it."

Ambler's crew has always sought out less-traveled cruising

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mystery body is

A body found last summer has been identified via DNA as a missing sailor, but the cause of his death as well as the whereabouts of his sailboat and companion remain a mystery.

Last August 8 a badly decomposed body was discovered by a marine biologist working at Simonton Cove on remote San Miguel Island, the westernmost isle in Southern California's Channel Islands archipelago. The decomposition was so advanced that coroners could not determine the exact cause of death, but they found no evidence to indicate foul play. Last week it was announced that the US Department of Justice had determined through DNA testing that the mysterious corpse was that of Richard Martin Smith, 63, of Sacramento. Smith, his sister Monique Krewedl, 57, and dog Chloe



sacramento sailor

were last seen on May 24, 2014, leaving Ventura County's Channel Islands Marina aboard the 34-ft sloop *Xiao Xiang*. According to Smith's daughter, he had recently purchased the boat with his life savings.

As seen in news photos, the sloop appeared to be very well cared for. We're naturally curious if she carried an EPIRB.

Last June family members filed missing-person reports after communications from Smith and Krewedl ceased and the boat became overdue to arrive in the Bay Area. Despite search efforts by the Coast Guard and a lengthy investigation by the Sacramento County Sheriff's Department, no clues as to the whereabouts of Krewedl, the dog or the sloop have been found. If you have info, please contact Sacramento detectives at (916) 874-5115.

— andy

After laying her keel in 1973, Tom and Jan spent nine years building 'Ambler'. They lived aboard for six years before beginning their cruising career that's spanned three decades. Although Jan is finally itching to live in an actual house again, she's agreed to do one more Pacific circuit.



FRANK NITTE

ambler — continued

grounds: "Our favorite places are those that cruise ships can't get to; places that planes can't land; places where the people still live in the old ways," says Tom. "When we were leaving the northern Solomons years ago, 30 people came out in dugout canoes, half of them topless. They asked, 'Why are you leaving? We love having you here. If you want some land, you can have it.' That was a lovely place. But I won't tell you where it is, because it's off the charts."

After four years of island-hopping, the couple was running low on money when they pulled into Guam with the intention of simply stocking up on groceries and water. (*Ambler*, too, is old-school, having no watermaker and few electrical gadgets that many contemporary cruisers consider to be essential. Tom and Jan still use paper charts, and he can use a sextant if necessary.)

"We ended up staying for 12 years," says Tom. He found work driving offshore tugs, while Jan pursued, and eventually obtained, a degree in nursing — reasoning that this would be an ideal profession for a world cruiser.

After 12 years in Guam

— during which *Ambler* endured several colossal typhoons that raged with winds up to 250 knots — Tom quit his job running tugs. "They couldn't understand why I was leaving. 'Because I'm a sailor,' I told them." The couple sailed on to Asia, where they suffered two unfortunate mishaps: *Ambler* getting run over by a fishing boat — repairs from which held them up for two years — and Jan getting run down by a motorcycle-riding thief who not only snatched her backpack, but left her lying unconscious in the street with a dislocated shoulder.

But those dark memories pale when compared to visiting awe-inspiring cultural sites like Cambodia's Angkor Wat. "I cried when I walked into that place," admits Tom. "It's the biggest religious site in the world." (And is a World Heritage Site.)

They eventually worked their way around the world via the Cape of Good Hope, and at some point arrived in Panama, where they were about to jump off for the Marquesas again when we met them. After all these years, Jan is just about ready to move into a house ashore again, but she's agreed to do one more 'amble' around the South Pacific first.

By their very nature ferro boats such as *Ambler* are heavy and slow — hence the choice of name. But traveling slowly suits these veteran cruisers just fine. Tom claims he almost never resorts to running the engine, even when crossing the ITCZ, and almost always makes landfall with full fuel tanks. They firmly believe that traveling without a strict timetable and lingering in the places they visit helps them to break down cultural barriers and build cherished friendships. "I think we're all sort of ambassadors," Tom says. "People everywhere are all basically after the same things: we want a roof over our heads, we want to feed ourselves, we want to educate and raise our children. If we could just get these governments out of the way, we'd have a wonderful world."

We hope to cross paths with *Ambler* again someday, perhaps in some dreamy distant anchorage. In the meantime they say, "We can't wait to get back to the Pacific, 'cause for us that's home."

— andy



FRANK NITTE

Jan and Tom are intimately familiar with the rewards of traveling slowly. They have a passion for spending time at rarely visited islands.

SIGHTINGS

record run to bermuda

On April 20, the San Francisco-based CEO of Lending Club, Renaud Laplanche, with co-skipper Ryan Breymaier and the crew of the 105-ft trimaran *Lending Club 2*, set a new record for the 635-mile course from Castle Hill Lighthouse in Newport, RI, to Kitchen Shoal Beacon in Bermuda. The big tri averaged a remarkable 27 knots, to set the new record of 23 hours, 9 minutes, 52 seconds, pending ratification by the World Sailing Speed Record Council. The team bided its time at Newport Shipyard for a week while prepping the boat and waiting for suitable conditions — a moderate reaching breeze and manageable seas — which would allow *Lending Club 2* to reach speeds surpassing 40 knots.

The previous record for Newport to Bermuda was held by the late adventurer Steve Fossett for 15 years. Fossett's time of 38 hours, 35 minutes and 53 seconds was set in 2000 on the 125-ft catamaran

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historic talofa

"At around 5 a.m. on April 23 my family's historic schooner *Talofa* was T-boned while at anchor off Tortola," writes Beau Bryan, son of owners Cactus and Betsy Bryan. The 97-ft (LOA) schooner, whose keel was laid in Oakland in 1928, was on charter at the time.

"The vessel that hit her was a steel landing craft loaded with road-building equipment bound for Virgin Gorda. My father was able to beach her before the rising water flooded the engine. The force of the impact was tremendous and it was lucky that nobody was injured or killed by this senseless act of negligence."



t-boned in bvi

With the help of local marine resources, *Talofa* was refloated, but she is severely damaged along her starboard side and underbelly. Sadly, she was uninsured, and as Beau notes, "all of the income we were expecting from the second half of the charter season is no more." Consequently, the family is looking for any help they can get from the sailing community to facilitate repairs. (Email Betsy at talofatallship@gmail.com.) They anticipate a having to endure a lengthy legal process before a settlement can be reached with the barge's owners.

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The 105-ft trimaran 'Lending Club 2', driven by Renaud Laplanche and Ryan Breymaier, has broken the Newport to Bermuda record.



LLOYD IMAGES

bermuda race — continued

PlayStation, sailing at an average speed of 16 knots.

Just the previous week, the WSSRC ratified a new record for the English Channel passage from Cowes to Dinard in Brittany, France. *Lending Club 2* set that record in early April, having covered the 138-mile course at an average speed of 26.36 knots in 5 hours and 15 minutes — 8 minutes faster than the previous record, which had stood since 2002.

"We set our sights on three speed sailing records for the 2015 season: Cowes-Dinard, Newport-Bermuda, and the 2,215-mile Transpac," said Laplanche.

With success in the first two attempts, the team will now focus on July's Transpac. At stake is not only the Transpac course record but also the outright sailing speed record to Hawaii. "We're more primed than ever for the Transpac," said Laplanche, who personally chartered the tri for the record attempts. The boat, which began life as as *Groupama 3* in 2006, is expected to arrive in San Francisco next month after sailing through the Panama Canal.

— chris



QUIN BISSET

The record-setting crew were Quin Bisset, Jan Majer, Jean-Baptiste Le Vaillant, Boris Herrmann, Roland Jourdain, Ryan Breymaier, Delbarre Stanislas and Renaud Laplanche.

where islands come from

"Mommy, where do islands come from?" asked the curious child. "Well, let me tell you, this is how it happens..."

Amid plumes of gas, steam, and ash, a new island was born when the Hunga Tonga-Hunga Ha'apai volcano erupted during December and January, 28 miles north of Nuku'alofa, the capital of the South Pacific kingdom of Tonga.

The baby island is now 1,640 feet long (about five and a half football fields), and 825 feet high.

Hunga Tonga is considered unstable, not safe to tread upon, and might not last long, as the ocean waves are likely to return it bit by bit to the sea.

Nevertheless, birds have begun nesting on it, and Gianpiero Orbassano, a 63-year-old photographer who owns a hotel in Tonga, walked on the island in March, taking marvelous pictures. "It's really quite solid once you are on it, and quite high," he said. "The surface was hot — you could feel it."

Go to www.bbc.com/news/world-asia-31848255 to see Orbassano's photos.

— chris



Hunga Tonga before (above) and after (below).



CNES / AIRBUS

new boat inspections in mexico?

Hundreds of sailors are now making preparations for sailing south to Mexico this fall. Undoubtedly, some are nervous about properly complying with government regulations, but Mexican Tourism officials are working hard to minimize confusion about immigration and boat import regulations.

"We were just informed that Customs is going to start a new round of inspections of boats, BINs (Boat Identification Numbers), and Temporary Import Permits (TIPs) of foreign-owned boats," writes Carol Dean. "The folks at Marina Coral here in Ensenada have gone



This new guide does a good job of clarifying often-confusing government regulations on importing private boats to Mexico.

around and photographed all the boats and, if they could find them, their BIN numbers. Here we go again!"

There have been several false alarms of this nature before, but even if this is the real deal, there is no reason for there to be a repeat of the fiasco of 2013-2014, in which 338 foreign-owned boats in eight marinas were impounded by SAT (the Mexican IRS) for a number of months. (Very few of them are still impounded.)

Why shouldn't there be a repeat of the disaster of 2013-2014? First, because it's been made clear to all Mexican marinas, and all foreign boat owners who have been paying attention, what the Mexican government wants/needs to see in order to keep track of vessels in their country. Second, because the last time around the AGACE/SAT agents were so ig-

norant of boats that they had to carry little diagrams showing them which was the bow and which was the stern. Thanks to millions of dollars in terrible publicity, the agents have reportedly received much better training now.

As far as *Latitude* is concerned, Mexico has as much right to keep track of boats in their country as the U.S. does in the States. Our only objection was with how heavy-handedly and incompetently compliance was checked the last time around.

As long as boat owners have complied with Mexico's requirements, there shouldn't be any problem. Indeed, when there were problems last time around, the marinas got in as much trouble as the boat owners. As a result, they should now be making sure that all of their tenants are in compliance with Mexican law.

The other great thing is that this process allows you to take care of almost all your paperwork in advance of sailing to Mexico, and even allows you to make stops prior to calling at your first Port of Entry.

This new guide, produced by Mexico Tourism, is an attempt to make legal issues easy and streamlined for visiting boaters. Read or download it at: www.latitude38.com/pix/BoatingInMexico.pdf

We're not sure if it's a coincidence, but just three days ago Neil Shroyer of Marina de La Paz sent us the latest version of *Visiting Mexico by Private Boat*, a quick guide to entry requirements for private vessels, and their owners and crew, plus a directory of Mexican marinas. As the guide explains, there are four steps you need to take before taking your boat to Mexico.

One of the first things you'll notice is that the document has been produced by SECTUR, which is the Department of Tourism, and the document states, "This brochure is not an official government docu-

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talofa

As longtime readers may recall, *Talofa* has a very colorful history. Her story began during World War I, when brothers Charles and Chester Carter discovered a sunken trove of copper ingots while on duty with the Navy in the Solomon Islands. The story goes that when they returned home, they decided to build a strong, ocean-going vessel so they could return to their 'treasure' site, retrieve the booty and become rich.

The Carters and others worked on *Talofa* diligently for over 14 years, but had to give up their building site and launch her prematurely when WWII broke out. At that time they had finished her hull, but had not yet rigged her. The Carter brothers never realized their dreams of treasure hunting under sail, and *Talofa*



Imagine your own boat being anchored in this "secret cove" on Baja California's Isla Partida, just outside La Paz. Alone in the anchorage is Al Mason's vintage Ranger 33 'Serenity' built in 1972, which, by the way, won her division in the 2014 Baja Ha-Ha. This splendid shot nicely illustrates that you don't need a gold-plated megayacht to enjoy the cruising life.

AL MASON

— continued

was relegated to the inglorious status of an Oakland Estuary liveaboard for the then-aging Carters. Later owners did complete her, however, and she did a 10,000-mile South Pacific circuit, and served for some time as a sail training vessel for U.C. Irvine. During the 1970s he raced in the Master Mariners Regatta, and became a fixture on the Sausalito waterfront.

In 2004, the Bryans bought her and did an exhaustive refit on her prior to sailing her to Mexico to begin her career as a crewed charter vessel.

Many West Coast sailors helped with her daunting refit a decade ago, and some later sailed on her. We hope some of these 'friends of *Talofa*' will come to her aid again now, so she can soon sail again.

— andy

mexico — continued

ment but a brief guide to help you understand and ease the process of entering Mexico by sea and complete the immigration process (Maritime Mexico FMM Process)." Why it can't be an 'official document' is beyond us, because that's what visiting boat owners really need.

That said, there are several major improvements in this latest *Visiting Mexico by Private Boat* guide. The first is that we can't find any obvious errors such as appeared in the first version of the guide, which was passed out to foreign boat owners last October. For example, the first version said that only people who were going to fish needed fishing licenses, when in fact everybody needs a license if there is any fishing gear aboard a boat. Also, the new guide includes links to pages that give clear examples of how you are supposed to complete the four necessary steps and fill out the forms. Before, instructions were often opaque if not counterintuitive.

Maybe we're being naive or overly optimistic, but it looks to us that procedures for sailing to Mexico with all one's ducks in row have greatly improved in the last 18 months. If anyone finds this not to be true, we'd like to hear about it (email: richard@latitude38.com).

— richard

