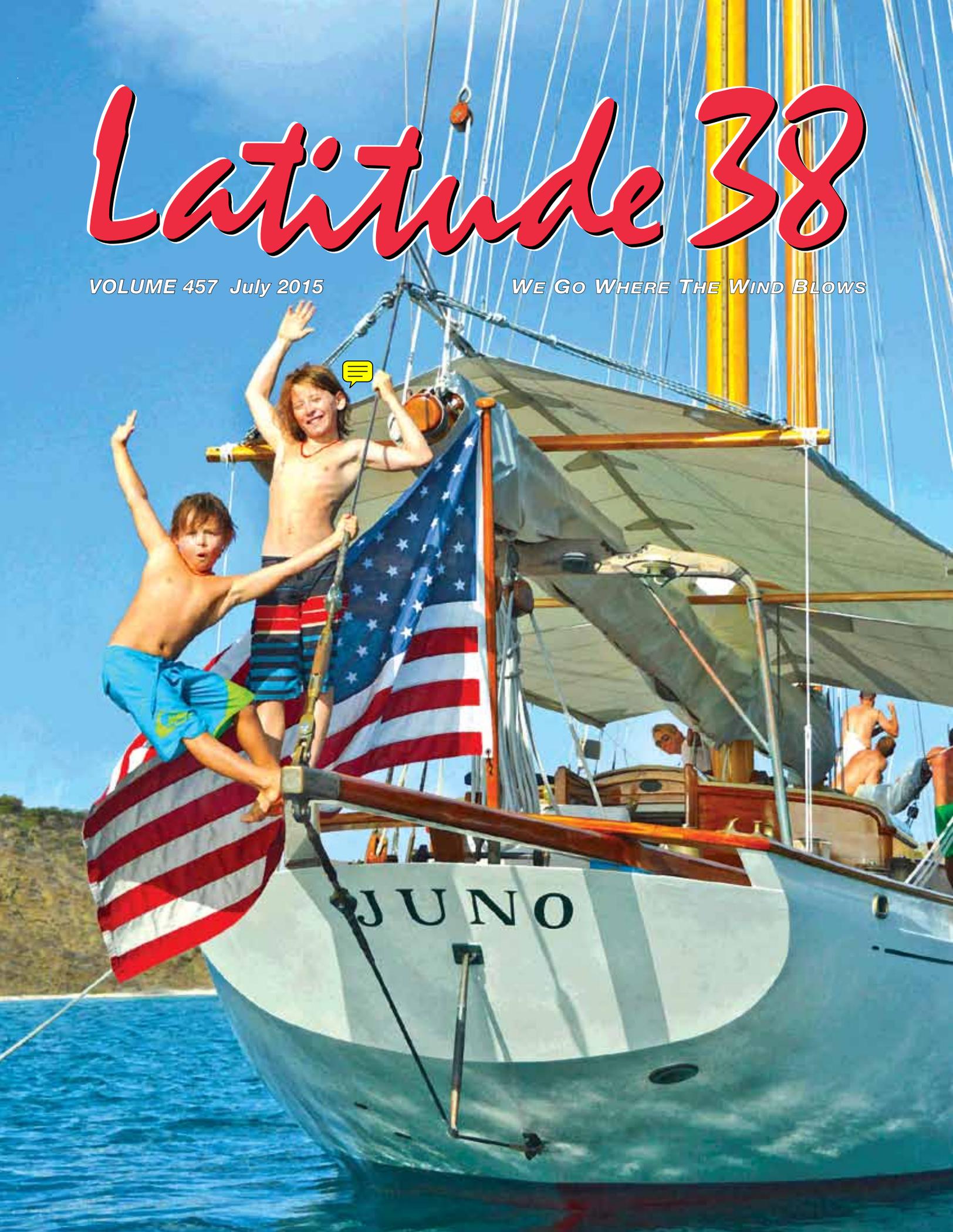


Latitude 38

VOLUME 457 July 2015

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Going Places

Patrick Evans sails *Sundance*, his Alerion 28, on Lake Geneva in Wisconsin in the summer, then picks races in Florida and takes the boat the 1400 miles to Naples for the off-season, for "...the competition and camaraderie... that are second to none..."

This spring, *Sundance* placed first-in-class in Marco Island's SAMI Bud Light regatta with four first-place finishes in the four-race series. Sailed in an idyllic setting, the regatta pitted *Sundance* against much larger boats. The beer and winds might have been light, but not the competition.

With events in Wisconsin and Florida, Patrick races "4 to 6 races per week" - a demanding schedule. So his carbon main and self-tacking jib from Pineapple Sails must be up to the task. Durable and versatile, Patrick can "adjust every inch" of the sails.

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CONTENTS

subscriptions	6
calendar	10
letters	22
sightings	60
stately master mariners	70
san francisco bay history, pt. II	74
transpac preview	82
max ebb's spin on weather	86
the racing sheet	90
world of chartering	96
changes in latitudes	100
classy classifieds	116
advertisers' index	125
brokerage	127

Cover: Is there anything that says Fourth of July more than an American flag flying from a schooner? Ethan and Owen di Basio don't think so.

Photo by Latitude/Richard

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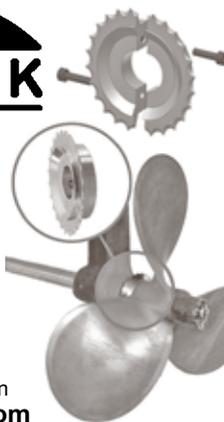
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July 1 — Sail under the full moon on a Wednesday night.
July 1-29 — Wednesday Yachting Luncheon Series, StFYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

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

July 2, 9, 11, 16, 23, 25, 30 — Sail the Bay aboard the historic scow schooner *Alma*, Hyde Street Pier, San Francisco, 12:30-4 p.m. Tickets, \$20-\$40; kids under 6 free. Info, (415) 447-5000 or www.nps.gov/safr.

July 3-5 — Channel Islands Harbor 50th Anniversary, Oxnard. Arts & crafts, live entertainment & music, kids' activities. Saturday: 10K race & 5K fun run/walk, kids' parade, fireworks. Sunday: Fairy Tales in the Park, farmer's market. Info, www.channelislandsharbor.org.

July 4 — Independence Day. Celebrate with a sail and waterfront viewing of a fireworks show, such as Hilton's Fireworks Extravaganza at Mandeville on the San Joaquin River.

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

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

July 9, Aug. 13 — 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.

July 11, Aug. 1 — 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) 561-7171.

July 12 — US Sailing Safety at Sea Seminar, Shoreline YC, Long Beach. Bruce Brown will moderate. Info, Marion, (310) 632-4748 or marionseaman1@aol.com.

July 15 — Pink Sail & Pink Party. Cruiser Challenge, dinner & drink specials. Wear pink and drop a few dollars in the cancer research fundraiser jar. Vallejo YC, fleetcaptainsail@vyc.org or www.vyc.org.

July 17-19 — Delta Doo Dah mini-cruise from Richmond YC to Owl Harbor to Stockton Sailing Club. Chris, (415) 383-8200 x103 or www.deltadoodah.com.

July 18 — Mariners Swap Meet, Channel Islands Landing, Oxnard, 8 a.m.-3 p.m. Boat, fishing, scuba & surfing gear, electronics, kayaks, dinghies, hardware. Snacks & drinks available to buy. Info & space reservations, (805) 985-6269.

July 19 — Cal Sailing Club Open House, with free sailboat rides, 1-4 p.m. Info, www.cal-sailing.org.

July 25-26 — Benicia Waterfront Festival, First Street Green, 11 a.m.-6 p.m. Live music, beer & wine, food, kids' activities. Tickets \$5-\$10; 2-day pass \$15; kids 12 & under free. Info, www.beniciamainstreet.org

July 31 — Sail under the full moon on a Friday night. If you only do something once in a blue moon, do it today.

Aug. 1 — 10th annual Maritime Day, Galilee Harbor, Sausalito. Marine flea market, traditional boatbuilding demos, boat rides, floating home tours, live music, raffle, food & drink. Info, (415) 332-8554 or www.galileeharbor.org.

Aug. 8 — Taste of the Delta, Tower Park Resort, Lodi, 1-4 p.m. Vendor booths, wine, food, live music, silent & live auctions. Fundraiser for California Delta Chambers. \$25. Info, www.tasteofthedelta.com.

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- 40' C&C 121, 1999 **REDUCED** 97,128
- 38' CT, 1982 60,000
- 37' Hunter 376, 1997 **REDUCED** 74,900
- 36' Beneteau 36.1, 1999 **REDUCED** 76,500
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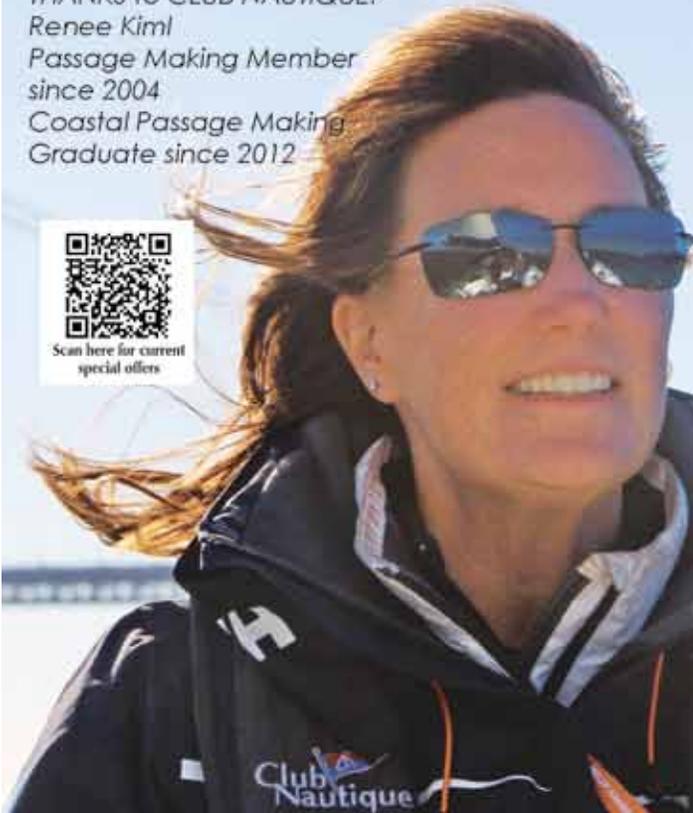
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CALENDAR

Racing

July 1, 1985 — From *Loose Lips* in the July, 1985, issue of *Latitude 38*: You may have noticed the results for the Master Mariners race in the *Chronicle* on May 27th. After listing the Ocean Racing and Gaff divisions, the Sporting Green presented the top finishers in the "Mother" fleet. Now, we know a few boats and crews we've referred to that way ("That mother barged us at the starting line!"), but never an official fleet designation.

The mystery was solved when the Master Mariners sent out the official results and the following explanation. The sports department reporter was doing fine with "Ocean" and "Gaff," but didn't quite understand "Marconi." The *Oakland Tribune* picked up the *Chron's* mistake as well.

July 3-5 — Hobie Regatta. MPYC, www.mpyc.org.

July 4 — Brothers & Sisters Race. TYC, www.tyc.org.

July 4 — Independence Cup. SFYC, www.sfyf.org.

July 4 — Stars & Stripes. CPYC, www.cpyc.com.

July 4 — Independence Day Race. MPYC, www.mpyc.org.

July 4 — Firecracker Race. Moss Landing to Monterey to Point Pinos to Moss Landing. ElkYC, www.elkhornyc.org.

July 6-23 — Laser Performance Clinic/Blowout in the Gorge. CGRA, www.cgra.org.

July 9-11 — Melges Race Week on North Lake Tahoe. Dan, (530) 581-4700 or www.tahoeyc.com.

July 9-14 — Great Pacific Longitude Race (LongPac), starting and finishing at CYC. SSS, www.sfbaysss.org.

July 10 — Trans-Tahoe Warm-up Race. Dan, (530) 581-4700 or www.tahoeyc.com.

July 11 — Trans-Tahoe Race. Dan, (530) 581-4700 or www.tahoeyc.com.

July 11 — Summer Series #1. YRA, www.yra.org.

July 11 — Jill and Jack. SSC, www.stocktonsc.org.

July 11 — Club Championship Series #3/Russ Schneider. CYC, www.cyc.org.

July 11 — Small Boat Series. EYC, www.encinal.org.

July 11 — Tiburon Waterfront SUP Regatta, starting at Sam's Anchor Café in downtown Tiburon. Torben, (415) 259-8088 or www.desolationoutdoors.com/events.

July 11, 26, Aug. 8 — Summer Series on Scotts Flat Lake. GCYC, www.gcy.net.

July 11, Aug. 1 — North Bay Series. VYC, www.vyc.org.

July 11, Aug. 8 — South Bay Inter Club Race Series. Info, www.jibeset.net.

July 11, Aug. 8 — Summer Series on Clear Lake. KBSC, www.kbsail.com.

July 11-12 — J/70 PCCs/Melges 24 & 20 Summer Sportboat Regatta. StFYC, www.stfyf.com.

July 11-12 — Catalina 34 Fleet SF Cup. SBYC, www.southbeachyc.org.

July 11-12 — BAYS #3/Svendson's Summer Splash at EYC. Info, www.bayarea-youthsailing.com.

July 11-12 — High Sierra Alternate Regatta on Scotts Flat Lake. GCYC, www.gcy.net.

July 12 — Summer One Design. MPYC, www.mpyc.org.

July 12 — Howard Stevens Race on South Lake Tahoe. Kurt, (530) 307-0903 or www.tahoewindjammers.com.

July 12, Aug. 9 — Tri-Island Races #2 & #3. BYC, www.berkeleyyc.org.

July 13, 16, 18 — Transpacific Yacht Race to Honolulu starts off Point Fermin. TPYC, www.transpacyc.com.

July 17-19 — Santana 22 Nationals hosted by CYC. Info, www.santana22.org.

July 17-19 — SC27 Nationals/Fiesta Cup. Santa Barbara



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CALENDAR

YC, www.sbyc.org.

July 17-19 — 29er North Americans in the Columbia River Gorge. CGRA, www.cgra.org.

July 18 — Midnight Moonlight Maritime Madness. SFYC, www.sfyf.org.

July 18 — YRA Westpoint Regatta, hosted by SeqYC and Westpoint Marina in Redwood City. Info, www.yra.org.

July 18 — Twin Island #2. Round Angel Island and Alcatraz in either direction. SYC, www.sausalito yachtclub.org.

July 18 — Plastic Classic. BVBC, www.bvbc.org.

July 18 — Moseley Regatta for Etchells & Knarrs. TYC, www.tyc.org.

July 18 — Singlehanded #2. SSC, www.stocktonsc.org.

July 18 — Pelican races, Grand Street ramp, Alameda. Kelly, (650) 445-8979.

July 18-19 — SF Bay Classic & UN Challenge. StFYC, (415) 563-6363 or www.stfyf.com.

July 18-19 — 505 Regatta. SCYC, www.scyc.org.

July 18-24 — Whidbey Island Race Week, Oak Harbor, WA. Dinghy, small boat & cat racing, 7/18-19; large boat racing, 7/20-24. Info, www.whidbeyislandraceweek.com.

July 19 — Baxter-Judson Series Race #4. PresYC, www.presidiyachtclub.org.

July 20-25 — Governor's Cup International Match Racing Championship, hosted by Balboa YC in Corona del Mar. Info, www.balboayachtclub.com.

July 21-24 — El Toro Senior & Junior North American Championships in Santa Cruz. Info, www.eltoroyra.org.

July 22-25 — 29er Nationals. RYC, www.richmondyc.org.

July 24 — Santa Barbara to King Harbor Race. Info, (805) 965-8112, www.sbyc.org or www.khyc.org.

July 24-26 — West Wight Potters Cruiser Challenge at MPYC. Info, www.cruisercchallenge.com.

July 24-26 — McNish Classic in Oxnard. Pacific Corinthian YC, www.pcyf.org.

July 25 — OYRA Duxbury/Lightship. YRA, www.yra.org.

July 25 — Single/Doublehanded Race #3. SeqYC, www.sequoiayc.org.

July 25 — H.O. Lind 3-4. TYC, www.tyc.org.

July 25 — Mitchell/Ross Regatta. SFYC, www.sfyf.org.

July 25 — Sadie Hawkins. KBSC, www.kbsail.com.

July 25 — Centerboard Regatta on Folsom Lake (lake level permitting). FLYC, www.flyc.org.

July 25-26 — One Design Invitational Regatta. CYC, www.cyc.org.

July 26 — Summer 3 & 4 PHRF. MPYC, www.mpyc.org.

July 26 — Sir Francis Chichester Race around Alameda for Lasers. EYC, www.encinal.org.

July 26 — Doublehanded Races on South Lake Tahoe. Kurt, (530) 307-0903 or www.tahoewindjammers.com.

July 29-Aug. 2 — Kite Foil Gold Cup. StFYC, (415) 563-6363 or www.stfyf.com.

July 31-Aug. 2 — Columbia Gorge One-Design Regatta (CGOD). CGRA, www.cgra.org.

Aug. 1 — Dave & Kay Few Regatta. CPYC, www.cpyc.com.

Aug. 1 — Shaw Island Classic Race. Starts in Friday Harbor, WA, sails around Shaw Island, and returns to Friday Harbor. San Juan YC, www.sjiyc.com.

Aug. 1, 15 — WBRA Races. YRA, www.yra.org.

Aug. 1-2 — YRA 2nd Half Opener, hosted by EYC. Info, www.yra.org.

Aug. 1-2 — Multihull Regatta. SFYC, www.sfyf.org.

Aug. 1-2 — Franks Tract Regatta on the San Joaquin River. ACYC, www.andreascoveyc.org.

Aug. 1-2 — Santanarama for Santana 22s in Pebble Beach.

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CALENDAR

Stillwater YC, www.sycpb.org.

Aug. 1-2 — Koenigshofer Regatta for Shields. MPYC, www.mpyc.org.

Aug. 2 — Commodore's Cup on South Lake Tahoe. Kurt, (530) 307-0903 or www.tahoewindjammers.com.

Aug. 2, 9 — Summer Series races on Lake Elizabeth. FSC, www.fremontsailingclub.org.

Aug. 6-9 — Melges 24 Nationals. CGRA, www.cgra.org.

Aug. 8 — YRA Summer Series #2. YRA, www.yra.org.

Aug. 8 — Small Keelboat Series #3. SFYC, www.sfyf.org.

Aug. 8 — Overnight Race. SSC, www.stocktonsc.org.

Aug. 8 — Mercury Nationals Warmup, hosted by EYC. Info, www.mercury-sail.com.

Aug. 8 — Cal Cup Windsurfers. BYC, www.berkeleyyc.org.

Aug. 8 — Singlehanded Buoy Race. MPYC, www.mpyc.org.

Aug. 8-9 — Albert T. Simpson Regatta. StFYC, (415) 563-6363 or www.stfyf.com.

Aug. 8-9 — BAYS #4 Youth Regatta. SFYC, www.sfyf.org.

Aug. 8-9 — Big Brothers Big Sisters Regatta. SCYC, www.scyc.org.

Aug. 9 — Summer 5 & 6 One Design. MPYC, www.mpyc.org.

Aug. 9 — Ladies' Day Races on South Lake Tahoe. Kurt, (530) 307-0903 or www.tahoewindjammers.com.

Aug. 13-16 — Cal 20 Class Championships in Vashon Island's Quartermaster Harbor, hosted by Tacoma YC, WA. Jon, (253) 732-0911, www.cal20.org or www.tacomayachtclub.org.

Aug. 14-16 — Laser Masters Nationals. StFYC, (415) 563-6363 or www.stfyf.com.

Aug. 14-16 — Santana 20 Class Championship hosted by Eugene YC, OR. Info, www.s20.org.

Aug. 14-16 — U.S. Women's Match Racing Championship at Newport Harbor YC. Info, www.ussailing.org/racing.

Aug. 15 — Summer #4. SeqYC, www.sequoiayc.org.

Aug. 15 — Double Damned, from Cascade Locks to The Dalles, OR. HRYC, www.hooddriveryachtclub.org.

Aug. 15 — Fox Hat Race. TYC, www.tyc.org.

Aug. 15 — Fall One Design #1. SCYC, www.scyc.org.

Aug. 15 — Club Championship #4. CYC, www.cyc.org.

Aug. 15 — Pelican races, Marina Bay ramp, Richmond, Kelly, (650) 445-8979.

Aug. 15 — Steele Cup/Dinghy Weekend at Rancho Seco. FLYC, www.flyc.org.

Aug. 15 — Races #17-18. ACYC, www.andreascoveyc.org.

Aug. 15-16 — Summer Keel/Melges Race Week. SFYC, www.sfyf.org.

Aug. 15-16 — El Toro Worlds in Pinecrest. Info, www.eltoroyra.org.

Aug. 15-16 — A-Class Catamaran PCCs. MPYC, www.mpyc.org.

Aug. 16 — Singlehanded Race on South Lake Tahoe. Kurt, (530) 307-0903 or www.tahoewindjammers.com.

Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 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. Fall: 7/20, 8/3, 8/17, 8/31, 9/7, 9/21 (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.benicia15.org.

BERKELEY YC — Every Friday night through 9/18. Paul,

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

CORINTHIAN YC — Every Friday night 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 — Summer Twilight Series, Friday nights on the Estuary: 7/10, 7/24, 8/7, 8/21, 9/11. Doug, (510) 867-8064 or www.encinal.org.

FOLSOM LAKE YC — Every Wednesday night through 8/26. Friday Night Summer Sunset Series: 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: 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: 7/10, 7/24, 8/7, 8/21. 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 through 10/7; Intergalactic Beer Can Race: 7/1. Info, www.tahoewindjammers.com or ltwyc2@aol.com.

LAKE WASHINGTON SC — Every Thursday night through 9/25. Info, www.lwsailing.org.

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

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 9/30. Victoria Model Yacht Series, every Friday Night through 10/2. Info, www.mpyc.org.

OAKLAND YC — Sweet 16 Summer Series, every Wednesday night: 7/15-9/2. Jim, (510) 277-4676, oyracecom@gmail.com or www.oaklandyachtclub.net.

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

RICHMOND YC — Wednesday nights: 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: 7/10, 7/24, 8/7, 8/21, 9/11, 9/25. Kiteboarding Series, Thursday nights: 7/2, 7/16, 7/30, 8/13, 9/3, 9/10, 9/24. Wednesday Evening Series: 8/5, 8/12, 8/19, 8/26. J/22 Summer Series, every Wednesday night: 7/1-7/29. Melanie, (415) 563-6363 or www.stfyc.com.

SAN FRANCISCO MODEL YC — Victoria one-design radio-controlled races every Wednesday afternoon year-round at Spreckels Lake in Golden Gate Park. Info, www.sfmymc.org.

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

SAUSALITO YC — Tuesday night Summer Sunset Series: 7/21, 8/4, 8/18, 9/1, 9/15. Sunset Championship: 9/29. Chuck, www.sausalitoyachtclub.org or race@sausalitoyachtclub.org

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

SOUTH BEACH YC — Friday Night Series: 7/17, 7/24, 7/31, 8/7, 8/21, 8/28. Gerard, (415) 495-2295, rearcommo-dore@southbeachyachtclub.org or www.southbeachyc.org.

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CALENDAR

Kelly, (209) 951-5600 or www.stocktonsc.org.

TAHOE YC — Laser Series, every Monday night through 8/24; Rick, (530) 581-4700. Beer Can Series, every Wednesday night through 8/26; Dan, (530) 581-4700. Info on both, www.tahoeyc.com.

TIBURON YC — Every Friday night through 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; Pink Sail: 7/15. Dave, (925) 580-1499, www.vyc.org or fleetcaptainsail@vyc.org.

WINDSURFER FLEET 18 — Every Tuesday night through 9/29 on Foster City Lagoon. Eric, www.fleet18.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.

July Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
7/03Fri	0026/6.5	0706/-1.2	1420/5.0	1903/2.4
7/04Sat	0113/6.3	0749/-1.1	1501/5.2	1958/2.3
7/05Sun	0203/6.0	0833/-0.9	1545/5.4	2058/2.2
	LOW	HIGH	LOW	HIGH
7/11Sat	0245/0.1	0928/4.2	1407/2.1	2043/6.5
7/12Sun	0340/-0.3	1035/4.4	1506/2.3	2133/6.5
	HIGH	LOW	HIGH	LOW
7/18Sat	0105/5.8	0741/-0.3	1451/5.1	1954/2.4
7/19Sun	0144/5.5	0816/0.0	1524/5.1	2041/2.4
	LOW	HIGH	LOW	HIGH
7/25Sat	0133/1.3	0803/3.6	1245/2.5	1925/5.7
7/26Sun	0227/0.8	0922/3.8	1345/2.7	2014/5.9

July Weekend Currents

date/day	slack	max	slack	max
7/03Fri	0110	0455/4.3E	0922	1216/3.2F
	1522	1802/2.5E	2106	2354/2.3F
7/04Sat	0159	0543/4.3E	1001	1258/3.2F
	1600	1845/2.7E	2158	
7/05Sun		0044/2.3F	0251	0633/4.2E
	1041	1342/3.2F	1637	1930/2.8E
	2252			
7/11Sat		0015/3.6E	0455	0721/2.1F
	1021	1307/2.2E	1607	1853/2.4F
	2127			
7/12Sun		0117/3.8E	0552	0825/2.6F
	1126	1406/2.4E	1710	1949/2.5F
	2223			
7/18Sat	0222	0603/3.7E	1013	1250/2.9F
	1603	1901/2.7E	2227	
7/19Sun		0045/2.0F	0306	0643/3.5E
	1047	1327/2.7F	1637	1941/2.6E
	2319			
7/25Sat	0434	0633/1.0F	0925	1206/1.5E
	1454	1743/1.4F	1951	
7/26Sun		0005/2.6E	0521	0736/1.4F
	1032	1306/1.6E	1553	1839/1.5F
	2044			



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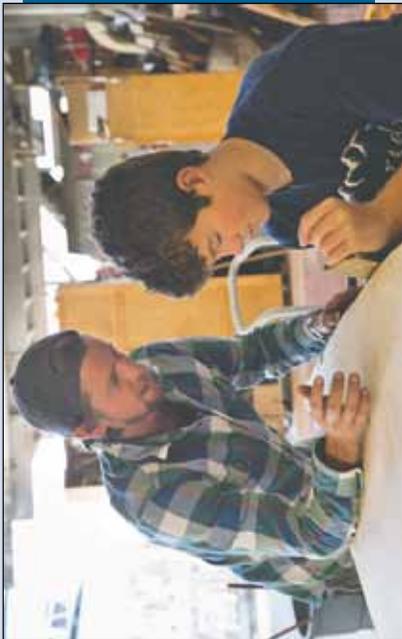
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LETTERS

↑↓ ANOTHER CASE OF 'IF WE'D ONLY KNOWN IN ADVANCE'

Harking back to the Wanderer's May issue article on cone clutches in Yanmar saildrives, and the 27mm nut conundrum, I thought I'd mention a somewhat similar problem that I had on my boat.

My Beneteau 343, like many similar boats, has a US Spars mainsail furling system. My furler was leaving four inches of mainsail, in addition to the protective cover, outside the mast, so there was some deterioration of the stitching. Hoping to solve the problem, I gingerly started to remove the drum/spindle, removing the four machine bolts that hold the housing and spindle. Realizing that I would not be able to make adjustments without removing the sail and spindle as per online instructions, I replaced the housing and spindle. The big problem arose when attempting to rethread the machine bolts back into their respective nut assemblies, which are inside the mast. Tink! and Tink! From the minimal pressure of starting the bolts, the nut assemblies had fallen to the base of the mast!

I called US Spars and was told that the nut assemblies are just held in place with "Sikaflex or other caulking." Imagine how effective that caulking is after a couple of years' exposure to heat and cold. Anyway, I read over US Spars' literature several times, along with other online resources, and not once was there any warning to the effect of "Be extremely cautious in replacing the bolts, as you could send their nuts to the base of the mast."

At least in the case of Yanmar's cone clutch instructions there was mention of tightening the nut after replacing the cone clutch assembly, even though it was out of order. Had US Spars done something similar, it would have saved me a long day of difficult work, not the least of which is hoping that I can fish the nuts out from the mast base. Of course, the real resolution is either to have the nut assemblies pressed into the mast, or at least have the nut assemblies secured with a tiny flathead machine screw.

Anyway, thanks for the fine article — maybe that will prompt others to write stories of nightmares that could have been avoided by a simple fix.

Jerry Klatt
Ramblin' Rose, Beneteau 343
San Francisco Bay

↑↓ DON'T NEGLECT YOUR SAILDRIVE'S SEALS

I really enjoyed the May issue detail on the saildrive cone clutch rebuild the Wanderer and his friends did on *Profligate*.

Just so everyone knows, many of those saildrives are reaching an age where major work will be needed. Quite a few years ago we had to do a major repair on *Pendragon 4's* saildrive, as the rubber seals were over 90% wasted. It would have been catastrophic if they'd failed, as that would have left a 12-inch hole in the bottom. I don't think most owners of boats with saildrives are aware how the double seals age, and that it's almost impossible to inspect the outside seal.

Mike Priest
Marina del Rey

↑↓ LIKE A 'GERMAN VIRGIN'?

The Wanderer's May issue report on fixing the cone clutch on his Yanmar saildrive, and his maintaining his sense of humor about it, was fantastic. My suggestion would have been to make it 'gut und tight' like a German virgin.

Hans Roeben
Helgoland, Baba 35
Corinthian YC

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LETTERS

Hans — We don't think we've ever heard the expression "gut und tight like a German virgin". We not only don't know what it means, we don't know for sure what you're referring to. Perhaps the torque on the 27mm nut when putting the cone clutch back into the transmission.

But here is something that further adds salt to our frustration wounds. Our old sailing friend Peter Caras of the San Juan



This helpful guide would have saved us hours of work and buckets of tears.

Islands sent us a Yanmar PDF titled 'Draft SD Cone Repair', a document that gives detailed instructions on how to effect the repair we wanted to make. Instructions that would have saved us days of work and frustration. The original document was created in 2009. The version Caras sent us was revised as of January 2014 — although it still has blank boxes where photos were intended to be added.

But here's the killer. Nobody we know of but Caras has ever seen the document. All the boatowners who discuss the subject on Google have obviously never seen it. Our Yanmar dealer hadn't seen it. When we discussed the problem with more than one Yanmar distributor, they never mentioned it either. All they could refer us to was the SD 50 Operation Manual, which was of minor value.



We wonder what exact torque would be needed to tighten this German, um...virgin.

If you Google 'Yanmar SD50 cone clutch repair', which we did many times, the third or so result is from Yanmar for the above-mentioned SD40/SD50 Operation Manual. But if you Google 'SD 50 Draft Cone Repair', you get the Yanmar PDF that tells you in detail how to make the repair. Thanks to either Yanmar or Google, including the word 'clutch' in the search prevents you from getting the PDF document you really need. A little crazy, no?

↑↓ TAKING THE MEASURE OF SURVEYORS

Dennis Ross provided generally good advice regarding marine surveyors in his June letter to *Latitude*, but I take exception to one of his suggestions: ". . . one should ask the yacht broker whom they would least like to have conduct the survey — as those surveyors tend to be the most detail-oriented."

If that's the case, the buyer has the wrong broker! The broker has a legal and ethical obligation to look after the best interests of the client(s). One of the best ways of accomplishing that is to ensure the survey process is as thorough as possible so that both buyer and seller have a realistic view of what they're dealing with. Undiscovered defects, especially those relating to the vessel's seaworthiness, can come back to haunt all concerned. Satisfied clients and a good reputation

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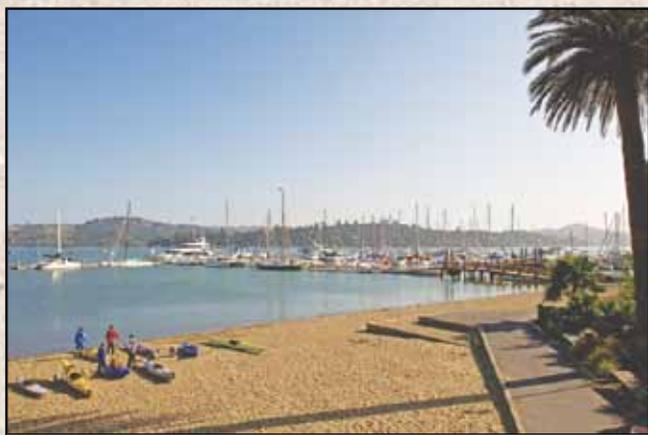
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are much more important than a commission.

In California, where yacht brokers have been licensed and bonded since the 1960s, it is unethical for the broker to recommend a surveyor. But in years past, before the arrival of SAMS and NAMS, I wouldn't hesitate to recommend against a surveyor if, in my opinion, s/he was unreliable or of bad reputation. I can remember one who was commonly referred to as "Blind Lloyd." Fortunately, he has long since been driven from the profession.

Don Durant
President, Club Nautique
Merchant Marine Master #98397
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Readers — Yacht brokers tend to come and go, but for what it's worth, Don Durant has been a yacht broker since at least the early 1970s.

↑↓ MONKEY BUSINESS HAS BEEN GOING ON A LONG TIME

You had your presidential candidate bimbos mixed up in



your reply to a June letter. Donna Rice, not Gennifer Flowers, was Gary Hart's bimbo on the yacht *Monkey Business*. Gennifer Flowers was Clinton's bimbo. But I know, it's hard to keep them straight.

John Tysell
Kindred Spirit, Peterson One-Ton
Richmond

John — It's not only hard to keep them straight, it's hard to remember them all. We even forgot about Rielle Hunter, bimbo, spiritual guide and babymomma for John Edwards. Bimbos have a surprising amount of influence on politics, if not world history. Just think, if it weren't for Rielle, the United States might not have had an African-American president.

Is this woman most responsible for America having an African-American president?

↑↓ IS LATITUDE GETTING TOO TRENDY?

As a former news reporter, for many years I have admired the writing in *Latitude 38*. As the Wanderer has stated himself, he is an old hand at editing, and the stories and contributions read well and easily. The copy is very well proofed, too: better than 99% of all publications out there. Because of this I am dismayed to see in your magazine a rapidly increasing adoption of the trendy stylistic techniques used in 'new media'.

As you know, Al Neuharth pioneered the use of grammatically incorrect language in 'news' reporting with *USA Today*, substituting semicolons for verbs and so on. Nowadays, our 'news' media is mostly utter garbage, with most headlines posing a question such as "Should You Be Concerned About XYZ?" instead of actually reporting on XYZ. Other examples are 'Top Ten' lists, compiled by interns scouring the Internet for existing content to be repackaged, and random individuals' tweets being reported as news on CNN.

In recent editions of *Latitude* and *Lectronic*, we have had "11 Things We Learned at the Voiles." Did you think that we readers wouldn't read it if it were "Report from the Voiles" or similar? And most recently, an article on Rimas Meleshyus that, apart from appearing to be unnecessary piling on, consisted mostly of summaries of Facebook posts by individuals unknown. Sorry, but that was a waste of space.



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Please eschew the slow, relentless drive to dumb down journalism. Your voice and perspective are completely unique in sailing; you don't need to follow the (mostly 20-something) herd as it jettisons actual reporting, grammar, complete sentences and other hoary elements of good writing, in favor of "Things We Learned . . ." and compiling social media posts. Maybe the editors at TMZ or even CNN are right to produce ersatz news, but your long-standing and loyal readership is accustomed to the real thing.

Nick Tonkin
True Friend, Catalina 36
Santa Barbara

Nick — We have to disagree with both of your examples, and thus your thesis. As we recall, the record number of pages



LATITUDE / ANNIE

It's tough cramming all the info and photos we want to share into less space.

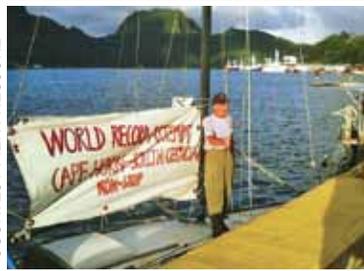
we've ever done for any one story was 14 pages for one of the Pan Am Clipper Cup Series back in the 1980s. Had we the time and space, we could have and would have liked to do the same for the Voiles. But publishing economics being what they are these days, we had to say everything we could in just 4½ pages, and 4½ pages rightly dominated by photographs. The "11 Things We Learned" format was the best way to cram the maximum amount of information into the least amount of space. Besides, "Report from the Voiles" wouldn't have been the most interesting title.

As for the update on Rimas, we thought the summary and quotes as mostly found on Facebook told the story and presented differing opinions quite well. Had we been able to contact Rimas in a timely fashion, and understand him, we might have done a little more, but we don't think much more could have been added.

As for proofreading, thanks for the kind words. It's difficult with such a small staff, and we wish we could do even better.

↑↓ AT LEAST SOME PEOPLE LIKED IT

I really enjoyed your May 27th 'Lectronic on Rimas Me-



COURTESY PIER PRESSURE

Sometimes we all need a little 'tough love', and no one more so than Rimas.

and his attempts at "sailing records" with his San Juan 24 *Pier Pressure*. I feel as though most of the professional media have been very generous with their appraisal of Rimas' voyage, so it's refreshing to read something more critical. I'm all for adventure and taking action toward achieving one's dreams, but in my opinion Rimas is a danger to himself and others. Thanks for spelling it out to your readership.

Chip Hitchens
Fortuitous, Catalina 27
Mt. Laurel, New Jersey

Readers — There were two major points in the May 27 'Lectronic. The first was that even some of Rimas' biggest supporters were critical of the poor way in which he took care

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of his boat and gear, and his seeming inability — or lack of interest — in fixing even the most basic things. The second was Rimas' apparent desire to replace his San Juan 24 with a boat more suitable for long-distance ocean sailing, such as a Contessa 26. For whatever reason, that idea has been, at least temporarily, withdrawn.

↑↓ ANOTHER TIP ON TEMPORARY IMPORT PERMITS

I have enjoyed *Latitude's* multiple updates on the TIP (Temporary Import Permit) situation in Mexico. Maybe you can help me. I have a 1967 fishing boat that I take into Mexican coastal waters multiple times each year. The vessel is documented through the US Coast Guard, but she was built about 15 years before boats were given hull identification numbers (HINs). It appears that without an HIN, I can't comply with the rules and necessary paperwork.

I read on a cruiser forum that the Coast Guard can issue an HIN, but that it takes six months to a year. I don't want to wait that long, but I don't want my boat to be impounded either. Any advice would greatly be appreciated. My home port is San Diego and the tuna are calling me.

Craig Randle

Tuf Life, 37-ft Cruizon w/twin Cummins diesels
San Diego

Craig — Lack of HIN numbers on boats built before the early 1980s created a lot of problems for Americans with boats in Mexico two years ago. Mexican officials eventually came to understand that older US-built boats, and many modern foreign boats, were never given such numbers. TIP application forms have been changed so boatowners can use the boat's US documentation number instead.

Absolutely make sure you get a TIP, because what irks Mexican officials more than anything is a US fishing boat coming to Mexico and taking a bunch of their fish without even paying \$50 for a TIP. It's easy to get your TIP online.

Because it's so important, we're going to bring up an unrelated TIP issue. If you recently bought a boat or are thinking of buying a boat that has been to Mexico, make absolutely sure that her TIP, if she had one, has been canceled. TIPs go with the owner as well as the boat, so if she already has one, you can't get a new one until the old one has been canceled. The same thing pertains to buying a boat whose 10-year TIP may have expired or is about to expire. Make sure it gets canceled before you take her to Mexico or attempt to get a new TIP.

↑↓ PRIORITIES DO MATTER

I agree with *Latitude*, as usual, in your response to Ryan Greenspan, who is planning to take his Catalina 27 to Cabo before donating her to locals. But I have a few suggestions for him or others in similar circumstances. There's what we need, what's valuable, what's worthwhile, and what we want. We end up where our knowledge, effort and budget put us, but priorities do matter. My suggestions:

1) Safety is paramount, so I would add a second bilge pump system entirely separate from the presumably ancient one already aboard. Greenspan can afford this if he installs it himself.

2) On an uncored hull — remember them? — such as the Catalina 27, it's not necessary to haul the boat in order to install a depthsounder. The transducer sits in a cup of oil bonded to the hull, and the signal beams through just fine without a hole. There are magazine articles, from years ago, with detailed instructions on how to do this. My Islander 36's fishfinder is installed this way. It 'sees' fish down to 200 feet.



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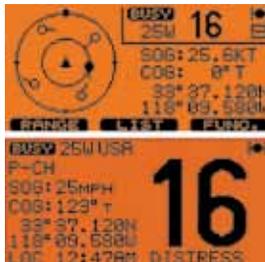
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3) Greenspan can get a VHF with a primitive — but potentially lifesaving — AIS display for a small cost premium over a non-AIS VHF.



STANDARD HORIZON

4) If he gets solar panels, he should get an MPPT regulator, not a PWM regulator.

5) Small — a few hundred watts — pure-sine inverters are now available from Victron and others at a very reasonable cost. But Greenspan would need some 120-volt source to charge his iPad.

6) I hate gasoline on boats, but if Greenspan gets a gas generator, he should also get a high-current 120-volt AC battery charger with current matched to the house battery bank (~ 25% of capacity for flooded batteries) to shorten running time. And a couple more fire extinguishers.

7) If the Catalina 27 has a fridge, he should insulate the hell out of it. After insulating the heck out of the outside of my fridge, I did the same inside with 1½-inch closed-cell foam. It made a huge improvement in efficiency.

8) He should install LED running and anchor lights. In the end he'll save money in energy savings.

9) He might want an external regulator on his alternator to save fuel.

10) Greenspan doesn't say if he has an autopilot, but in that boat — like many others — he should be prepared with enough crew and coffee, for it's likely to be useless in the following seas he's likely to have when heading south.

I absolutely agree with *Latitude* about donating the proceeds of the sale of the boat, not the boat itself. In view of his charitable intentions, however, I will offer Mr. Greenspan a modest amount of more specific advice at no charge, along with a beta version of an Excel spreadsheet to help him calculate his energy budget. He can contact me via www.RedwoodCoastElectrical.com.

Michael Daley
Redwood Coast Marine Electrical,
Richmond

Michael — We particularly like your suggestion of a VHF with AIS.

For what it's worth, Ryan and a couple of friends headed south with the Catalina 27. Because the propeller fell off and because of big waves, they decided to call it quits at Turtle Bay, where they donated the boat to locals. Our son Nick, who years ago was a roommate of Ryan's, got this report second-hand and passed it along.

↑↓ MY DOCK NEIGHBORS WOULD LAUGH AT MY WORK

I'm writing this letter to request help from your publication. For the past several years, I have rebuilt a 1973 Coronado 27 sailboat. During the time I rebuilt this beautiful sailboat, every neighbor on my dock would laugh and degrade my work and my boat. My Coronado would be called every derogatory name on the planet.

I spent \$30,000 plus on parts, tools and such. I also spent over 1,000 hours refurbishing



ROBERT MOWRY

Robert spent thousands refurbishing his 1973 Coronado 27.



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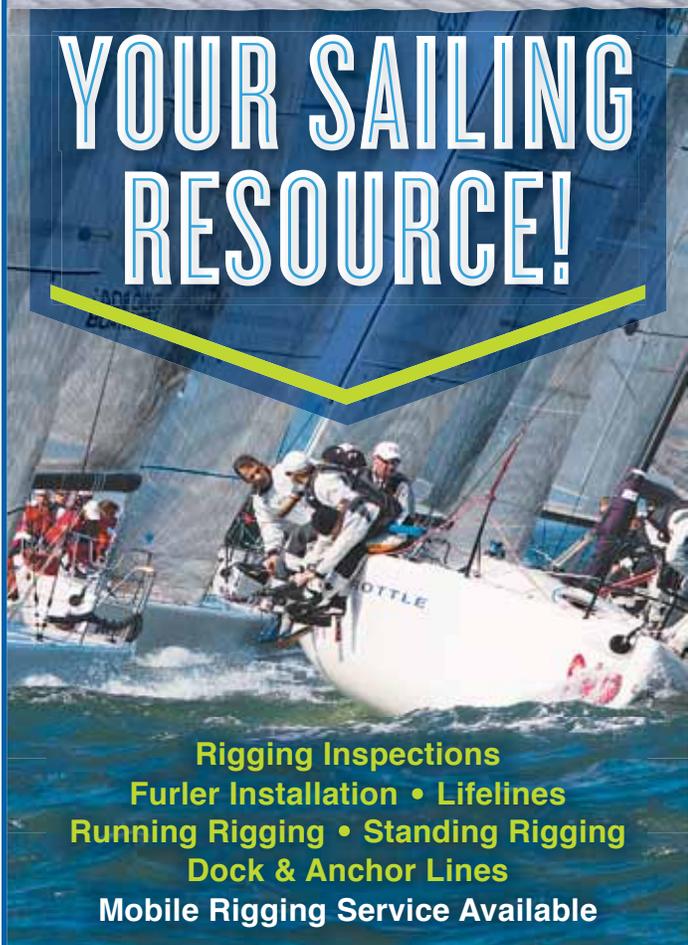
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nishing her, along with trips around the Bay getting parts. For the past three years I have been stationed overseas in Korea, meaning that I could only return to work on my boat



ROBERT MOWRY

His dock neighbors scoffed, but Mowry did it his own way.

and finish her on breaks, which would also require me to pay for plane rides, hotels, car rentals, food, etc., which also cost me a great deal of money.

Having finished about 80% of a complete rebuild on the boat, I placed an ad on Craigslist to sell her for \$25,000. I feel it's a reasonable amount of money considering the time and money I've invested. In response, I have received the most brutal and vicious responses from members of the San Francisco Bay sailing community. My boat and I have

been called everything. The quote that's been used the most is that I've been "putting lipstick on a pig." Everyone is passing around my 'for sale' flier and laughing. The vitriol and hate that I have received with regard to the Coronado brand has been astounding to me.

I have taken down my ad in disgust. I am writing this letter to ask *Latitude* to possibly do a story on my boat or the Coronado brand in general. I believe my boat is a very good brand and she sails like a champ. I have had many responses that state how well-known sailors have all written horrible reviews of this brand. I would like to set the record straight with *Latitude's* help.

I sacrifice every day to help keep our country safe by being stationed on an overseas frontline base, and am in complete disgust at the way those in the San Francisco Bay sailing community have acted toward myself and my beautiful boat. I really would like to educate those 'sailing experts' with an article that shows how someone's hard work, money and sacrifice can produce a gem that outshines their hate.

Robert Mowry
Coronado 27
San Francisco

Robert — Let's be clear about a couple of things. First, it's uncouth for one sailor to make nasty remarks about another sailor's boat. It's akin to telling him that his wife or girlfriend is ugly. So shame on them. Secondly, while your service in the Armed Forces is admirable, it's irrelevant to the market value of your boat and the reputation of Coronado sailboats.

Restoring anything, no matter if it's a house, a car, a motorcycle — or especially a boat — is a tricky business. You have to be able to buy whatever it is that you're going to restore dirt cheap, and you have to keep restoration costs and labor to a minimum. It's also important that there be a good market for the item when the restoration is complete.

The bad news is that amateur attempts to restore boats — as well as cars and motorcycles — almost invariably result in a considerable loss of the owner's time and money. Don't feel too bad, because it happens to pros lots of times, too.

By the way, advertising a boat as being "80% restored" is often the kiss of death, as few people are interested in taking on another layman's partially completed work.

People who restore things often try to justify the selling price by detailing how much money and how many hours of labor were put into the restoration. We want to put this as gently as possible, but buyers couldn't care less. They want to know



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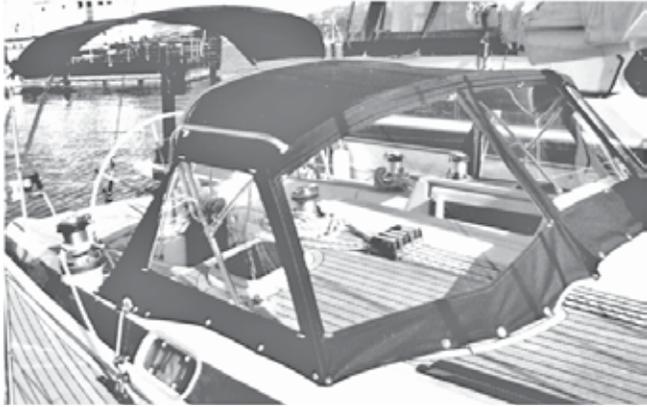
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how your boat selling for X thousands of dollars compares to other boats for the same price. That's all they care about. The way to find out what your boat is really worth is to 'shop' other boats in that price range, than honestly decide which boat you'd rather have. If people are selling better boats than yours for less money, you've either got to get lucky or bite the bullet and lower the price to true market value.

Coronado Yachts was started by Frank Butler, who later sold the company and then started the wildly successful Catalina brand. If we were to use a car analogy, we'd say that Coronado produced Chevrolets among the many Southern California boat-building brands of the high-flying 1970s. Coronado wasn't a top brand, but they built lots of perfectly acceptable boats that afforded lots of sailors many hours of pleasure. While Coronado was a cruising brand, we still remember Paul Sliwka winning his class of almost every Sausalito YC beer can race about 10 years ago with his Coronado 27. But to be honest, it wasn't a case of the boat's being particularly fast, but rather Sliwka's being a very fine sailor.

↑↓ READERS, ARE YOU BUYING THE FOLLOWING STORY?

My husband Bob and I are going for the record books, and we'd like the input of *Latitude* and its readers. We've owned our Westsail 32 *Chug* for over 30 years and have cruised her all over. When we got rear-ended, she took heavy damage to the rudder, which is where our latest idea was hatched.



Rather than fix the boat as usual, we decided to modify her transom into a bulbous bow!

This rough sketch shows some of 'Chug's modifications.

Yes, we intend to sail *Chug* backward around the world. She is, after all, a double-ender. Work has already begun, and the bowsprit has been decked over to give extra storage space for fuel jugs. We figured that, as most of our circumnavigation will be downwind, having a forward cockpit would be a lot dryer and afford better visibility. We tried running the engine in reverse, but it got too hot. So Bob had a brainstorm — we switched to a left-hand prop, which will "pull" (his word) us through the doldrums. The rudder has been made and is a simple 'barn door' style that is easy to work on if needed.

Chug needed new rigging, so we turned the mast 180 degrees and, with a few adjustments, everything fit. If all goes according to plan, we intend to set off on our voyage this fall and may even join the Baja Ha-Ha.

Mexico, the Guinness Book of World records and the world, here we come again!

Bob & Barb Jones
Chug, Westsail 32
Sacramento

↑↓ BOATING AND BOOZE

With summer here, can *Latitude* clarify the law with regard to drinking alcohol on boats. Is it legal? And if so, how much is legal? You can't operate a car with an alcoholic beverage in your hand, but I see people operate boats with beer — and perhaps cocktails — in their hands all the time. Mostly in the Delta. What's the story?

Dave 'Delta in the Summer' Dawson
Idle, Cal 27
Alameda

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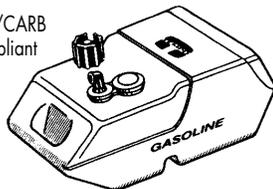


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LETTERS

Dave — Good and timely question. To put booze and boating in perspective, alcohol is reported to be a factor in 25% of all boating accidents. And in California, 50% of all boating accidents involve colliding with another vessel.

While you can't operate a car with an open container of alcohol, you can operate a boat with one. However, it's illegal to operate a boat under the influence. Under the influence is a blood alcohol concentration (BAC) of .08%, which "presumes" intoxication. But a BAC of .05, plus other evidence, can also get you busted for intoxication.

According to officials, a BAC of .01% to .05% results in loss of judgment, decreased coordination, dulled thinking, and changes in mood and behavior. A BAC of .05% to .08%



FOX 11

The owner of this boat was arrested for BUI after it ran up on Venice Beach.

results in impaired operating ability, clumsy hand movements, and impaired walking and speech. With a BAC of .08% and over, inhibitions and judgment are seriously affected — which is why guys try to get women drunk — and responses are slowed and dull. Behavior is greatly affected and there is a

high risk of accident. At .08%, you are legally under the influence of alcohol, and the penalties are stiff.

- Operating a vessel while under the influence of alcohol and/or drugs is a misdemeanor that could carry a penalty of one year in the county jail, a fine not to exceed \$1,000, or both.

- Operating a vessel under the influence of alcohol and/or drugs and causing injury to another person may be ruled a felony by the courts, and could carry a penalty of one year in prison and a fine of up to \$5,000.

- Operating a vessel under the influence of alcohol and/or drugs and causing death to another person is a felony and could carry a penalty of up to 10 years in prison.

- A person arrested for operating a motorboat under the influence may be requested to take a blood or breath test to determine BAC. Refusal to take the test may result in increased penalties (fine, or jail, or both), if convicted.

- A person under 21 with a BAC of .01% or more may not operate any motorized vessel, or manipulate water skis, an aquaplane or similar device.

- Previous alcohol- or drug-related convictions of vehicle and vessel operators can be used to enhance penalties for persons convicted of subsequent vehicle or vessel violations.

- If you are convicted of operating a vessel while intoxicated, the Department of Motor Vehicles may suspend or revoke your vehicle driver's license. The duration of suspension or revocation could range from six months to five years, depending upon the number and type of vehicle and/or vessel violations accumulated.

Have a great time on the water, but be safe.

JUST THREE MINUTES TO WASH?

Steve and I hope to participate in the Baja Ha-Ha and beyond in three years. To prepare, we went on Amazon and purchased a Wonder Wash Non-Electric Portable Compact Mini Washing Machine and a Nina Soft Spin Dryer. The latter is really just a water extractor.

We've been using this combo for a month and have found them to be convenient — no schlepping — and easy to use. Well, easy to use after we found the correct amount of soap to use, as in one tablespoon for a full load of two queen sheets

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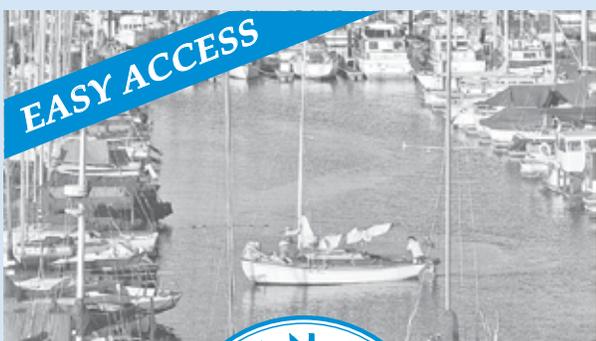
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LETTERS

or two pairs of adult jeans. It takes three minutes to wash, and one minute to rinse, with two rinses. You do need a small 120V supply for the extractor, which only runs about a minute for each load, but helps if you don't like wringing the laundry by hand. The downside is that the extractor is twice the size of the washer, and finding space for it might be a problem. We purchased a flat-folding drying rack from IKEA for those days when the weather doesn't cooperate.



WONDER WASH

This handy unit washes clothes in just a few minutes. We are surprised that no one has written in about using either of these units since we have read so many letters complaining about the issue.

Clara Ann & Stephen Kelley
Armonie, 58-ft Kelly-Peterson
San Diego

↑↓ DAYTIME ROUTE FROM THE BAY TO SANTA BARBARA

Can you recommend a harbor/anchorage-hopping strategy for making the passage from San Francisco to Santa Barbara that would avoid nighttime travel? I've done that very early-in-the-morning leg from Monterey to San Simeon, but hope there is an all or mostly daylight version that works going down and coming back up.

Thanks in advance, and thanks also for *Latitude 38*, a most enjoyable monthly read.

Jim Bueto
Sea Dancer, Catalina 350
Emeryville

Jim — As we're sure you understand, your trip south is very likely to be a lot faster and easier than is your trip back north, because you can almost surely expect winds and swells from the northwest. That said, the obvious stops and distances going south from the Golden Gate Bridge are Half Moon Bay, about 20 miles; Santa Cruz, 45 miles; Monterey, 20 miles; Carmel, 8 miles; San Simeon, 65 miles; Morro Bay, 22 miles; Port San Luis, 22 miles; Government Point, 52 miles; Goleta, 32 miles; Santa Barbara, 7 miles. There is a doghole somewhere between Carmel and San Simeon that we can't remember the name of, but it's a little dicey, so we're not comfortable recommending it.

Given those distances, you can probably do an all-daylight trip from San Francisco down to Santa Barbara, but you're going to have to really push it on two of them. We doubt you'll be able to avoid at least some travel at night coming back north.

You might want to consider how many extra miles you're going to be adding to the trip if you duck into most or all of the harbors going down. You'd probably be adding at least another day, so unless you have a strong interest in stopping at all of them, we think one overnight might make a lot of sense. For example, it's 120 miles from Monterey to Government Point, during which you can average as little as five knots and still have only had to do one overnight. And remember, there is a good chance you'll be stopping at most of the Central Coast stops on the way back up anyway.

Whatever you do, have a great trip.

↑↓ LOOKING FOR A GOOD SWING KEEL

I recently purchased a home on Humboldt Bay that has its own dock in back. You can probably imagine how much this pleases a long-time sailboat owner such as myself. I'm



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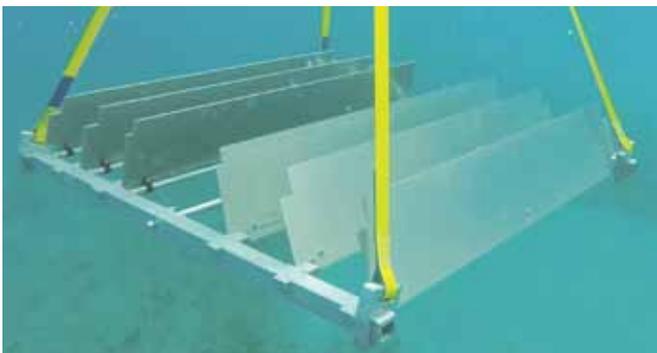
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LETTERS

dancing-on-the-roof ecstatic!

Having worked my way up from a Venture 21 to a Yorktown 41, to selling the Yorktown to buy the house, I, heh, find myself 'out of my depth', in the shallow channels on my bay.

There seems to be little info about boats with swing keels. I'm looking for something in the 28- to 38-ft range. Does *Latitude* have any recommendations? I'm likely not to do any voyaging farther than to San Francisco Bay and back.

Mark Brady
Humboldt Bay

Mark — Sorry, we have no experience with boats that have swing keels or centerboards. Those are mostly found on the East Coast. Perhaps some of our readers have experience and knowledge they'd be happy to share.

↑↓ RARE GOOD NEWS FROM THE FCC

It's not often we hear from the FCC about changes that affect marine radio operation, and it's even more unusual to learn of a change that benefits cruisers. But that's exactly what's recently occurred. The FCC has implemented a new procedure that enables cruisers to print an original/official copy of their FCC-issued Ship Radio Station License and/or Restricted Radio Operator's Permit from anywhere there's Internet access. The FCC's motivation behind this procedural change is to save money. It also eliminates a new licensee's five- to ten-day wait for the mail to deliver their newly-minted license, and it eliminates the need to pay \$65 to the FCC for printing a duplicate license.

The basic steps for printing an "official" version of a license are: 1) Log into the FCC License Manager at <https://wireless2.fcc.gov/UlsEntry/licManager/login.jsp> using your FRN number and password. 2) On the left-hand side of the License Manager page, click on 'Download Electronic Authorizations'. 3) On the License Manager's Download Authorizations page, select/add the Authorizations you want to print. 4) Print and/or save the authorizations you selected.

Gary Jensen
DockSide Radio
Spiritress, Hans Christian 38T
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↑↓ PAUL ALLEN'S PHAEDO³ TRIP REPORT

I'm from Santa Cruz and want to tell you about the spectacular experience I recently had on an amazing boat with an outstanding crew. I'm talking about my joining Lloyd Thornburg and crew for a record-setting run from Antigua to Newport, Rhode Island, aboard his MOD70 trimaran *Phaedo*³.

Already this season I've sailed on the Santa Cruz 70 *Holua*, Frank Sloomman's Reichel/Pugh 63 *Invisible Hand*, Tom Siebel's San Francisco-based MOD70 *Orion*, and *Phaedo*³ at the Voiles de St. Barth. Luckily, I was asked to join *Phaedo*³ again for the attempt at the Antigua-to-Newport record.

A sudden gust hit *Phaedo*³ as we left Antigua on a broad reach, and the trimaran accelerated from 27 to 36 knots in a heartbeat. I was almost knocked backward off my feet, but I had to keep my balance as I was holding the very large jib sheet in both hands. The two windward hulls lifted high as the sails were slightly over-trimmed. If the crew and I hadn't immediately eased the sails, we would have capsized.

All this and it was just two hours after I'd gotten off a long red-eye flight from San Francisco to Antigua. Lloyd and the other five crewmembers had been ready to go for what was to be an attempt at the record, and to position the boat for the start of the July TransAtlantic Race.



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- Half Moon Bay: September 5-7

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LETTERS

Getting the right weather window is important for any record attempt, particularly the 3d, 22h one we were going after. It had been set by the 110-ft maxi-cat *Maiden II*, which had originally been launched by Steve Fossett as *PlayStation*. *Phaedo*³ project manager Brian Thompson, who had sailed with Fossett from the beginning on both his ORMA 60 *Lakota* and *PlayStation*, agreed with navigator Miles Seddon that the forecast was favorable on May 5, so we left Falmouth Harbor at sunset.

I hadn't slept a wink on the plane the night before, but with the easterly trades blowing at 18 to 25, I couldn't let sleep deprivation get the better of me. Our six-man crew was split into three watches. The watch schedule consisted of four hours on watch, four hours off watch, and four hours on standby. My adrenaline was running high, but I was tired, and I still had six hours of some of the most intense sailing I've ever done before I could get 'rest'.

While we were sailing in the tropics, we weren't decked out in shorts and T-shirts. Even though it was 80 degrees



RACHEL JASPERSEN

'Phaedo' set a new course record from Antigua to Newport.

and humid, we all needed full foul-weather gear and eye protection to shield us from the water deflecting off the bows, which would firehose through the trampoline netting and hit our bodies with tremendous force. In addition, our bodies were losing more water from sweat than we could replace by drinking.

The setting sun soon gave way to a dark night. The wind increased and we took a reef in the main and flew our medium jib. With the boatspeed averaging 30 knots, it was my turn at the helm. It always seems to be my turn to helm when conditions get really spicy.

My sense of direction was not to be trusted with *Phaedo*³ sailing at 27 to 35 knots, and a wrong reaction would quickly result in the huge boat's flipping. So as I sat in the adjustable bucket seat, I constantly checked the illuminated instruments for information on our compass heading, wind speed, boat speed and wind angles. I had one hand on the tiller, one on the traveler, and one foot on the hydraulic mainsheet release. In addition to the instruments, we also used trimming lights to insure the sail trim was correct according to safety, speed and balance.

Driving a MOD70 in a breeze at night takes a tremendous amount of concentration, and it's mentally exhausting. I began to feel the exhaustion setting in after several hours of trying to finely tune what felt like a runaway train. I had one more hour to steer when, thankfully, a near-full moon rose above the clouds to the east, providing enough light to allow me to see the waves and sails, and restoring my sense of direction. This allowed me to keep going for the next 28.5 miles, at which time my watch was over.

The motion of the MOD70 pitching and accelerating through the mixed swell was relentless, and made even the smallest tasks down below a chore. Moving only a few feet took planning and timing. Trying to retrieve navigation information by moving the cursor on the computer monitor was a test in patience.

I did get a nice bunk to lie in for four hours, although I didn't get anything that I would describe as sleep. With little rest and no sleep, Warren Fitzgerald, the boat captain and my watch-mate, and I negotiated exiting our bunks to make



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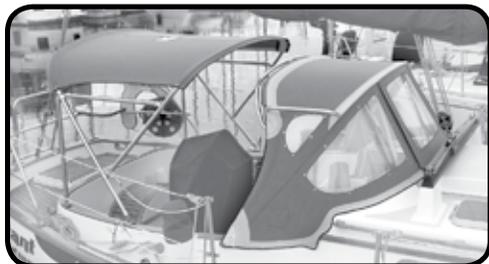
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LETTERS

room for the next off-watch while we moved to standby. It wasn't easy. Standby watch consisted of being fully dressed and ready to assist the standing watch with any maneuver or task they needed help with for four hours.

On standby watch, you're neither on nor off. Usually we sat in the doghouse, which is a large hard dodger above the companionway, with two benches on either side that accommodate four people. From there, we watched the computer monitor and instruments, while mostly resting with our eyes closed and ears open, ready to react.

Our next watch was in the morning and the wind was still blowing a perfect 18-22 knots. Warren and I sailed the boat at 30 knots for a few hours in fully powered reaching conditions. Then sleep deprivation reared its ugly head. Both of us were exhausted, and we battled to stay alert while helming and trimming. Instead of switching helming every hour, we shortened driving stints to just 15 minutes. The potential consequences for complacency were too high not to.

Our watch finally came to an end, and I soon was in my bunk. I was relentlessly tossed around and deafened by the sound of water rushing by the hulls and the sails being ground



RACHEL JASPERSEN

in or let out. Knowing I had to sleep, I tried to put the motion of the boat and the sounds of sailing into a dream. I started thinking about the bumper car rides I went on as a kid, where you were uncontrollably jostled around by collisions from different directions. I had fond memories of the

Sleeping aboard the fast-moving MOD70 was difficult at best.

bumper car rides and fell into a deep sleep.

I have sailed in some incredible situations during my years of offshore sailing, and during many outstanding sessions on the MOD70 over the previous two years. I thought the first night of our record run was perhaps my best night of sailing ever — until the second night.

We had the gennaker up with one reef in the main. Crew boss and general offshore stud Sam Goodchild, along with Miles, had the boat fully powered up and perfectly balanced. The sea state had flattened and the motion of the boat was much smoother. The moon and the stars were shining brightly. I was rested and we were blasting along above 30 knots on a regular basis. As far as I can tell, sailing doesn't get any better than the session we had on May 6.

In our first 24 hours, we had made good 653 miles toward our destination! This was by far a personal best for me, and it was like being on another planet compared to sailing most boats. After all, sailing more than 300 miles a day would be reason for celebration, even on a sled.

As we continued to sail north past Bermuda, the wind slowly began to shift north and decrease. The changing breeze didn't slow us down much, and we still managed to cover over 600 miles on the second day. Our navigator Miles had placed us in a perfect position — between a tropical storm to the west, another low pressure to the east, and a high pressure to the northeast.

Approaching the Gulf Stream, the wind started to go light. Luckily for us, Miles had put us in an eddy of the Gulf Stream with favorable current. We drifted slowly for half the day, caught up on sleep, ate, and dried out. We made it through the Gulf Stream and the water temperature plunged from 77° to 50°. The breeze slowly began to build, and that's all it took

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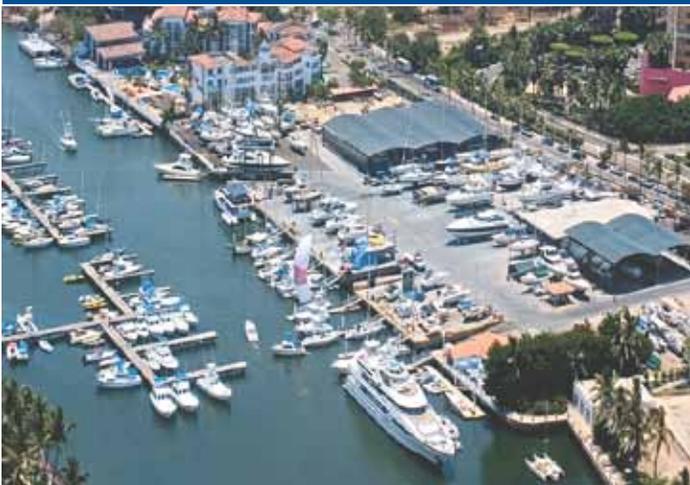
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LETTERS

for us to be sailing at 20 knots once again.

Along with the cold water came the fog. Fog so dense we could barely see *Phaedo's* bows. The strangest thing about this weather is that there wasn't a ripple on the water. We were doing 21 knots across a glassy sea!

As we closed in on Block Island and the East Coast, the air temperature dropped significantly. The frigid air combined with the apparent wind speeds of 30-35 knots meant we were freezing. We put on every bit of clothing we had, and we were still very cold.

The East Coast is littered with islands, reefs, rocks, shipping traffic and navigational aids. In other words, there were tons of obstacles to run into on a dark, foggy night without radar.

Five miles out of Newport we sailed out of the fog and into a beautifully crisp clear night with flat water. A small boat with record officials and a media crew greeted us as we sailed past

the Beaver Tail toward the finish. We crossed the finish line at 12 knots — it seemed as though we were hardly moving — but we'd achieved our twin goals of safely delivering the boat and crew to Newport, and setting a new course record. Three days, five hours and 55 minutes from Antigua to Newport, knocking 17 hours off the old record. Wow!

Paul Allen
 Santa Cruz

Readers — This really should have been an article, but this is the only place we had room for it.

↑↓IT'S NOT HER AGE, IT'S HOW SHE'S MAINTAINED

I chartered the Wanderer's Leopard 45 *'ti Profligate* for two weeks in 2012, and loved sailing on her. It was the only charter trip in which nothing on the boat broke. I recommended her to my son, Alex, and he will be leaving on July 3 for a 10-day charter.

Al Wallash
 Tradewinds Sailing Club
 Marina Bay, San Francisco Bay

Readers — We're publishing this letter for two reasons. First, to support our often-expressed contention that, after just a few years, it's not the age of the boat that matters, but the way in which she has been maintained. At the time Mr. Wallash chartered the boat, 'ti Profligate was 12 years old and

probably had 9,000 hours on both her Yanmar diesels. We lived on her from early February to early May this year, and can't recall having any problems with her. It helps that she's a simple boat, but speaks mostly to the great care that Antonio and the other service staff at BVI Yacht Charters gave her.

'ti Profligate' is coming out of charter but is still up for some private gigs.

A heartfelt 'thank you' to the whole bunch of them.

The second reason we mention this is that, despite being in very good condition — except for the somewhat weary sails



BILLY BLACK

The crew of 'Phaedo' were understandably overjoyed to arrive in Newport.



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LETTERS

— 'ti Profligate is exiting the BVI Yacht Charter program at the end of July. They were so gracious as to let us keep the boat in their program for much longer than normal because they kept getting requests specifically for her, but they naturally prefer to offer newer boats to their clients.

So what's up for 'ti? She'll be based out of Jolly Harbor, Antigua when we don't use her in St. Barth from February to May. Each week her engines and all her systems will be run because "men and ships rot in port," or when they aren't used. If someone with extensive sailing and boat ownership experience would be interested in doing a long-term charter — one to three months — we might be open to it.

↑↓ HOW'S THIS FOR A CRAZY BOAT-SELLING IDEA?

The idea we're about to run by *Latitude* might sound crazy or far-fetched, but we know that *Latitude* has an open mind and strong opinions — which we appreciate.

For six months, Mark and I have been trying to sell *Irie*, the Fountaine-Pajot 35 catamaran that we bought on the East Coast, spent years on in the Caribbean, then sailed



COURTESY IRIE

Mark and Liesbet have come up with an interesting idea.

here to French Polynesia. She is in great shape, very clean, well-equipped, and well maintained, and she is perfect for sailing in French Polynesia or cruising farther west to Tonga and Fiji. But we've had no luck. Although the price is 'right', it's still negotiable, and we are confident that when someone finally makes the effort to come and have a look, s/he will like

Irie a lot.

But *Irie* is located in French Polynesia, thousands of miles away from most boat buyers. And therein lies the problem. Not many people, particularly Americans, are willing to take the expensive risk of flying here and purchasing a boat in a French-speaking country. We were thinking of reimbursing the plane tickets of interested buyers, but even that might not do the trick.

I recently stumbled upon a contest for an inn that was for sale in Maine. For a relatively small sum of money — \$125 — and a well-written 200-word essay, a person could win the inn — assuming the current owner reached her goal of 7,500 entries to cover the value of the inn. It got me thinking that maybe we should do the same thing with *Irie*, and I wonder what *Latitude* thinks.

The way we visualize it, each person would pay \$200 and write an essay on why they wanted to own and cruise *Irie*. All submissions and payments would be received electronically. The competition would run for two months. Contestants would receive a number next to their name/email address, and the same number would be placed on their essay to keep the stories anonymous. Mark and I would go through the pile of essays and select the top ten. Then an unrelated and respected individual who is familiar with sailing and cruising would pick the winning essay and two runners-up.

We would need 700 entries to represent the \$140,000 value of the boat to make it worthwhile. We would cover all the Paypal fees, and we would reimburse all the money if the goal of 700 entries was not met. It would also be our decision to go ahead with the contest and the prize-giving if we receive fewer than 700 entries. On the opposite side of the spectrum, once we received the 700 entries, we would end the competition.

We are not trying to take advantage. The contest would be

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LETTERS

open to citizens of all countries, we would give specific rules and guidelines, and we would disclose everything there is to know about *Irie*, and answer any questions anyone might



COURTESY IRIE

'Irie' is lying in French Polynesia, waiting for a new owner to cruise her.

have. There might be tax implications for the new owner of *Irie*, based on the country s/he is from. We would try to publicize the event as much as we could online and via sailing magazine contacts around the world.

We think this is a great alternative way to sell our boat, as the winner would have to show a certain skill and be motivated about owning a sailboat in the Pacific, and wouldn't have to be affluent to be cruising a cat in paradise. Cheesy as it may sound, it might make someone's dream come true.

If *Latitude* thinks this idea would fly, we would like the Wanderer to be the "unrelated, neutral sailing expert" to pick the final winner(s).

What do you think about this idea? If anyone else has any thoughts on the idea, we can be reached at www.itsirie.com.

Liesbet Collaert & Mark Kilty
Irie, Fontaine-Pajot 35
Moorea, French Polynesia

Liesbet and Mark — The first thing we think is that your feelings about Latitude and the Wanderer are a little inflated. That said, we know of homes in Marin County that have been 'sold' in a similar manner, although they might always have been for charity, if that makes any difference.

If we were you, we'd be inclined to just go for it — although we're not sure about the essay requirement. If we didn't know you as honest people, we'd have concerns that the top ten essays would turn out to have been written by relatives of yours. Yes, we're journalists, so we've seen more than enough to be a little cynical.

The biggest question is whether there are 700 people out there willing to ante up \$200 for the possibility of winning a catamaran in French Polynesia. Although the probability of winning would be much greater than that fool's game that is the California Lottery.

As much as the Wanderer is honored by your wanting him to be the judge of the essays, he can't, as his plate is already overflowing with the monthly Latitude, three-days-a-week 'Lectronic, the Ta-Ta, the Ha-Ha, and trying to squeeze in a little pleasure sailing.

But good luck!

IT WAS PROBABLY IN SALT WATER, NOT FRESH

I especially enjoy the *Letters* section of *Latitude*, but I got a special kick from the one in May about the underwater weight of Liz Clark's anchor.

First we were told this was, "in this case, saltwater," and then it was pointed out that "the density of water is 62.4 lbs per cubic foot (lb/cf)."

That was followed by "(Note: this density is at 23° Celsius)."

That's all well and good. It sounds very impressive, almost like something you might get from an engineer at the government's Department of Redundancy Department. Of course, you might have wondered why the temperature was given in Celsius, since none of the other units were metric?

But in any case, if the goal was to be a little more accurate

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LETTERS

— unless Liz's anchor was in Gatun Lake — wouldn't it be better to use the density of saltwater, rather than freshwater?

If I recall correctly from the most basic class in fluids I ever took, 64.2 pounds per cubic foot is the number we used to use for saltwater, and 62.4 for fresh. It's easy to remember — a 6, a 4, and a 2 — and you simply transpose a couple of digits to get from one to the other. Obviously saltwater is heavier than fresh, what with all that salt in it.

I think the philosophy/Russian major Wanderer does a pretty good job, certainly a good enough one. But if you want to talk technical accuracy, I'm putting my faith in Lee Helm. I don't think she would ever have let a mistake like that slip!

Keep up the good work; we love the publication

Kevin Reilly
Skylark, Columbia 50
Coronado

Kevin — As always, we appreciate the kind words — and the necessary corrections.

↑↓ YOUR REPORTING COULD BE DANGEROUS

As I wrote in a previous email to you, I'm sometimes annoyed at the way some mariners are celebrated by *Latitude*.

In the June 10 *Lectronic*, you reported that the crew of the sloop *Corazon de Acero* sailed from Mazatlan, which was not under a hurricane watch, to La Paz, which was. Did they miss the weather report before departure? And then upon arrival they proceeded to run aground in view of the *malecón*. Are we to assume that they were not only unfamiliar with the prudence of checking weather on an intended course, but reading navigation aids/buoys and/or using chartplotters? Or dare I say paper charts?

I know, of course, that *Latitude* advocates simplicity in all things, but this truly was a story that should have been headlined with something like 'What Not to Do When Cruising.' Like not having the equipment to check weather and other aids to navigating in unfamiliar ports.

I seem to recall that there was a fatality in La Paz during Hurricane Odile last fall when a good Samaritan came to the aid of some sailor who had remained with his anchored vessel in the middle of La Paz Bay during the storm.

More frequently than ever, I seem to see this kind of poor seamanship. And I see the same thing on San Francisco Bay and wherever else I roam, which tends to be from Alaska to Costa Rica.

There is more to safe cruising than buying the boat, taking a few Club Nautique lessons, and heading out. And *Latitude* knows this. I fear that your failing to point this out is reckless. I anticipate that your response will include the words "nanny state," "I learned by just doing," "back to basics," and so forth.

While I never miss an issue of *Latitude*, and I understand that you make your living selling this concept, it might cost someone his or her life.

Dane Faber
WAFI, Vagabond 38
Sausalito

Dane — If you're suggesting that we sugarcoat safety issues related to sailing, you couldn't be more wrong. When we started *Latitude* in 1977, none of the other marine publications 'did' death. We thought that was bullshit, because we think people need to have some idea of the risks they are taking when they engage in an activity. So since the first issue, we've covered unfortunate incidents and tragedies as well as we could.

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— Herman Melville, 'Moby Dick', Chapter XXVI



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LETTERS

form? We do our best to go overboard listing all the ways people could get hurt or killed on a boat.

The problem with any cookie-cutter approach to sailing safety is that people are so different. We've known people who have had 100-ton licenses and Coast Guard tickets to carry paying passengers for years whom we wouldn't sail across the Bay with. And then there are people who teach themselves how to sail in 90 minutes, take off across the Atlantic, and have no serious problems. And the 'Chicken Man' we recently featured in Changes isn't the only one.

We think the best way to learn to become a safe cruiser is to: 1) Take lessons. 2) Buy a boat. 3) Have some mentor go over your sailing lessons as they apply to your boat. 4) Have a mentor help you race your boat — even if she's not a racing boat — in beer can races. 5) Race the boat yourself in beer can races. 6) Race her, with you in charge, on the Bay. 7) Race her, with you in charge, on the ocean. We know that almost nobody will do this, but if they did, in six months most people could be pretty damn competent sailors.

↑↓ **THIS SEASON WE PLAN TO SAIL TO THE CARIBBEAN**

My wife and I did the 2014 Baja Ha-Ha with our Hunter 49 *Bon Voyage*, and we'll be doing the Ha-Ha again this fall. We spent last winter in Mexico, but after the 2015 Ha-Ha plan to sail to the Eastern Caribbean, with our ultimate destination being the British Virgins.

From the reports we've read online, sailing east from Panama into the prevailing northeasterly trades can be a very difficult experience. Can you give us any advice, particularly about the route and time of year?

Craig Fecker
Bon Voyage, Hunter 49
San Diego

Craig — We're looking forward to seeing you in this fall's Ha-Ha. When and if you make it to St. Barth, we'll be delighted to stand for celebratory drinks at the Bar of the Forgotten.

When Profligate made the trip to the Eastern Caribbean after the Ha-Ha 10 years ago, the plan was predicated on getting across the Caribbean Sea before the onset of the 'Christmas Winds'. These 'reinforced trades' are generated by a high-pressure system near the Azores. They usually start to blow in mid-December, and often don't let up for more than a couple of hours until mid-February. And they blow like stink — 18 to 30 knots — from the Eastern Caribbean most of the way to Panama. You can imagine what the seas can be like.

In order to leave from Cabo on November 9 and make the 3,000 or so miles to Antigua, including a Canal transit, by December 16, there could be no lollygagging around. So as soon as Profligate arrived in Cabo, all nonessential stuff was taken off, and the crew left that night. Because she needed to stay around for the rest of the Ha-Ha festivities, Doña de Mallorca later flew to Acapulco to catch up with the boat.

This crew ran 24 hours a day — except for six fuel stops, to replace both saildrives in Panama (which was accomplished in four days), and a mandatory overnight in Cartagena — until they got to Antigua before mid-December. As we recall, it took them something like 31 days in all, which is hauling butt. It was a long motor to Panama, followed by some moderate bashing across a not-yet-terribly-rough Caribbean, via Cartagena and Aruba.

You need to remember that Profligate motors quite a bit faster than most boats, and that this was a hard-core delivery. So even if you wanted to move quickly, it's unlikely you could reach Panama before the start of the Christmas Winds, at least



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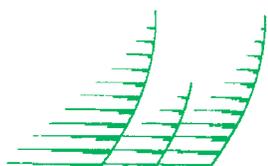
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LETTERS

without killing yourselves. But say you got to Panama in the middle of January and the Christmas Winds were still blowing. Unless you're John Neal and Amanda Swan Neal, who sail rhumbline from Panama to the Virgins no matter what it's blowing, your options as mortals are hugging the north shore of South America or the east coast of Central America.

The benefit of going along the north shore of South America is that you can usually make it to Cartagena, a wonderful city, fairly easily and then have a great place to wait for a possible



WEBB LOGG

Bocas del Toro on the Caribbean side of Panama is a nice spot to spend time.

break in the trades. If you get a four- or five-day break, you can usually make it up to Cabo de la Vela. In the old days, that meant you pretty much had it made with regard to the Christmas Winds, because you could then duck into the Venezuelan shore, which is south of the Christmas Winds, until you got to Trinidad. At that point you'd start your jolly time sailing up the crescent of islands in the Eastern Caribbean.

Alas, Venezuela has descended into complete chaos, where the rate of theft and murder has become astronomical. It's our understanding that these problems haven't made it out to the Los Roques Islands, which are fabulous. So it still might be an option, but we can't guarantee it.

The other option is to play the weather windows to work up the east coast of Central America. The problem is that once you get as far north as the latitude of the British Virgins, you're still 1,500 miles directly downwind of them. True, there are a number of islands on the way where you can wait out particularly rough weather, but it's sort of like a Baja Bash — only twice as long.

If time isn't an issue, and we hope it isn't, we'd suggest you take your time to enjoy the great cruising in Panama, on both the Pacific side and in the fabulous San Blas Islands and Bocas del Toro regions on the Caribbean side. Then, in May or June, when the strong trades should be long-faded, you could make your move for the Eastern Caribbean. Usually the best time to do this is when there is some hurricane in the Eastern Caribbean, as nothing screws up the normal tradewind pattern better than a hurricane, and a screwed-up tradewind pattern is precisely what you want.

The downside of this plan is that it puts you in the Eastern Caribbean at the start of the hot, humid hurricane season. If you have the time, we think the ideal solution would be to make your way to Panama or Cartagena — where boatwork is dirt cheap — this winter season, then cross to the Eastern Caribbean in early November just before the start of the next high season in the Eastern Caribbean.

Hope this helps. Whatever you do, we're sure it will be a great adventure.

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

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

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



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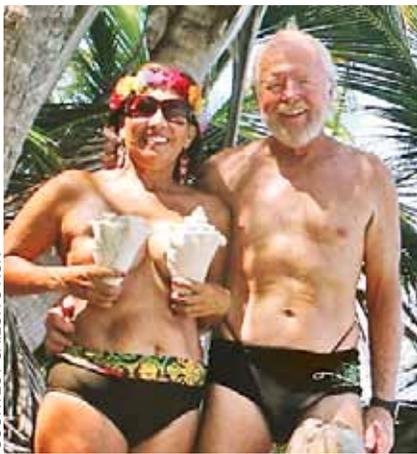
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this time, all the way around

We suspect that anyone who has met Jeff and Debbie Hartjoy during their 16 years of world cruising thinks of them as extremely fun-loving and full of spunk. But these days, Jeff's idea of fun is a bit different from Debbie's.

In 2009 he did a nonstop solo trip from Lima, Peru, to Buenos Aires, Argentina, via Cape Horn aboard the couple's Bob Perry-designed,



COURTESY SAILOR'S RUN

Jeff and Debbie have shared many light-hearted cruising photos over the years, including this classic.

40-ft Baba ketch *Sailor's Run*. Now 69, Jeff recently announced that he'll set sail this coming Halloween from Bahia Caraquez, Ecuador, on a nonstop lap around the planet, eastabout via the Five Great Capes — that is, crashing through the Southern Ocean most of the way around. He's vowed not to use his engine or accept outside assistance.

Although Debbie is no lightweight when it comes to ambitious sailing, this time she'll opt for 'adventures in grandmothering' at her Albuquerque home base, while providing shore support to Jeff and updating his blog every three days.

Jeff, who's a former telephone lineman, built (with Debbie's help) the log home in Washington that they eventually sold to finance their cruising dreams. He's always been a fit, outdoorsy guy, but this time he's decided to test his mettle on a whole new level: "I figure, hey, why not. I love sailing and there's no better sailing than down in the Southern Ocean." He tells us that 'in his dreams' he hopes to complete a full circumnavigation in five months. "But actually, I just hope to make it. Period."

He'd like to think he can set some sort of record, perhaps for the oldest North American to do the classic route. Victoria-based Canadian Tony Gooch was 63 in 2003 when he became the first West Coaster to complete a nonstop solo lap, eastabout (via the Three Great Capes), aboard the 42-ft aluminum custom sloop *Taonui*. In 2005 Minoru Saito of Japan sailed his Adams 50 *Challenge 7* into the record books at age 71, becoming the oldest nonstop solo circumnavigator.



COURTESY SAILOR'S RUN

And who could forget this phallic snapshot in the Mexican desert?

To be counted by officialdom, a record challenger must sail at least part of his route in both the Northern and Southern Hemispheres. Since *Sailor's Run* will start from just south of the Equator, Jeff plans to first sail north of latitude 0° before diving south toward Cape Horn (latitude 56°S). If he can make it safely beneath Tierra del Fuego, South Africa's Cape Agulhas, Australia's Cape Leeuwin, Tasmania's South East Cape and New Zealand's South West Cape, he'll then have to sail nearly all the way back to Chile to catch a ride on the Humboldt Current north to Ecuador.

Certainly not an easy itinerary, but we know Jeff to be as tenacious as he is good-natured. And his stout double-ender has already been battle-tested during 85,000 miles of cruising — as has Jeff. After the 2009 Horn rounding he suffered a punishing knockdown during a storm near the Falklands, and last fall when Hurricane/Tropical

rally round the

Here at *Latitude 38* 'world headquarters' we seem to be up to our eyeballs with rally biz.

Late last month we celebrated the Pacific Puddle Jump fleet's arrival in French Polynesia at the three-day Tahiti-Moorea Sailing Rendez-vous. (Look for our complete report next month.) Nearly 220 boats registered this year, from at least a dozen countries. Although pre-departure events for the 2016 PPJ 'season' won't begin until late this fall, we're already penciling in dates for our PPJ Sendoff Parties in Mexico and Panama. Next year's Rendez-vous will likely be June 17-19. See www.pacificpuddlejumps.com for more.



ALL PHOTOS COURTESY SAILOR'S RUN

flag, er, burgee

The Delta Doo Dah currently has 62 entries, and free registration is ongoing through August 28. Since travel is spread throughout the summer, we have no need to cap the number of sign-ups.

On July 17-19, a mini-cruise will take Delta Doo Dah sailors from Richmond YC to Owl Harbor and then on up the San Joaquin River to Stockton Sailing Club. On Friday night, RYC will be open for dinner and drinks. On Saturday night, Owl Harbor will host a BBQ potluck supper and a special movie night, then send the flotilla off to Stockton on Sunday morning with a good breakfast. Plans for dinner

continued in middle column of next sightings page

all the way around — continued

Storm Odile ravaged the Baja Peninsula, 85-knot gusts threatened to drive *Sailor's Run* up onto a rocky shoreline. "I can honestly say, I never get scared," he confides. "I agree with the philosophy that if you really love something like sailing, do it even if it could kill you. We're all going to die somehow anyway."

Jeff's been sailing for 45 years, and he and Debbie have owned *Sailor's Run* since 1994. They first sailed south with the 1999 Baja Ha-Ha rally, then re-upped for additional doses of Ha-Ha fun in '06 and '13. Not only did they refuse to use their engine during any of those trips, but if we're not mistaken, Debbie got up and sang *La Bamba* with the band at each Bahia Santa Maria beach party.

We wish Jeff the best of luck with this ambitious personal challenge, and we'll certainly do our best to keep you updated on his progress in these pages. After all, we consider him to be a living testament to the attitude that 'old guys rule'.

— andy



What do you do for an encore after singlehanding around Cape Horn? Sixty-nine-year-old Jeff Hartjoy figures the obvious answer is to do it again, but this time complete a full lap around the planet — nonstop — via the Five Capes.

SIGHTINGS

southampton breakdown



DARREN KITCHEN

This drone shot of Southampton was taken at low tide on May 27.

Last month, Richmond YC announced that its race committee would no longer send their beer can racers around the old Southampton Shoal lighthouse platform, which was often used as the windward mark in the club's Wednesday-night series. As you can see by the accompanying photo, several of the old pilings have toppled over and are hidden just under the surface, except during very low tides.

For years, the decaying relic has also been used as a mark in the Master Mariners Regatta and the SSS Corinthian Race. We'll be interested to see if that changes next year, and if the YRA drops Southampton from its list of marks.

— chris

rally update —

and a jam session at SSC are in the works for Sunday the 19th. To sign up or find more info see www.deltadoodah.com.

Registration for this September's SoCal Ta-Ta has now closed, as the 50-boat limit has been reached. Why the limit? There isn't room for more boats than that in a couple of the anchorages. So, sorry if you'll miss the fun this time, but there's always next year (www.socaltata.com).

And there's still time to get in on the annual Baja Ha-Ha rally, which runs from October 25 to November 7. (See www.baja-haha.com.) Sixty-five boats are currently registered for this two-week, San Diego-to-Cabo San Lucas rally, ranging in size from John and Deb Rogers' San Diego-based Deerfoot 62 *Moonshadow* to two 32-footers: Ron and Gail Hodel's Dana

Just as the 2013 Transpac featured the return of the S&S classic 'Dorado' — which ultimately took top honors — this year's L.A.-to-Honolulu race will be graced by the classic elegance of the 85-ft (LOA) schooner 'Martha.' Built in 1907 at the WF Stone Boat Yard in San Francisco for the commodore of the San Francisco YC, she remains today the club's official flagship, even though she has long called Port Townsend, WA, home. Seen here racing off San Diego during this year's America's Cup Schooner Race, she also competed in both the Master Mariners Regatta and the Great San Francisco Schooner Race. After reaching Hawaii, she'll return to her homeport, where the Schooner Martha Foundation offers public participation aboard her on a wide variety of cruises and events.



continued

Point-based Catalina 320 *Lokomaikai* and Steve and Sherri Brenner's Santa Cruz-based Westsail 32 *Pablo*. Boats as small as 27 feet may enter, as long as they were built for, and are equipped for, overnight offshore sailing. Before the September 15 deadline, we expect the diverse fleet to swell to between 160 and 180 boats, as in recent years.

For skippers in all these events, deciding whether to take additional crew is often a tough question. We say the more the merrier — and safer. But we highly recommend that you get to know potential crew before heading offshore with them, if possible. To meet potential crew or find a ride see our online Crew List at www.latitude38.com. Happy rallying!

— andy & chris



DARRAL SLATER / WWW.BAYSHOTS.COM

dorade attempts transatlantic repeat

When the first Transatlantic Race divisions depart Newport, RI, on June 28 (after this issue goes to press), among the 13 yachts on the line will be the classic S&S yawl *Dorade*, which won the race way back in 1931. Current owners Matt Brooks and Pam Rorke Levy of Tiburon are on a quest to repeat *Dorade's* historic victories, a campaign called 'Return to Blue Water'. Collaborating with Sparkman & Stephens, Brooks and Levy restored her to her intended use, open ocean racing, during a complete overhaul in 2010-11.

The 52-ft yacht was barely a year old in 1931 when her designer and her builder, brothers Olin and Rod Stephens, with a crew of five that included their father, took just 16 days and 55 minutes to complete the Transatlantic Race. Not only was *Dorade* the first boat to finish the 2,800-mile course to Plymouth, UK, and the overall champion, but she won decisively, arriving two days before the next boat and four days ahead on corrected time.

In 2013 *Dorade* won the Transpac from L.A. to Honolulu overall on corrected time, repeating her Transpac victory in 1936. This August, the S&S flagship will follow the Transatlantic Race with the Rolex Fastnet, a race she won in 1933. For much, much more on *Dorade*, past and present, see www.dorade.org.

The second Transatlantic Race start is scheduled for July 1 with 21 boats. The four fastest boats will start last on July 5: Jim and Kristy Clark's 100-ft *Comanche*, skippered by Ken Read; George David's Juan K-designed *Rambler 88*; Lloyd Thornburg's MOD70 trimaran *Phaedo*²; and the Irens 63 tri *Paradox*, owned by San Francisco's Peter Aschenbrenner. To cheer on your favorites, go to www.transatlanticrace.org.

— chris



SHARON GREEN / WWW.ULTIMATESAILING.COM

In the 2013 Transpac the 1930 S&S yawl 'Dorade' made history yet again. Her owners now hope to make more headlines.

america's cup world series begins

Readers who are still interested in the Bermuda-based 35th America's Cup will want to note July 23-26 on their calendars, and the truly obsessed may be shopping for plane tickets to Heathrow. That's because the whole show kicks off in Portsmouth, England, this month with the first AC World Series event.

With Italy's Luna Rossa out of the picture, Ben Ainslie Racing's homeport is the first venue on the 2015-2017 schedule. (BAR, by the way, has picked up a new title sponsor, Land Rover.)

Hoopla surrounding the event will include aeronautic displays, rock concerts and a children's art contest. Sport sailing demos will feature a singlehanded foiling dinghy, Moth racing champions, and the kiteboarding family Team Bridge.

All that fan-pleasing activity will prop up the actual racing, in which the six America's Cup teams will meet for the first time to compete with each other in the one-design wingsail AC45f. These foiling catamarans carry a crew of five plus one guest.

This will be our first chance to see who might have what it takes to go all the way in 2017: Oracle Team USA, Artemis Racing, Team France, Emirates Team New Zealand, Team Japan or Land Rover BAR.

continued on outside column of next sightings page

SIGHTINGS

a-cup world series — continued

The Portsmouth regatta will consist of two races per day on Saturday the 25th and Sunday the 26th, preceded by non-scored practice races on Friday. The racing on 'Super Sunday' will count for higher points, and the points garnered during the ACWS in 2015 and 2016 will count toward the America's Cup Challenger Series to be held in 2017.

After Portsmouth, the next scheduled series will take place August 23-26 in Gothenburg, Sweden, followed by an ACWS event at Hamilton, Bermuda, October 16-18.

Four to six World Series events are expected in 2016, including another Portsmouth series next July and a regatta in Chicago sometime next summer.



Artemis' and Oracle's foiling AC45s get airborne during practice in Bermuda.

— chris

volvo ocean race finale

On the morning of June 22, the once-again seven-strong fleet of Volvo Ocean 65s sailed into Gothenburg, Sweden, to cross the finish line of this 12th edition of the Volvo Ocean Race, formerly known as the Whitbread Round the World Race. Two teams that hadn't won a previous leg — SCA and Alvimedica — both did so on the final two legs, with SCA first into Lorient, France, and Alvimedica leading the pack into both the pit stop in The Hague, Netherlands, and the finish in Sweden.

Claiming the overall race victory however, in his third attempt, is Briton Ian Walker and the rest of the Abu Dhabi Ocean Racing crew. Pre-race favorites, the Emirati team set the tone early with a close win over Dongfeng Race Team during the first leg from Spain to South Africa. Closely challenged throughout much of the race by Dongfeng, Walker and crew used a third-place finish into France at the end of Leg 8, as well as poor finishes by Brunel and Dongfeng, to secure the overall victory a leg early.

Just behind Abu Dhabi on the overall leaderboard, Brunel, Dongfeng, MAPFRE and Alvimedica would battle for the final two podium spots during the ninth and final leg of the race. Departing Lorient, France, for the Netherlands, the fleet sailed upwind along the Breton coastline before encountering light air off the western tip of France. Once the westerly filled in, however, Alvimedica caught the breeze first and lit the afterburners to pull out to a commanding lead. In a supremely tactical leg with literally hundreds of rocks and shoals to avoid, as well as 17 traffic exclusion zones and the notorious tidal influence of the English Channel and Northern Europe, Dongfeng, Brunel and MAPFRE split from the fleet and took a northerly option along the English coast with a traffic-exclusion zone giving Alvimedica no opportunity to cover. After several tense hours, Alvimedica emerged as the clear winner into The Hague, with Dongfeng, MAPFRE and Brunel forced to re-cross the English Channel and fall into line behind Alvimedica.

After a mandatory 24-hour pit stop in the sailing-crazed Netherlands, the fleet left The Hague the following afternoon in the same order and timing intervals in which they had arrived. Alvimedica maintained an hour-and-a-half advantage over the fleet as a challenging and complex weather scenario played itself out, though few major tactical options existed as several traffic separation schemes and land features forced the fleet into single file. Alvimedica was never

continued on outside column of next sightings page

maserati sets s.f. to

When Giovanni Soldini and his international crew headed west through the Golden Gate on May 9 aboard the VOR70 *Maserati*, they were probably relatively confident that — barring catastrophic gear failures or mishaps in the Pacific Garbage Patch — they could break the San Francisco-to-Shanghai record, despite the fact that it had stood since 1853. Back in the heyday of the China tea trade, the clipper *Swordfish* made the 7,000-mile crossing in 32 days.

But with her arrival May 31, *Maserati* shaved more than 10 days off that number, establishing a new benchmark of 21d, 19h, 32m, 54s, which was quickly ratified by officialdom.



INSET: MATT KNIGHTON / ABU DHABI OCEAN RACING

shanghai benchmark

The team had relatively good luck along its route, reaching the longitude of Hawaii in six days, then later running under the sloop's largest spinnaker for 10 straight days. But early in the trip they dodged two tropical storms as well as debris in the Pacific Garbage Patch.



Giovanni and the boys celebrate their victorious Shanghai arrival.

— andy

vor finale — continued

challenged for the leg victory — their first — yet the battle for second through fourth place, in both the leg and overall, came down to the wire with the trio finishing within seven minutes of one another after four days of racing. In the end, Brunel finished the leg in second place to secure the runner-up position to Abu Dhabi in the overall standings. Dongfeng slipped to fourth in the leg and third overall. With Alvamedica's victory in the final leg and MAPFRE penalized three points for two rules infringements earlier in the race, a winner-take-all in-port tie-breaker will decide which team finishes fourth overall in this edition of the VOR. That Gothenburg in-port race takes place on June 27 — just after this issue goes to press.

Several good stories emerged from this race: Ian Walker and Abu Dhabi relied on experience, dedication to the race, and cool savvy to win overall. Team Vestas Wind overcame a devastating grounding on an Indian Ocean reef to fully rebuild their boat and finish second in their first leg back, and their sponsor reportedly wants to enter the

continued on outside column of next sightings page



Spread: Skipped by 30-year-old American sailor Charlie Enright, Team Alvamedica arrives in Gothenburg to win Leg 9 from Lorient, France. **Inset:** Skipper Ian Walker and the Abu Dhabi Ocean Racing team celebrates their overall Volvo Ocean Race win in Sweden on June 22.

SPREAD: CARLO BORLENGHI / VOLVO OCEAN RACE

SIGHTINGS

vor finale — continued

next race. The girls of Team SCA improved throughout the race to win a challenging upwind leg into Lorient after a series of disappointing last-place finishes. Brunel relied on consistency and skipper Bouwe Bekking's extensive experience to grind down Dongfeng and finish second. MAPFRE became heroes during the latter stages of the race, finally living up to expectations and redeeming themselves from an embarrassing start to nearly make the podium.

Most impressive of all has been the Franco-Chinese entry, Dongfeng, which overcame the challenges of having multiple Chinese rookies onboard, a blown-up rudder in Leg 1, and a dismasting in Leg 5, to nearly win a race in which the team wasn't even supposed to be competitive.

The Volvo Ocean Race is better than ever. Autumn 2017 can't get here fast enough!

— ronnie simpson

improbable

In any other context, venerable Bay sailors Hank Easom, 81, and Ron MacAnnan, 89, would be highly unlikely choices to become movie stars. But for the locally produced series of video vignettes called *Life on the Water*, they've proved to be ideal subjects.

Last month, a special debut screening of a newly completed film on Easom's lifetime of sailing and boatbuilding drew such a large crowd to Mill Valley's Throckmorton Theater that the fire marshal showed up to do a head count. In attendance were a who's who of local sailing stars and industry leaders, as



Two of the North Bay's 'leading men', Hank Easom (left) and Ron MacAnnan teamed up to win their division in this year's Master Mariners Regatta aboard 'Pursuit'.

LATITUDE / ANDY

movie stars

well as many mere mortals. When the MacAnnan film debuted last fall it drew similar enthusiasm, as did a screening of the third release thus far, *Wander Bird's Cape Horn Passage — A New Perspective*. It is narrated by another legendary Bay Area salt, Commodore Tompkins, who was a feisty lad of four when he rounded the Horn with his family in 1936.

Easom, who grew up sailing in Marin County and started beating adults in club races at the age of 11, still frequently finds his way to the winner's circle, most often sailing aboard his beloved 75-year-old 8 Meter *Yucca*. A few days before his film debut, Easom helmed MacAnnan's 82-ft M-Class sloop *Pursuit* to a class win during the Master Mariners Regatta — although he insisted, like the gentleman that he is, that Ron drive her across the finish line.

Both longtime icons of the Sausalito waterfront, Hank says his old friend is "a bit of a curmudgeon, but has a heart of gold." An engineering ace by profession, MacAnnan's ingenuity was responsible for renovating the old San Francisco YC building in downtown Sausalito and moving it out 70 feet into the Bay, where it remains today, as the Trident restaurant. But he's best known as the decades-long caretaker of *Pursuit*, the last of her type.

After purchasing her from a Hollywood luminary in the 1950s, he raced her frequently, including the '61 and '69 Transpacs. For decades she's occupied a slip on the front row of Sausalito Yacht Harbor, where Ron could be seen working on her tirelessly six or seven days a week. Since 1978, however, she had rarely left the slip, and many in the marine community assumed she'd never sail again. But they underestimated Ron's tenacity and resolve. Ten years ago, when Ron was 79, *Pursuit* re-emerged on Bay waters and has been seen out periodically ever since.

The next portraits to be released by filmmaker Oleg Harencar and his team are *Ramblin' Jack [Elliot]*, *Beyond the Music*; *Warwick Tompkins, A Lifetime of Sailing*; and *Harold Sommer & His Restoration of Wander Bird*. You can view the trailers and order DVD copies at www.lifeonthewater.us.

— andy

momentum building for 12 meters

A couple of months ago when Golden Gate YC Vice Commodore Tom Ehman announced his dream of reviving 12 Meter racing here on San Francisco Bay, we weren't convinced the idea would find many supporters. But according to the event's website, www.sfyrc.com, 20 teams from 12 countries have shown serious interest. Organizers stress that the proposed annual event, recently renamed the San Francisco Yacht Racing Cup, is not intended to compete with America's Cup 35, but to offer an alternative for monohull traditionalists that costs much less. Speaking of money, get this: Cash prizes totaling a half million dollars will be offered as enticement, with \$300,000 going to the winner, \$150,000 to second place, and \$50,000 to third.

In order to keep campaign costs down, a variety of Bay Area clubs are expected to host teams at their facilities. All competing boats will be new builds dubbed Super 12s. Although expected to retain the classic look of previous 12 Meters above the waterline, the new breed will all be built to a "tightly controlled" one-design rule using carbon-composite construction. Below the waterline, each new boat will carry a fin keel with bulb and winglets. Both deck hardware and sails will be kept to a uniform standard, with a limited sail inventory allowed.

Here's where the concept gets really interesting — and, no doubt, appealing to many. There will be strict nationality rules, so that 100% of each 12-person crew must share the nationality of their sponsoring club. Pro sailors are allowed, but within each crew, two must be 22 or younger, there must be at least two men and two women, and one teammate must be older than 62!

The racing format will be completely different from what we've seen in recent America's Cups. Competition will begin with fleet racing, with the top four boats advancing to a match-racing series and the Finals. But here's a twist: "Those who don't make the cut will be kept racing in a fleet-racing series that will determine the places from fifth to last. All competitors will be kept racing and involved in serious competition until the end of the two-week regatta." The two top boats will race in the Finals, a best-of-five match-racing series.

— andy

pac cup prep and planning

Entries for the 2016 Pacific Cup — the 'fun' race to Hawaii — are adding up. Forty-five boats had registered as of mid-June, with a maximum of 70 starters allowed due to space limitations at the beautiful Kaneohe Yacht Club. Of this number, 12 have entered the cruising division, 13 will be doublehanded, and the rest are fully-crewed racers.

Over the years, Pacific Cup organizers have worked hard to set their race apart from other ocean races by the amount of support provided to first-time racers and cruisers, as well as veteran entrants. Part of this support comes from the series of Alaska Airlines Pacific Offshore Academy preparation seminars. The first session, held on June 13,

continued on outside column of next sightings page



Despite the international enthusiasm for foiling catamarans during the 2013 America's Cup, some race fans want to revitalize 12 Meter competition here, with a new breed of boats.

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SIGHTINGS

pac cup — continued

welcomed 70 attendees to a combination of lectures and breakout sessions, as well as inspections of two fully prepared boats in the water — the Cal 40 *Nozomi*, and the Beneteau 423 *Tiki Blue*. The primary topics covered were: Rookies' Perspectives by Greg Newman and Joe Wells, Making Sure Your Rig Will Get You There by Scott Easom, Hull and Rudder Integrity by Jim Antrim, Communications Alternatives by Eric Steinberg, and 2016 Minimum Required Equipment by Buzz Blackett and Michael Moradzedeh.

The first Pacific Cup, then known as the Kauai Yacht Race and sponsored by the Ballena Bay YC, was held in 1980 with 40 starters and 32 finishers. One veteran of the race, John Tysell, who sailed his Cal 3-30 sloop *Soufriere*, shared his experiences with seminar participants. Back then, only boats 29-ft and longer were allowed to enter, and a minimum of four crew was required, as was a spare

continued on outside column of next sightings page

beware of migrating

"There are large numbers of humpbacks right now in the Golden Gate Straits," wrote Mary Jane Schramm late last month with a sense of urgency. "They're in harm's way; some are just off the Cliff House."

In her position with the Greater Farallones National Marine Sanctuary she's always gravely concerned for the safety of migrating whales, especially between May and mid-November, as more than 7,500 commercial vessels transit into and out of the Bay annually.

Just as bridge deck officers need to beware of striking cetaceans, so do sailors

'Elizabeth Muir' (left) battles 'Brigadoon' during the Great S.F. Schooner Race on June 13. For our report and results, see *Racing Sheet* pages 93-94. For much more on local vintage vessels, see our *Master Mariners* feature on pages 70-73.



AMIE SPENCER

whales near shore

traveling in near-coastal waters — for the safety of both their boats and the whales.

Ships traveling through the Sanctuary have been asked to slow to 10 knots during the migration season. And NOAA asks mariners to report to them any collisions with whales, or any observed injured or dead whales, by calling 877-SOS-WHALE (877-767-9425), or advising the Coast Guard on VHF Channel 16.

Boaters can also report whale sightings to whales@noaa.gov, or through the free, downloadable Whale Alert smartphone app found at www.whalealert.org.

— andy



pac cup — continued

sextant. As he looked back on that race, which he sailed with a crew that included his then-girlfriend (and now wife of 34 years), John spoke enthusiastically with a smile on his face. It was an adventure of a lifetime.

Will the 2016 Pacific Cup be your adventure of a lifetime? See entry details at www.PacificCup.org and save the date for the next Pacific Offshore Academy on October 17.

— leslie richter

old ironsides renewed

*Her thunder shook the mighty deep,
And once again she's saved...*

We think Oliver Wendell Holmes would be okay with our riffing on his iconic poem *Old Ironsides*. After all, those 24 lines, written in 1830, are credited with the first rescue of, as he put it, "The Eagle of the sea from the harpies of the land." Now *USS Constitution* is being 'saved' once again with a regular haulout and refit at the Charlestown Navy Yard, just a short distance from her permanent Boston waterfront berth, where half a million visitors a year walk "her decks once red with hero's blood, where knelt the vanquished foe."

Well, maybe not the exact decks. As all wooden boat aficionados know, the years take their toll and wooden vessels all need to have bits and pieces replaced from time to time. For the 207-ft (LOD) *Constitution*, so many bits and pieces have been replaced that only an estimated 10 to 15% of the original wooden DNA remains from when she first slid down the ways in Boston in 1797.

Constitution is still a commissioned Navy ship (the world's oldest), and as such has a captain, and regular Navy crew who perform normal upkeep. But every couple of decades, she's hauled out for more extensive work. For the latest \$15 million job, the ship went into dry-dock at the Navy Yard on May 18 and will likely stay there until at least the fall of 2017.

Wood used in the restoration has been sourced just as it was in the old days: scouts go out into the woods and look for it. Okay, it's a little more choreographed these days.

The white oak that will be used in the refit was sourced from trees growing at the Naval Surface Warfare Center in Indiana. About 60 of the big trees will be needed for the restoration. (Compare that to about 1,500 trees to build the ship the first time.) With an eye to the future, a number of white oaks on the Indiana base have been earmarked for use in *Constitution's* next refit, due in 2035 or so.

USS Constitution will remain accessible to the public — via both viewing areas and (occasionally limited) onboard tours — during her layup. So you can still capture that Kodak moment (do they still call them that?) with her bell or wheel. Not in the area but still interested? You can follow the restoration via a 'restoration cam'. Check out the ship's regular website, www.usconstitutionmuseum.org, for much more info.

— jr



Smoke on the water: In this painting by Michel Felice Corne (1752-1845), 'USS Constitution' (left) and 'HMS Guerriere' pound each other in the opening days of the War of 1812. 'Constitution's' victory was the first major defeat of a British warship by an American one.

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