

# Latitude 38

VOLUME 394 April 2010

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Latitude 38

APRIL 2010

VOLUME 394





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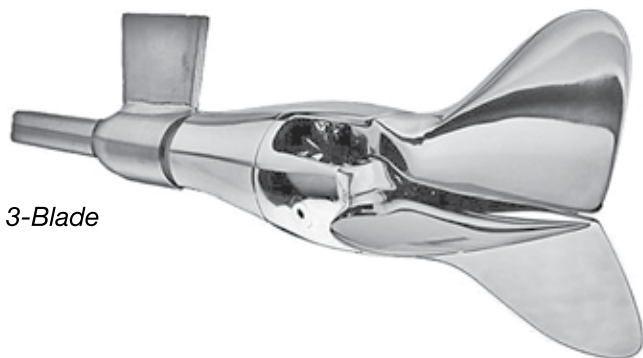
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Cover: 'Alchemy' navigator Artie Means snapped this photo from the end of the spinnaker pole during a peel in the '10 Vallarta Race.

Photo by: Artie Means

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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](mailto: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](http://www.latitude38.com/writers.html).



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"we go where the wind blows"

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## Non-Race

**Apr. 1** — Don't be a fool, go sailing!

**Apr. 1** — Moroccan Sailing Adventure by John Connolly at San Carlos West Marine, 6-7 p.m. Info, (650) 593-2070.

**Apr. 2** — Happy birthday to Island YC, celebrating 40 years of sailing fun! Info, [www.iyc.org](http://www.iyc.org).

**Apr. 3** — Marine Swap Meet at Alameda West Marine, 7 a.m.-2 p.m. Info, (510) 521-4865.

**Apr. 3** — Finding & Maintaining the Right One by Guy Stevens at San Carlos West Marine, 12-3 p.m. Reservations, (650) 593-2070.

**Apr. 4** — Have an Around-the-Bay Easter Egg Hunt.

**Apr. 4-25** — Intro to Sailing class by Sailing Education Adventures (SEA), Sundays 9 a.m.-4 p.m. Free for members. Info, [info@sfsailing.org](mailto:info@sfsailing.org) or (415) 775-8779.

**Apr. 4-25** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Apr. 5** — Tour the Golden State's Clipper Round the World Yacht Race entry *California* at San Francisco Marina, 10 a.m.-12 p.m. & 2-4 p.m. Info, [www.clipperroundtheworld.com](http://www.clipperroundtheworld.com).

**Apr. 6-June 1** — America's Boating Course by San Luis Rey Sail & Power Squadron at Oceanside YC, 6:30-9 p.m. Info, (760) 729-6034.

**Apr. 7** — Pete Rollason will talk about his role as skipper of *California* in the Clipper Round the World Race at GGYC, 5:30 p.m. \$10 donation benefits Friends of the (SF) Marina. Info, [Larry.White@sfgov.org](mailto:Larry.White@sfgov.org).

**Apr. 7-28** — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$13.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs' members welcome. More info under the 'Events' tab at [www.stfyc.com](http://www.stfyc.com).

**Apr. 8** — Rich Wilson will talk about the '08-09 Vendee Globe Race at Corinthian YC, 7 p.m. \$20. Info, [www.cyc.org](http://www.cyc.org).

**Apr. 8** — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 7:30 p.m. Info, [www.singlesailors.org](http://www.singlesailors.org) or (510) 233-1064.

**Apr. 8 & May 13** — Fishing Seminar Series at San Carlos West Marine, 6-7 p.m. Free. Reservations, (650) 593-2070.

**Apr. 10** — Opening Day Weekend on the South Bay. Boat parade, blessing of the fleet, live music, exhibits and fun for the whole family. Info, [www.southbayopeningday.org](http://www.southbayopeningday.org).

**Apr. 10** — Encinal YC's Nautical Flea Market, the largest in the East Bay, 6 a.m.-1 p.m. Breakfast, lunch and beverages available. Info, (510) 522-3272 or [www.encinal.org](http://www.encinal.org).

**Apr. 10** — Emeryville Marina's 3rd Annual Boaters Swap Meet, 9 a.m.-2 p.m. Info, (510) 654-6437.

**Apr. 10-May 1** — Boating Safety & Seamanship Course by USCGA Flotilla 12-3 on Yerba Buena Island, 8 a.m.-4 p.m. \$50 fee. Bruce Bennett, (510) 468-8013 or [uscga@att.net](mailto:uscga@att.net).

**Apr. 11** — Marine Swap Meet & Open House at Berkeley YC, 6 a.m. John, (510) 843-9292, [manager@berkeleyyc.org](mailto:manager@berkeleyyc.org) or [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Apr. 12-14** — Voyage Camp aboard Call of the Sea's 85-ft schooner *Seaward*. A Bay-bound training voyage for kids 13-16. The \$350 fee goes to support a great non-profit. Repeats July 26-28. Info, [www.callofthesea.org](http://www.callofthesea.org) or (415) 331-3214.

**Apr. 15, 1912** — The "unsinkable" *RMS Titanic* sinks after striking an iceberg on her maiden voyage across the Atlantic. Nearly 70% of the 2,223 souls aboard perish.

**Apr. 15** — Cruising the Coast by Capt. Ron Brown at San Carlos West Marine, 6-7 p.m. Free. Info, (650) 593-2070.

**Apr. 15-18** — Strictly Sail Pacific at Jack London Square. Back to sail-only, this year will feature used boats as well as new! Info, [www.strictlysailpacific.com](http://www.strictlysailpacific.com).



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## CALENDAR

**Apr. 16-17** — Cabo Marine Show in Cabo San Lucas. What better place to buy a boat than Land's End? Info, [www.cabomarineshow.com](http://www.cabomarineshow.com).

**Apr. 17, 1835** — Prominent financier and yachtsman J.P. Morgan, who cancelled his trip aboard the *Titanic* at the last minute, is born in Hartford, Connecticut.

**Apr. 17** — Opening Day on the Delta Boat Parade. Starts at noon in front of San Joaquin YC on Dutch Slough. Info, [www.sjyc.org](http://www.sjyc.org) or (925) 684-3407.

**Apr. 18** — Presentation by Bob and Jeanne Crawford, authors of *Black Feathers, A Pocket Racer Sails the Singlehanded TransPac*, at Golden Gate YC, 12 p.m. Brunch is \$10, the talk is free. Info, (415) 786-5558 or [vectormentnow@yahoo.com](mailto:vectormentnow@yahoo.com).

**Apr. 18** — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**Apr. 18** — Capital City YC's Nautical Swap Meet at Sacramento City Marina, 8 a.m.-1 p.m. Info, (916) 802-4448.

**Apr. 18** — Fishing Demo Day at San Jose West Marine. Free. Reservations, (408) 246-1147.

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

**Apr. 22** — Anchoring class by US Power Squadron at San Carlos West Marine, 6-7:30 p.m. \$30. Info, (650) 593-2070.

**Apr. 23-25** — Inaugural Tacoma (WA) Schooner Rendezvous at the Foss Waterway Seaport, 10 a.m.-6 p.m. Tour 15 schooners, enjoy booths, food and music. \$5 per person (kids under 12 free). Info, [www.tacomawaterfrontassociation.org](http://www.tacomawaterfrontassociation.org).

**Apr. 24** — Nautical Swap Meet & Port Supply Tradeshow at Sausalito West Marine, 9 a.m.-4 p.m. BBQ gets fired up at 11 a.m. Proceeds from BBQ and donations go to Spaulding Wooden Boat Center. Info & space reservations, (415) 332-0202.

**Apr. 24** — Spaulding Boat Center Open House, 10 a.m.-4 p.m. Find out more about Youth Apprentice Program and the *Freda* restoration. Info, [www.spauldingcenter.org](http://www.spauldingcenter.org).

**Apr. 24** — USCGA Boating Safety Course at San Jose West Marine, 10 a.m.-2 p.m. \$20 fee includes materials and lunch. Reservations, (408) 246-1147.

**Apr. 24** — Multihull Boat Show presented by Bay Area Multihull Assn at Coyote Point Marina in San Mateo, 12-6 p.m. Free rides on cats and tris all day. Info, [www.sfbama.org](http://www.sfbama.org).

**Apr. 24** — Boaters Swap Meet at Stockton SC, 8 a.m. Fuel up at a pancake breakfast, too. Info, [www.stocktonsc.org](http://www.stocktonsc.org).

**Apr. 25** — Opening Day on the Bay! Don't miss the blessing of the fleet in Raccoon Strait, 10:30 a.m.-noon (enter from the east). Info, [www.picya.org](http://www.picya.org).

**Apr. 25** — Santana 22 Rendezvous in Clipper Cove on Treasure Island. Low-key racing, raft-up and potluck. Gotta Tuna? Join them! Email Tom at [antrim27@aol.com](mailto:antrim27@aol.com) for info.

**Apr. 28** — Howl at the full moon on a Wednesday night.

**Apr. 29** — Line Splicing Workshop at San Carlos West Marine, 6-7 p.m. Free. Info, (650) 593-2070.

**May 6** — Cruising the Mexican Coast by Neal Dotem at San Carlos West Marine, 6-7:30 p.m. Info, (650) 593-2070.

**May 8** — Port Supply Tradeshow at San Carlos West Marine, 10 a.m.-p.m. Info, (650) 593-2070.

**May 16** — Marina Bay Yacht Harbor Boaters Swap Meet, 8 a.m.-noon. Info, (510) 236-1013 or [info@mbyachtharbor.com](mailto:info@mbyachtharbor.com).

**May 16** — Elkhorn YC Nautical Flea Market in Moss Landing. Come early for breakfast burritos, music, and fun. Starts at 7 a.m. Info, (831) 724-3875 or [eyc@elkhornyc.com](mailto:eyc@elkhornyc.com).

**May 22** — KFOG KaBoom Concert & Fireworks Show. A new location TBA soon. Info, [www.kfog.com](http://www.kfog.com).

**May 22** — Peninsula YC's Boaters Swap Meet at Docktown Marina in Redwood City, 7:30 a.m.-2 p.m. Info, (650) 369-4410 or [www.pycboating.org](http://www.pycboating.org).

**May 22** — 13th Annual Delta Loop Fest, the opening kick-



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52' Santa Cruz, '99, <i>Renegade</i> .....\$595,000	36' Jenneau, '97* .....\$105,000	34' D-Class Catamaran, <i>Rocket 88</i> .....\$38,000
52' Santa Cruz, '98, <i>Hula</i> .....\$575,000	35' J/109, '03* .....\$189,000	34' MJM 34z, '05* .....\$365,000
52' TransPac with IRC mods, '03, <i>Braveheart</i> *.....\$499,000	35' J/109, '04, <i>Crazy Diamond</i> .....\$160,000	34' Olson-Ericson, '89* .....\$47,500
48' J/145, Hull #9, '03* .....\$675,000	35' J/105, Hull #502, '02, <i>Grace O'Malley</i> .....\$115,000	33' J/100 Hull #160 demo .....\$149,000
44' J/44, '93, <i>Halcyon Days</i> *.....\$315,000	35' J/105, '02* ..... Just Listed \$99,000	33' J/100 Hull #9 2005 .....\$106,000
42' Custom Wylie, <i>Scorpio</i> .....\$169,000	35' J/105, Hull #347, '00, <i>Bald Eagle</i> .....\$109,000	33' J/100, Hull #5, '05, <i>Reddie Freddie</i> .....\$109,000
42' Beneteau First .....\$89,000	35' J/105, Hull #298, '00, <i>Chilaxn</i> .....\$109,000	32' J/32, <i>Independence</i> , '00 .....\$125,000
41' J/124, '07, <i>Fortuna</i> .....\$298,000	35' J/105, '99, <i>Life Is Good</i> * .....\$83,000	32' J/32, '97, in Alaska .....\$109,000
41' Passport, '90, <i>360</i> * .....Reduced \$224,000	35' J/105, Hull #103, '95, <i>Aquavit</i> .....\$89,000	29' MJM 29z, '07* .....\$269,000
40' J/122, '07, <i>TKO</i> ..... Just Listed \$469,000	35' J/35, '87, <i>Pacific Express</i> .....\$42,000	28' Alerion Express, '06* .....Reduced \$99,000
40' J/40, '86, <i>China Cloud</i> .....\$159,000	35' J/35, '84, <i>Blue Streak</i> * .....\$34,900	27' Antrim 27, '98, <i>Luna</i> ..... SOLD
40' X-119, '89* .....\$109,000	35' J/35, '84, <i>The Boss</i> * .....Reduced \$39,900	27' Choate, '97* .....\$13,900
40' Avance, '85, <i>Caribou</i> * .....\$139,500	35' 1D35, '00, <i>Great Sensation</i> .....\$84,900	
40' Olson, 1983, <i>Elka</i> .....\$79,000	35' 1D35, '01, <i>Yeofy</i> .....\$69,900	

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## CALENDAR

off to Andrus Island's summer season. Info, [www.deltaloop.com/loopfest.html](http://www.deltaloop.com/loopfest.html).

**May 22** — Pre-season Boaters' Event at San Diego Marine Exchange, Downwind Marine and Sailing Supply in San Diego, 9 a.m.-3 p.m. Info, [www.downwindmarine.com](http://www.downwindmarine.com).

**May 22-23** — Corinthian YC presents its annual Women's Sailing Seminar. Info, [www.cyc.org](http://www.cyc.org).

### Racing

**Mar. 29-Apr. 4** — BVI Sailing Festival & Spring Regatta, British Virgin Islands. One of the Caribbean's best regattas, which includes a huge bareboat fleet. A great way to spend a week-long charter. Info, [www.bvispringregatta.org](http://www.bvispringregatta.org).

**Apr. 3** — 29th Annual Doublehanded Farallones Race. BAMA, (510) 769-0309 or [www.sfbama.org](http://www.sfbama.org).

**Apr. 3** — Singlehanded #2. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Apr. 3** — Corinthian Challenge. CYC, [www.cyc.org](http://www.cyc.org).

**Apr. 4** — Frostbite Race #3. Elkhorn YC, [www.elkhornyc.com](http://www.elkhornyc.com).

**Apr. 6-May 18** — Free Pelican racing at the Cityfront's Aquatic Park every Tuesday, 5:30 p.m.-sunset. Info, [www.maritime.org/adult-classes.html](http://www.maritime.org/adult-classes.html) or (415) 292-6664.

**Apr. 10** — Bullship Regatta, the annual running of El Toros from Sausalito to the Cityfront. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**Apr. 10** — Spring Tune-Up Race, the mother of all beer can races. RYC, (510) 237-2821 or [www.richmondyc.org](http://www.richmondyc.org).

**Apr. 10** — SSS Corinthian Race, formerly known as the In the Bay Race. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**Apr. 10** — Mercury Series #2. EYC, [www.encinal.org](http://www.encinal.org).

**Apr. 10** — North Bay Challenge #1. VYC, [www.vyc.org](http://www.vyc.org).

**Apr. 10** — Don Wan Regatta, TYC. Ian Matthew, (415) 883-6339 or [race@tyc.org](mailto:race@tyc.org).

**Apr. 10** — Small Boat Jamboree. Elkhorn YC, [www.elkhornyc.com](http://www.elkhornyc.com).

**Apr. 10-11** — Resin Regatta for Melges 24s, Etchells, Express 27s, Alerion Express 28s and J/24s. SFYC, (415) 789-5647 or [www.sfyyc.org](http://www.sfyyc.org).

**Apr. 10-11** — J/Fest, one design and PHRF racing for the J/boat faithful. StFYC, (415) 563-6363 or [www.jfest.org](http://www.jfest.org).

**Apr. 10-11** — Camellia Cup on Folsom Lake, for centerboards, multihulls and keelboats. FLYC, [www.flyc.org](http://www.flyc.org).

**Apr. 11** — Spring Series #3. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Apr. 17** — Centennial Cup. EYC, [www.encinal.org](http://www.encinal.org).

**Apr. 17** — Summer Series #1. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Apr. 17-18** — BAYS Winter Opti Series #5. Info, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

**Apr. 17-18** — 38th Annual Rollo Wheeler Regatta. One design and PHRF buoy races on Saturday, pursuit race on Sunday. Bobbi, (925) 939-9885 or [bobbi@jfcbat.com](mailto:bobbi@jfcbat.com).

**Apr. 17-18** — Big Dinghy. RYC, [www.richmondyc.com](http://www.richmondyc.com).

**Apr. 18** — Estuary Cup-Ron Byrne Memorial Cup Club Race. EYC, [www.encinal.org](http://www.encinal.org).

**Apr. 18** — Frostbite #4. Elkhorn YC, [www.elkhornyc.com](http://www.elkhornyc.com).

**Apr. 23-25** — 63rd Newport to Ensenada Race, one of the largest international yacht races. Info, [www.nosa.org](http://www.nosa.org).

**Apr. 24** — YRA-OYRA Duxship. YRA, [www.yra.org](http://www.yra.org).

**Apr. 24** — YRA-WBRA Race. RYC, [www.yra.org](http://www.yra.org).

**Apr. 24** — 26th Annual Konocti Cup, a 26-mile marathon on Clear Lake. Info, [www.kbsail.com](http://www.kbsail.com).

**Apr. 24** — Small Boat Series #1. EYC, [www.encinal.org](http://www.encinal.org).

**Apr. 24** — Trans-Folsom Race on Lake Folsom. FLYC, [www.flyc.org](http://www.flyc.org).

**Apr. 24** — SBYRA Summer #1. Info, (650) 558-1549.

**Apr. 24-25** — Finn/Flying Dutchman Regatta. BVBC,



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## CALENDAR

[www.bvbc.org](http://www.bvbc.org).

**Apr. 24-25** — Commodore's Cup. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Apr. 25** — Spring Series #4. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**May 1** — YRA-WBRA Races. SYC, [www.yra.org](http://www.yra.org).

**May 1** — Otter Cup #1. Elkhorn YC, [www.elkhornyc.com](http://www.elkhornyc.com).

**May 1-2** — The 111th annual Great Vallejo Race, one of the biggest races on the Bay, which also serves as the YRA season opener. Info, (415) 771-9500 or [www.yra.org](http://www.yra.org).

**May 1-2** — MHRA Chico Classic on Black Butte Lake. For multihulls only. Info, [www.catamaranracing.org](http://www.catamaranracing.org).

**May 1-2** — San Diego Yachting Cup. Info, [www.sdy.org](http://www.sdy.org).

**May 2** — Spring Series #5. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**May 2** — Frostbite Race #5. Elkhorn YC, [www.elkhornyc.com](http://www.elkhornyc.com).

**May 8** — YRA-OYRA Full Crew Farallones Race. SFYC, [www.yra.org](http://www.yra.org).

**May 8** — Mercury Series #3. EYC, [www.encinal.org](http://www.encinal.org).

**May 8** — Doublehanded Long Distance Race #2. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**May 8** — Annual El Toro Flight of the Bulls, Foster City Boat Park. Info, [morrillgreg@aol.com](mailto:morrillgreg@aol.com) or [www.eltoroyra.org](http://www.eltoroyra.org).

**May 8** — Otter Cup Series #2. Elkhorn YC, [www.elkhornyc.com](http://www.elkhornyc.com).

**May 14-16** — Inaugural California Invitational Blind Sailing Regatta, hosted by Island YC on the Estuary. Info, [www.marinsailingschool.com/calinvite](http://www.marinsailingschool.com/calinvite).

**May 15-16** — BAYS Summer Series #1 for Optimis, Lasers, C420s & CFJs. SeqYC, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

**May 22** — 33rd Singlehanded Farallones Race, a local rite of passage. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**May 29** — Master Mariners Regatta, hosted by Encinal YC. A must for woody-philis. Info, [www.mastermariners.org](http://www.mastermariners.org).

**May 29-30** — 46th Annual Whiskeytown Lake Memorial Day Regatta. Two races each day for everything from Pelicans to Moore 24s. Info, [www.whiskeytownsailing.org](http://www.whiskeytownsailing.org).

**June 19** — The Singlehanded Transpac from SF to Hanalei. If you've been wanting to prove your mettle, this could be your year. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**July 5** — 16th Biennial Fun Race to Hawaii, aka the Pacific Cup. For details on the race and seminars, visit [www.pacificcup.org](http://www.pacificcup.org).

### Summer Beer Can Regattas

**BALLENA BAY YC** — Friday Night Grillers: 4/2, 4/16, 4/30, 5/14, 5/28, 6/11, 6/25, 7/9, 7/23, 8/6, 8/20, 9/3. Info, (925) 785-2740 or [race@bbyc.org](mailto:race@bbyc.org).

**BAY VIEW BOAT CLUB** — Monday Night Madness Spring: 4/19-5/3, 5/17, 5/31, 6/14, 6/21 (make-up). Arjan Bok, (415) 864-4334 or [bayviewracing@sbcglobal.net](mailto:bayviewracing@sbcglobal.net).

**BENICIA YC** — Thursday nights: 4/1-6/24, 7/8-8/26, 9/9-9/30. Grant Harless, (510) 245-3231 or [harlessgrant@sbcglobal.net](mailto:harlessgrant@sbcglobal.net).

**BERKELEY YC** — Every Friday night: 4/2-9/24. Bobbi, (925) 939-9885 or [bobbi\\_john@jfcbat.com](mailto:bobbi_john@jfcbat.com).

**CAL SAILING CLUB** — Year-round Sunday morning dinghy races, intraclub only, typically in Laser Bahias and JY15s. Email Gary and Alistair at [racing\\_chair@cal-sailing.org](mailto:racing_chair@cal-sailing.org).

**CORINTHIAN YC** — Every Friday night: 4/9-9/3. Donal Botkin, (415) 497-5411 or [racing@cyc.org](mailto:racing@cyc.org).

**COYOTE POINT YC** — Every Wednesday night: 4/7-10/27. Torin Knorr, (650) 863-2570 or [regatta@cpyc.com](mailto:regatta@cpyc.com).

**ENCINAL YC** — Friday Night Spring Twilight Series: 4/16, 4/30, 5/14, 6/4, 6/18. Victor Early, (510) 708-0675





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## CALENDAR

or [rearcommodore@encinal.org](mailto:rearcommodore@encinal.org).

**FOLSOM LAKE YC** — Every Wednesday night: 5/5-7/7 & 7/21-9/22. Info, [www.flyc.org](http://www.flyc.org).

**GOLDEN GATE YC** — Friday nights: 5/14, 5/28, 6/11, 6/25, 7/9, 7/16, 7/30, 8/13, 8/27. Mont McMillen, (209) 481-5158 or [ggycracedeck@aol.com](mailto:ggycracedeck@aol.com).

**ISLAND YC** — Friday Night Spring Twilight: 4/23, 5/7, 5/21, 6/11, 6/25. John New, (510) 521-2980 or [iycracing@yahoo.com](mailto:iycracing@yahoo.com).

**LAKE TAHOE WINDJAMMERS YC** — Every Wednesday night: 5/19-10/13. Pete Russell, (775) 721-0499.

**LAKE WASHINGTON SC** — Every Thursday night: 5/6-8/26. Roy Pitts, (530) 908-7160 or [rpitts@ucdavis.edu](mailto:rpitts@ucdavis.edu).

**LAKE YOSEMITE SA** — Every Thursday night: May-August. Steve Eyberg, [seyberg505@sbcglobal.net](mailto:seyberg505@sbcglobal.net).

**MONTEREY PENINSULA YC** — Sunset Series, every Wednesday night: 3/10-9/29. Ray Ward, (831) 659-2401.

**OAKLAND YC** — Wednesday Night Sweet 16 Series: 5/5-6/23 & 7/28-9/15. John Tuma, (510) 366-1476 or [j\\_tuma@comcast.net](mailto:j_tuma@comcast.net).

**RICHMOND YC** — Wednesday nights: 4/7, 4/21, 4/28, 5/5, 5/19, 5/26, 6/2, 6/16, 6/23, 6/30, 7/7, 7/14, 7/28, 8/4, 8/11, 8/18, 8/25, 9/1, 9/15, 9/22, 9/29. Eric Arens, (510) 841-6022 or [ericarens@comcast.net](mailto:ericarens@comcast.net).

**ST. FRANCIS YC** — Wednesday Night Series: 5/5-6/30 & 8/4-8/25. Thursday Night Kiting Series: 4/15, 4/29, 5/13, 5/27, 6/10, 6/24, 7/15, 7/29, 8/12, 8/26, 9/6, 9/23. Friday Night Windsurfing Series: 4/16, 4/30, 5/14, 5/28, 6/11, 6/25, 7/16, 7/30, 8/13, 8/27, 9/10, 9/24. John Craig, (415) 563-6363 or [racemgr@stfyc.com](mailto:racemgr@stfyc.com).

**SANTA CRUZ YC** — Wet Wednesdays: 3/17-11/3. Greg Haws, (831) 425-0690 or [greg@scyc.org](mailto:greg@scyc.org).

**SAUSALITO YC** — Tuesday Night Spring Sunset Series: 4/27, 5/11, 5/25, 6/8, 6/22. John Mount, (415) 509-8381 or [race@syconline.org](mailto:race@syconline.org).

**SEQUOIA YC** — Every Wednesday night: 4/7-10-13. Steve Holmstrom, (650) 400-8584 or [steve@toothvet.info](mailto:steve@toothvet.info).

**SHORELINE LAKE AQUATIC CENTER** — Catalina 14.2 racing every Thursday night during Daylight Saving Time. Laser Racing every Wednesday night, May-October. John Stedman, (650) 940-9948 or (650) 965-7474.

**SOUTH BEACH YC** — Friday Night Series: 4/23, 4/30, 5/7, 5/21, 6/4, 6/18, 6/25, 7/16, 7/23, 7/30, 8/6, 8/20, 8/27. Info, [rearcommodore@sbyc.org](mailto:rearcommodore@sbyc.org).

**STOCKTON SC** — Every Wednesday night: 6/2-8/25. Phil Hendrix, (209) 598-4415 or [regatta10@stocktonsc.org](mailto:regatta10@stocktonsc.org).

**TAHOE YC** — Wednesday Night Beer Can Series: 6/2-9/1. Monday Night Laser Series: 5/31-8/30. Darren Kramer, (530) 581-4700 or [www.tahoeyc.com](http://www.tahoeyc.com).

**TIBURON YC** — Every Friday night: 5/21-8/27 & 9/10. Ian Matthew, (415) 883-6339 or [ian.matthew@comcast.net](mailto:ian.matthew@comcast.net).

**VALLEJO YC** — Every Wednesday night: 4/14-6/23 & 7/7-9/29. Gordon, (530) 622-8761 or [fleetcaptainsail@vyc.org](mailto:fleetcaptainsail@vyc.org).

### Mexico and Beyond

**Apr. 1-6** — Sea of Cortez Sailing Week is back! Sailing, hiking, volleyball, more sailing, pot lucks, snorkeling, T-shirts, more sailing, lay days, instant friends, and of course, more of the most fabulous sailing you will find. Entry fee of \$25 is a tax deductible donation to Fundación Ayuda Niños (Foundation for Helping Children). We limit the number of entries to ensure room for the entire fleet on the infamous cocktail cruise aboard *Profligate*. To enter email [patsyfish@gmail.com](mailto:patsyfish@gmail.com).

**Apr. 8-11** — La Paz Bay Fest. This will be the fifth year for





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Over the years, Kim has come to know the ins-and-outs of boat building and repair like no other. He owned North Coast Yachts for 20 years, building custom sloops, fiberglass racer-cruisers, and a bunch of Wylie Wabbits. For the last twelve years, Kim was a Yard Manager at KKMI boatyard in Point Richmond, where many customers will remember

him for his honesty, integrity and the extraordinary care and attention he gave them and their boats.

If you're a member of the St. Francis Yacht Club, the Richmond Yacht Club or the Inverness Yacht Club, you've probably seen Kim on the racecourse, or advising cruisers and day-sailors how to be better sailors, improve their boat's performance, and keep their boats in great shape.

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# CALENDAR

this descendant of the (in)famous La Paz Race Week. An event for cruisers that includes races, potlucks, cruising seminars and other fun activities for the family. More info on Bay Fest will soon be found at [www.clubcruceiros.org](http://www.clubcruceiros.org).

**Apr. 30-May 2** — Loreto Fest and Cruisers' Music Festival. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers for a chili cook-off, dinghy races and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit [www.hiddenpartyachtclub.com](http://www.hiddenpartyachtclub.com).

**June 18-20** — Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe racing. Info, [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).

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

### April Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
4/03Sat	0241/5.9	0931/-0.4	1654/4.2	2125/2.8
4/04Sun	0328/5.5	1030/-0.1	1811/4.1	2237/3.1
4/10Sat	0354/1.6	0951/4.6	1551/0.9	2235/5.1
4/11Sun	0432/1.2	1040/4.7	1625/1.0	2258/5.3
4/17Sat	0121/5.9	0806/-0.7	1527/4.2	1948/2.7
4/18Sun	0201/5.8	0854/-0.7	1628/4.1	2038/2.9
4/24Sat	0247/1.3	0851/4.8	1448/0.4	2141/5.7
4/25Sun	0341/0.5	1000/4.8	1536/0.7	2218/6.0

### April Weekend Currents

date/day	slack	max	slack	max
4/03Sat	1154 2344	0137/2.3F 1455/3.0F	0425 1824	0747/4.3E 2025/1.7E
4/04Sun	1258	0231/1.8F 1607/2.6F	0517 1930	0840/3.8E 2126/1.3E
4/10Sat	1139	0234/2.7E 1436/3.3E	0559 1816	0855/2.7F 2117/3.1F
4/11Sun	0010 1226	0300/3.2E 1513/3.3E	0637 1850	0933/3.0F 2143/3.1F
4/17Sat	1022 2155	0023/2.5F 1326/3.3F	0302 1700	0638/4.7E 1913/2.1E
4/18Sun	1114 2244	0106/2.2F 1419/3.1F	0340 1759	0725/4.5E 2005/1.8E
4/24Sat	1045 2317	0123/3.3E 1338/3.7E	0500 1715	0752/3.0F 2016/3.7F
4/25Sun	1149 2356	0213/4.1E 1433/3.7E	0552 1802	0850/3.6F 2059/3.7F



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For information on April 2010 ASA sailing classes and our unlimited-sailing membership, visit [www.TradewindsSailing.com](http://www.TradewindsSailing.com).

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Apr 11,17,18  
Apr 17,18,24  
Apr 18,24,25  
Apr 21,22,23  
Apr 24,25 & May 1  
Apr 25 & May 1,2

### Basic Coastal Cruising (103) - \$845

Apr 14,15,16  
Apr 18,24,25  
Apr 24,25 & May 1  
Apr 26,27,28  
May 1,2,8  
May 15,16,22

### Bareboat Chartering (104) - \$1045

Apr 25 & May 1,2  
Apr 28,29,30  
May 16,22,23  
May 26,27,28  
June 19,26,27  
June 21,22,23



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Jackets (Men's or Women's) - \$89

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## LETTERS

### ↑↓ HEAR YE, ALL 20- AND 30-SOMETHINGS

I'm a 29-year-old woman from Boston who has been sailing for almost three months now. The first conversation I had after showing up at Downwind Marine in San Diego was with Patty, and it went like this:

"Oh, you're new? Then you need this," she said, handing me a copy of *Latitude 38* from a stack.

"What's this?" I asked.

"It's the bible," she responded.

And she was right. I am picking up so much information from *Latitude* — from sailing terminology to places to visit, people to know, safety issues, weather stuff, anchorages and so much more.

You see, I'm a city girl who decided to seek out adventure and new friends. I've found it in sailing and cruising. And frankly, I want to spread the word to all the 20- and 30-somethings out there that I feel I've discovered a treasure more people my age need to find. Get off the couch and go travel!

I found that getting way into sailing wasn't hard at all. Thus far, I've been lucky enough to get a bar-napkin lesson from a legendary yacht designer in San Diego; sit three boats over from a circumnavigator who was featured in *Latitude* last year, putting 'circumnavigation' on my Bucket List; watch an expert build a boat on Shelter Island; crew on *Blue Blazes*, Dennis Conner's old R/P 50 and winner of the Puerto Vallarta Race a few years back, in the fantastic MEXORC; do Zihua SailFest; and cruise the mainland coast of Mexico.

In my first few months of cruising — I flew to Puerto Vallarta to get on a boat — I've been fortunate enough to see and/or experience Yelapa's 100-ft waterfall, hundreds of jumping dolphins in Banderas Bay, two days of sailing in 30-knot winds, pristine beaches, empty anchorages, and my first overnight passage. From all of this I quickly found respect for the ocean I've been so curious about.

And there's been plenty of the adventure that I was looking for, from racing — which I love — on a top-flight racing boat to the tsunami scare. I was in Zihua at about 10 a.m. when I



SARAH MILLER

*Being at sea is a long way from downtown Boston.*

learned the tsunami was expected to hit in less than half an hour. I informed the folks in the office at Ixtapa Marina — who didn't know anything about it — then headed for the hills! I planned to spend the day in the elevated jungle, but I happened upon a resort with a view of Zihua Bay. From there I was able to see boats weigh anchor and head out to sea. The water at Los Gatos Beach rose 15 feet, then fell 15 feet, within a period of four minutes. Before it was over, several fingers broke free from the docks in Marina Ixtapa, and one wave washed over the famous basketball court in Zihua Centro. No one was hurt in Zihua, but my heart goes out to all the people of Chile.

And I had a blast at this year's SailFest in Zihua! There were parties at Rick's Bar, the 20-boat parade, the Round-the-Rock Race, and the Chili Cook-Off — and all were big successes. Pamela Bendall of the British Columbia-based Kristen 46 *Precious Metal* was so energetic and enthusiastic that she drew crowds all week. All the money raised — last year it was \$45,000 U.S. — went to local schools for kids who





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## LETTERS

probably wouldn't otherwise get an education

One of the great things about doing SailFest is that I got to meet so many wonderful active cruisers, such as Bernard Slabeck of the San Francisco-based Freedom 36 *Simple*



COURTESY SARAH MILLER

**"Get your ass to Mexico," says Sarah's newest friend.**

*Pleasures*, Mark Scarretta of the Oregon-based Lagoon 380 *Younger Girl*, Bill Lilly from the Long Beach-based Lagoon 470 *Moontide* — who had a crew of 14 for the race — Pete Boyce of the Tiburon-based Sabre 42 *Edelweiss III*, Ed and Betty of the Alaskan-based Rafiki 41 *Dolphin*, Marv and Arty Dunn of the Portland-based Peterson 44 *Odyssey*, the ever-welcoming Memo at Rick's Bar, and my new boat-mate Adam, 23, who is also new to sailing. They're all my friends now. I'm so psyched to have been a part of SailFest with these

folks, as we pretty much took over Zihua for a week, and made other friends everywhere we went.

As I've sailed the coast of Mexico, one of the coolest things has been reading *Latitude* and coming across the names of people I've met. At least 10 times I've read an article and gone, "Wait, I know that person!" The sailing world seems smaller than I would have guessed.

I'm currently crew on the Beneteau 41 *Shannon* from Portland, and found that getting on a boat wasn't difficult. And not only did I find a captain who is respectful and inspiring, but one who is a boatload of fun, too!

Having been attached to my cell phone for so many years, it's been great to leave it behind and just carry a handheld VHF.



COURTESY SARAH MILLER

**Sarah has made new friends — like Shay and Matt — during her journeys.**

For a city girl like me, giving up the cell phone has been a big deal! But spending the last five weeks in serene cruising environments far from the city lights has made me realize something important. There is no reason I should waste my time with people who do nothing but sit back and complain, not when I can spend time in wonderful places with people who have positive outlooks.

To all the sailors I've met out here so far, what a crazy-cool world you are part of! The rewarding lifestyle you've become accustomed to leads to marvelous experiences and is an incredible, exciting way to explore the world. So nice job to all those who have paved the way. I'm looking forward to more sailing adventures — and maybe I'll even see you at this fall's Ha-Ha with my 'bible' and guitar in hand.

We'll be sailing to El Salvador and Costa Rica next. I'll be scouring the pages of *Latitude* and all sorts of books for more sailing and other information along the way.

Sarah Miller  
Boston, MA

*Sarah — Thanks for all the very kind words.*



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## LETTERS

We think you're right, that lots of 20s and 30s are really missing out. There are lots of attractions in the big cities, but there are many more out in nature, too. Just check out this month's Changes to see what Tristan and Mindy Nyby, both the same age as you, have been doing. And in the case of single women who want to go cruising, we think you'd agree that the cruising community provides a big safety network in which you have a countless number of 'big brothers' and 'big sisters' ready to offer you any support that you might need.

### ↑↓ CUBA'S EASIER TO CRUISE THAN THE U.S.

With regard to your March 3rd 'Lectronic item about a Ha-Ha vet having sailed to Cuba, maybe you're correct from a U.S. citizen's point of view. But I suggest that you peep into U.S. Homeland Security rules and regulations regarding visiting foreign yachts — even European Union-registered yachts — when they travel within the U.S. Then complain about Cuba.

I'm sorry to say, I prefer Cuba. At least it's much cheaper when the officer declines to receive my notice of movement.

Henry  
Planet Earth

Henry — You completely missed the point of that item. Our primary beef is not with the Cuban government, but with the United States government, which for some reason believes it has the right to decide which countries its citizens may visit.



CHUCK E. CHEEZ

Hey, Obama, Uncle Fidel says "There is no problem without a solution."

Their enforcement vehicle is the Treasury Department's prohibition on U.S. citizens' 'rading with the (so-called) enemy. Individuals may face fines of up to \$250,000 and 10 years in prison — although those who have flouted the prohibition in the last year have

been studiously ignored by the Justice Department. President Obama's contribution to the already ridiculous policy has been making it legal for only Cuban-Americans to travel freely to Cuba. It's deliciously ironic, isn't it, that the first African-American president has granted special travel privileges to just one ethnic group?

Yes, we're aware that the United States government doesn't make it particularly easy for foreign boats to visit. We presume that's either because they don't want our otherwise air-tight borders to become porous, or because foreigners have a well-deserved reputation for being lousy tippers.

If you prefer cruising in Cuba to the United States, that's fine, but it's really a case of comparing apples and oranges. And remember, it also means saying that you prefer cruising — and to a tiny extent, supporting — a country that doesn't permit its citizens freedom of speech, freedom of thought, freedom of assembly, freedom to travel, the chance to mix freely with foreigners — or anything else that isn't specifically sanctioned. So cruise where you want, but we say, Vivá the counter-revolution!

Update: The day before we went to press, we received an email from our old buddy, José Escrich, Commodore of the Hemingway International YC of Cuba. In addition to offering a formal welcome to all Latitude 38 readers who might visit the yacht club just outside of Havana, Commodore Escrich wants



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## LETTERS

everyone to know that the [www.cubaseas.com](http://www.cubaseas.com) website is now up and running, and he'll be writing a blog to answer questions concerning the facilities and nautical activities available to all vessels that call on the club. In addition, the site also has a video of the presentations he made at the International Superyacht Society and the Seakeepers Society during the Miami International Boat Show. Among other things, the site contains the most detailed information we've ever seen about which Americans are allowed — by the American government — to visit

CHUCKLES D. KLOWN



An unidentified 'revolutionary' shares cervezas and chuckles with Cuban officials.

Cuba. It must have taken 100 D.C. lawyers to concoct such a thing. Anyway, the site is great, so check it out!

### ↑↓ NOT THAT THERE'S ANYTHING WRONG IT

Your magazine printed my name as 'Edgay Parker' of the SC27 *Poopsie*, when it identified me as the winner of Class 7 in the Doublehanded Farallones Race of '08. My legal name is Edgar Randolph Parker IV. I would appreciate it if your magazine could print my name correctly, and print an apology for the mistake.

Randy Parker IV  
aka 'JR of Santa Cruz'  
Santa Cruz

JR — We're more than happy to comply with your request — and offer our sincere apologies to you and anyone else whose name or boat name gets misspelled in the magazine. For the record, sometimes the mistakes in the spelling of names are made on our end, but often times they are made because they are spelled that way in the official results.

But it's 2010. Are you telling us that you just now got around to reading that issue?

### ↑↓ DON'T EXPECT THE USCG TO SAVE YOUR ASSETS

I'm the owner of Pacific Salvage, the Santa Cruz-based company that removed the wreck of the Catalina 36 *JoJo* from Stillwater Cove.

COURTESY JOJO



'JoJo' was lost in Stillwater Cove last October.

I have read the articles and letters to the editor about how the Coast Guard responded to *JoJo's* call for help and how the boat was lost. The demise of the *JoJo* certainly was a disaster. But the episode clearly makes a point that the Coast Guard is a life-saving service, not an asset-saving service. And the letters on the subject indicated that lots of mariners are under the false impression that the government will bail out their assets when things go wrong.

It reminds me of the case of a mariner whose boat broke down about 15 miles off the coast of Monterey. He was informed that the law prevents the Coast Guard from competing with private salvage companies, and was referred to our





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# LETTERS

towing division, Vessel Assist Monterey. The mariner didn't like the idea that the government wouldn't save his asset, refused our service, and forced the Coast Guard to come and get him. When he got to the dock, he was cited for the reckless endangerment of his guests because he didn't have a working VHF on his boat. And he was ultimately given a civil assessment of about \$15,000 for the misuse of government resources.

For those who think the Coast Guard should save assets as well as lives, imagine how bad a day it would be if your boat were sinking and the Coast Guard couldn't come to get you because they were busy with some non-life-saving activity.

I would hope that all of us mariners would applaud the Coast Guard for their due diligence in their primary goal of saving our butts.

And remember that liability and towing insurance are the mariners' best buddies when things go wrong.

Capt. Chelsea Wagner

Owner, Pacific Salvage Inc./Vessel Assist Monterey Bay  
Dive Master, Marine Salvage Master,

USCG 100 Ton Master  
Santa Cruz

## ↑↓ DOWN IN THE DUMPS ABOUT DELTA DOO DAH DEUX

I tried to sign up for *Latitude's* Delta Doo Dah Deux, but no cigar, as the event was already fully subscribed. I'd been waiting for a year to sign up for the event, but was out of town for 24 hours, long enough to miss the announcement for sign-ups and have all the slots be taken. I'm very bummed, and want to know if there is a waiting list or some other way to get in on the Delta trip.

Bob Lesnett

*Jelly Bean*, Catalina 36  
Novato

*Bob* — Since we increased the number of entries from 30 to 50, we were as surprised as you that the event 'sold out' in just 12 hours. We hate to say it but, as we already have 15 people on the waiting list, there appears to be very little hope for anyone who missed signing up. But that doesn't mean you can't get a group



JAY HICKMAN

of friends together to go explore the Delta on your own. And if you time it just right, you might even bump into a wild-and-rowdy group of Doo Dah'ers along the way! Regardless, you can keep up with the planned goings-on at [www.deltadoodah.com](http://www.deltadoodah.com).

**It may be too late to join the Doo Dah, but it's never too late to enjoy the Delta.**

For the record, the publisher of *Latitude* wants everyone to know how thrilled he is that the Delta Doo Dah — sort of an ultra-mini Baja Ha-Ha — was conceived and has been managed entirely by *Latitude* staff members Christine Weaver, LaDonna Bubak and John Arndt. It's their baby, which makes us feel like a proud grandparent.

## ↑↓ TOO BIG NOT TO FAIL?

After years of saving and taking care of other business in life, I'm getting ready to buy a cruising boat. I always thought I'd get something in the 40- to 45-ft range that's less than five years old. But while searching the internet, I've come across

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## LETTERS

several very interesting boats in the 65- to 75-ft and even larger range. Most of them are 20 or more years old, so they may have some maintenance issues. But what's attracting me is the thought of owning a pretty cool, big boat, and getting her for not much more than the price of the 45-footers I've been thinking about.

Knowing that *Latitude* previously owned an Ocean 71 for a number of years, I'm wondering if you could give me some guidance.

Ken Thompson  
Chicago

*Ken — Unless money is no object and/or you get to pay your boat bills with before-tax dollars, we'd suggest that you think long and hard before opting for the bigger, older boat. We can't tell you how many folks we know who have gone 'big', and came to view it as, at least, a great challenge, and at worst,*



**For cruising, Frank Robben gave up the stunning — and expensive — 73-footer 'Kialoa II' for a humble Peterson 44.**

*a terrible mistake. Boats grow in size exponentially, as do boat problems, boat expenses and crew issues. So it doesn't surprise us that after Paul and Susan Mitchell lost their 58-ft schooner White Cloud in the Coral Sea, they replaced her for the remain-*

*ing 20 years of their circumnavigation with Elenoa, a 36-ft steel cutter. Frank Robben of Berkeley, who did a bunch of races to Hawaii and went around the world at least once with the 73-ft aluminum Kialoa II, now cruises a Peterson 44 with his wife. And as you'll read later in Letters, John Campion's new cruising boat is going to be based on a Wilderness 40 hull that is 27 feet shorter than the 67-ft Merlin he used to own. The list goes on and on.*

*The Ocean 71 was an historic design, and our Big O was a fabulous boat. We had the time of our life owning her for 11 years, and for trips from the Caribbean to California and California to Turkey and back to the Caribbean. But owning her was a challenge in two respects. First, financially. Big boat bills are really big. In part because everyone assumes that the owner of a big boat can afford big bills. Plus, modern boats are so much easier to sail than older boats because they come with all sorts of effort-saving equipment — such as roller furling mains and electric winches — which weren't common 20 or 30 years ago. And if you have to go to the expense of fitting an old boat with all the good, new stuff — or repairing or replacing things like the windlass, sails, winches, cushions and so forth — you'd better have a spot on the Forbes 500. It's our understanding that the Canadian gentleman who bought Big O spent nearly seven times as much refitting her as we did buying her. Fortunately, it's also our understanding that he's had an unusually lucrative specialized charter business with her. But most boatowners can't count on that kind of cash flow.*

*For us, the real downside in owning a bigger, older boat was that she was hard to sail — let alone maintain — without several crew, most of whom naturally wanted to be paid. Not only is having paid crew very expensive compared to not having paid crew, but there are the inevitable compatibility and retention issues. If your boat is your home, there is a good chance*



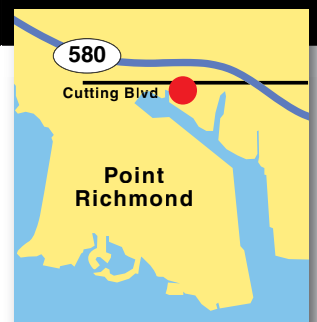


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## LETTERS

you won't feel as comfortable on her when you have to share her with others, particularly if there are major age differences as well as tastes in food and music. Secondly, paid crew are understandably always looking for higher paying gigs, so just after they become familiar with the idiosyncrasies of your older boat and her older gear, they are likely to be off to greener pastures. That means you not only can be left in the lurch, but will have to find new crew and train them in the peculiarities of your older boat.

For these reasons, when we finally decided to replace Big O, considerations #1, #2 and #3 for the new boat were the ability to enjoy it without having to rely on crew. Because of that, we've always felt as though we've owned Profligate, whereas with Big O, we sometimes had the unpleasant feeling that she owned us. Lots of owners of older big boats know the feeling, so don't be surprised if you see them wandering around looking for a shoulder to cry on while owners of smaller boats are going sailing.

As a very general rule, we'd recommend boats under 50 feet — if not under 40 feet — and less than 15 years old. That will generally get you a boat that is capable of taking you anywhere, and if she's been properly maintained, her systems and gear should still be in reasonably good shape.

Lastly, all boats have to be sold sometime, and the number of people looking to buy big, old boats is very small. The money you'd have to spend in berthing bills over the two or three years it might take to sell the big oldie would likely be enough to have bought a good 45-ft boat. No wonder so many older big boats either deteriorate to derelicts or, if still in good shape, end up being donated rather than being sold.

In summary, you might want to remember the immortal words of Antonio des Mortes, our Basque captain on Big O: "Sailboats are like the beautiful, beautiful breasts of the womens; is not necessary for them to be so very big for the captain to enjoy himself."

### ↑↓ **THE FLYING MOORE 30**

In the mid-'80s, I was racing aboard an Olson 30 when I saw a sailboat *Fly* — pardon the pun — fly past us. Someone told me that *Fly* was a Moore 30. She was a trailerable boat with deck wings that folded out. Can you tell me how many were built and what happened to them?

Curt Moore  
Elk Grove



**The Moore 30, a daring boat for its time, was designed by Gary Mull of Berkeley.**

Curt — We emailed Ron Moore for the straight scoop, but he was so busy working in the boatyard that Martha Lewis, his wife of 32 years, wrote the following response:

"I am responding on what is Ron's 65th birthday — can you believe it? He's still very involved in sailing, and we have developed Moore Sailboats into a composites business that is now involved with a number of different projects. For example, we're currently involved with John Champion's new cruising boat. The former owner of the 67-ft Merlin has got a Wilderness 40 hull that he wants to make into a cruising boat.



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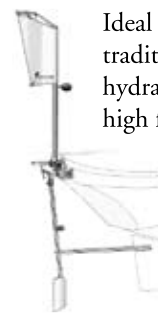
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## LETTERS

"I can't believe how many years have passed since Ron built the 30s. We built a total of seven of them. Ron didn't destroy the molds until just last year. It was very hard for him to do. When we decided to build the 30, we were going to have either Gary Mull of Berkeley or Bruce Farr of Annapolis design it. Ultimately, we decided to go with Gary because he was local. Remember, it was the mid-'80s and it wasn't so easy or inexpensive to communicate with the East Coast. Gary was a real talent and a great friend who died too young. At the time, he was very busy with the America's Cup design for Tom Blackaller's St. Francis YC syndicate, so the Moore 30 often got put on the back burner. But Gary was still the right man for the job."

We were curious as to where the seven Moore 30s went after being built, so we called Ron to find out. "One went to San Diego, one to the Bay Area but it ended up back east, and two went to Corpus Cristi," he told us. "There's another in Tahoe that's in the process of being highly modified by a couple of old Moore 24 sailors." Keep an eye out in a future edition of *Latitude* for details on this project, but in the meantime, if you have any idea where all the Moore 30s are now, email richard@latitude38.com.

### ↑↓ UPDATE YOUR NAV EQUIPMENT SOFTWARE

A few weeks ago, I noticed that the Autohelm on *The Taproom*, my Catalina 42, was not maintaining the waypoint that I'd selected on my Raymarine C-80 chartplotter. When solely engaged, the autopilot seemed to be working fine. I figured that maybe I had a connection problem between the two.

During my haulout at KKMI, I expected to hear the electronics technician tell me that something was broken and the fix would be \$X,XXX. Imagine my surprise and delight when I was told it would only be \$XX. The ability of my autopilot to talk to my chartplotter was affected by changes to the U.S. WAAS (Wide Area Augmentation System) system.

It seems that around the end of '08 and beginning of '09, the FAA decommissioned two WAAS GPS satellites — PRN 122 and PRN 134 — and activated two replacements — PRN 135 and PRN 138. The problem is that the WAAS firmware in certain Raymarine — and perhaps other brand — navigation products does not recognize these new satellites. KKMI's tech just needed to upload some new software, something he'd been doing for a lot of customers.

All software updates and instructions are posted in the customer support section of [www.raymarine.com](http://www.raymarine.com). You can easily download the free update file to a compact flash drive and do your own upload to the chartplotter. But I just wanted to make sure people were aware of the problem.

Harley Gee  
*The Taproom*, Catalina 42  
Richmond YC

Harley — Thanks for the heads up.

### ↑↓ A BRIEF HISTORY OF THE AMERICA'S CUP

Here's my brief history on the America's Cup:

In 1851, John Cox Stevens, who happens to have been a great-great uncle of mine as well as the founder of the New York YC, put together a syndicate to build the schooner *America*. She sailed to England with the hope that syndicate members could make some money by gambling on her in yacht races. But the syndicate members were true sportsmen, too, so they wanted to race their sleek new schooner against the best-paying match they could find.

When they sailed into the Solent with just their delivery sails, the *America's* speed so impressed the Englishmen that the syndicate had a difficult time finding a suitable match.



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## LETTERS

After a few weeks passed, they entered a regatta that was open to all comers. The rest is history.

The America's Cup is America's oldest sporting trophy. I think that we in the Bay Area should feel honored to have the



CURRIER & IVES

*From the 'America' to BMW Oracle's 'USA', there's been a lot of technological ground covered.*

the chance to host the Cup here. The Cup has history and tradition, and this should be acknowledged by having it here. I think that all the obstacles could be overcome if there is a will. We have one of the best sailing venues

in the world in the beautiful Bay. This is an opportunity not to be missed.

Steve Hocking  
Ohana, Beneteau 45F5  
Sausalito

*Steve — You hit the crux of the problem right on the head, to mangle an analogy, when you wrote "if there is a will." Our doubts on the event being held here are based entirely on the belief that the powers that be in our local and regional governments and government agencies do not have the will or capability of overcoming the obstacles. But we're still going to hope.*

### ↑↓ "WHAT ABOUT ME?"

If the America's Cup were to be held on San Francisco Bay, how would it affect *my* use of the Bay during Cup activities? Similarly, how much of the Bay would be off limits to the rest of us sailors?

John Thomas  
San Rafael

*John — Those are two excellent questions. Unfortunately, we can't give you any answers because as we write this no specifics have been released as to the kind of boats — monohulls or multihulls — that might be used in the next Cup, and where the courses might be. At this point we wouldn't be too worried, as we're pretty sure that the Coast Guard wouldn't grant the America's Cup exclusive use of a busy part of the of the Bay — except for perhaps the main event. In all the other places the America's Cup has been held, from Newport to Fremantle, the Cup courses did not significantly impinge on the interests of other mariners. We'd be surprised if that changed.*

### ↑↓ CATCHING CUP FEVER

I don't know about you, but 'Cup fever' is starting to get to me. If we're lucky enough for San Francisco Bay to be chosen as the venue, it would boost the economy here in Alameda like crazy and really put us on the map. Do you know, for example, there is a 'Where the hell is Alameda?' page on Facebook?

Jack, my late life partner, was a swimming pool contractor in Sacramento for 25 years before he moved to Alameda and sold sailboats with John Beery and later Roger Wales at Cruising World Yachts in Mariner Square. You can just imagine the trouble those three could get into! A graduate of King's Point Merchant Marine Academy, Jack loved sailing. He received his 60 Veterans Certificate at the San Francisco



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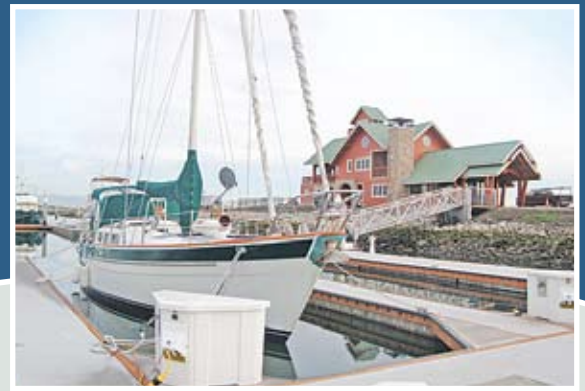
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## LETTERS

YC in October before he passed away of cancer. We had a Ranger 33 that Jack loved so much that when *Latitude* did a great write-up on the design, he had it framed.

I'm always wishing that Jack were still here for one thing or the other that he's missed. But, oh my God, to have the America's Cup on San Francisco Bay would be so great.

Carolyn Samit  
Alameda

### ↑↓HEY, LARRY! HERE'S AN IDEA FOR YOU

I'd like to see the America's Cup in Northern California, and think two courses should be used. Both courses would have the start and finish line between the Golden Gate YC and Harding, regardless of the wind direction. Course #1



*Would this be a good windward mark for the next America's Cup?*

would simply be to leave the Far-allon Islands to port. Course #2 would be to Treasure Island, Red Rock and back to the finish leaving Angel Island to port. For the big race, the courses would be alternated in

a best of seven series. I think it would be very interesting as it could result in some downwind flood starts along the Cityfront.

P.S. Still reading after all these years.

F. Smith  
San Francisco Bay

*F. — If your America's Cup came to fruition, it truly would be a designer's competition. But in automobile terms, it would be like trying to come up with a vehicle that was equally good in the Indy 500 and the Baja 1000.*

### ↑↓JIBE — AND ENGINE — HO!

You recently asked your readers how to start a boat's diesel if the starter battery was kaput. I haven't done it, but I once read about a guy who rigged a line through a series of blocks from the flywheel of his diesel to the boom. When he jibed the main boom, there was enough energy created to turn the flywheel fast enough to start the engine. Very clever!

If I were king, the next America's Cup would be in 80-ft monohulls with fixed keels, everyone on the boat would have to be from the country the boat raced for, the only electronic devices allowed would be one stopwatch, one compass and one knotmeter. In addition, there would be elimination trials for both the Defender and the Challenger, the AC would be the best of nine races, racing would be held in all conditions when the wind blew harder than five knots and less than 50 knots. The cost of each boat could not exceed 20% more than the average market value of a similar-sized boat.

Now let's put the fun back in the America's Cup and go sailing on San Francisco Bay!

Jim Hildinger  
Cadenza, Catalina 27  
South Lake Tahoe

*Jim — As fabulous as all the technology has been in the recent America's Cup races, we have to agree with the senti-*



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## LETTERS

*ment that it's divorced the crews from the boats and the natural forces of nature, thereby making the racing less human and less fun. If they are going to allow the use of engines on America's Cup boats again, perhaps each team should have to restart the engine at least once on every downwind leg by jibing the main with the line-from-the-boom-to-the-flywheel method. That would certainly reintroduce a human element.*

### ↑↓LET 'EM EARN IT!

The city of Newport, Rhode Island, wants the America's Cup to return there. If that's the case, I suggest they enter a boat in the next America's Cup, win it, and thus have the right to defend the Cup in their venue!

Howard Spruit  
Mokuakalana, Jar Cat  
Santa Cruz

*Howard — That would be the proper way to do it. Based on everything that's been said, the America's Cup is San Francisco Bay's to lose. Unfortunately, San Francisco is fully capable of doing just that. As for Newport and San Diego — and everywhere else that wants to host the Cup — we agree that they ought to get that right the old way — by earning it!*

### ↑↓HAVE A 'CUP'-HALF-FULL ATTITUDE

I beg to disagree with Dick Enerson's letter — and *Latitude's* editorial agreement — to the effect that it would not be possible to host a successful America's Cup on San Francisco Bay. I believe it is not only possible, but it could be the best Cup match ever. Here is a point-by-point rebuttal to Enerson's arguments, and the reasons that San Francisco Bay would be a great place to host the next Cup.

*The Bay is too small with too much ship traffic.* There are two parts to every America's Cup event. First, there is the challenger selection process which, prior to the last match, was known as the Louis Vuitton Cup racing. Second is the Cup match itself. The Louis Vuitton Cup could not be held in the Central Bay because there is not enough room and there is too much commercial traffic. But, it could be held in the wide water between the Bay Bridge and Candlestick Point. There is plenty of deep water and good breeze, and the cross currents would not affect the quality of the racing. Windward/leeward legs would be about 2-3 miles long, which would make for good racing with plenty of action and mark roundings. Commercial traffic is minimal in that part of the Bay. It is used now as an anchorage for ships waiting for berth assignments in the Port of Oakland. With a little cooperation from Vessel Traffic Service, these ships could be anchored away from the race courses and there would still be plenty of room left over.

The Central Bay is the only place to hold the match itself, and there could be windward/leeward courses from the middle part of the Golden Gate Bridge to a spot between Alcatraz and Angel Island. These legs would be a little shorter than what has been traditional, but shorter legs would be good for the racing and good for the Cup. The public gets bored with long legs that turn into drag races. Shorter legs with more mark roundings and more action would be good for television and spectator viewing. Of course, the backdrops around the Bay are superb for television, superior to the venues of any of the previous America's Cup events. Because the course would be in the dead center of the Bay, the currents would essentially be the same all over the course, and heading to the beach for current relief would not be an option. It would be pure match racing for the purists in the crowd. As we all know, the summer winds in the Central Bay are as reliable as Old Faithful,



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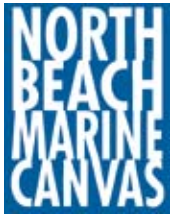
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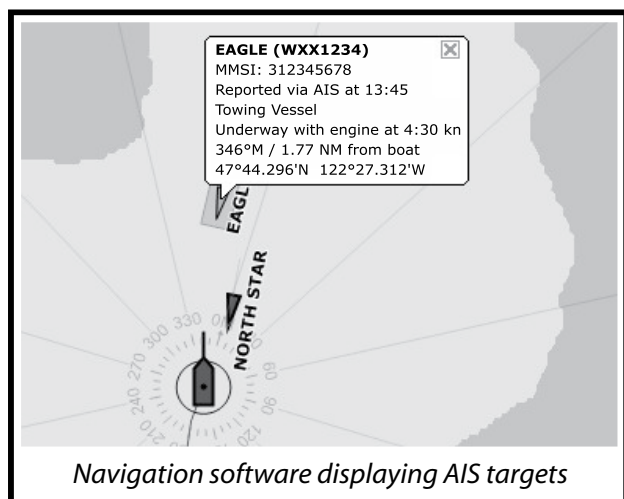
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## LETTERS

steadily blowing 15 to 25 knots every afternoon. Just what America's Cup teams want.

Since there can only be a maximum of nine races in the AC, commercial traffic would only have to be controlled on a limited number of days. This could be accomplished with a reasonable amount of cooperation from the Coast Guard and the Vessel Traffic Service. What would be really cool, is if the Coast Guard could be persuaded to install a new buoy just inside the Golden Gate Bridge. This could be a new separation buoy for ship traffic entering and leaving the Bay, and the windward mark for the Cup races. It could be called the 'America's Cup Buoy', and used at other times as a permanent weather mark for Bay racing. Just about everywhere on the main Bay is directly downwind from this spot. And it would also save local race committees from having to set windward marks in deep water. But even without such a new buoy, America's Cup race committees are not like our local yacht club race committees manned by volunteers. The America's Cup gets very experienced pros for their race committees, and they would be able to set marks in deep water.

*No cooperation from local government.* Hogwash! Our local politicians may seem to be out in left field at times, but even they will see the economic benefits to be derived from this event. All they have to do is talk to the city officials in Valencia or Auckland. In these days of severely strained municipal budgets, all the cities around the Bay would see the economic benefits of having the Cup races here. I was at the City Hall welcoming celebration for Larry Ellison and his BMW Oracle team, and heard Mayor Gavin Newsom publicly state that he is all for it, and he will do all that he can to make it happen. This is a good first step, and I don't see why our other political leaders would not follow suit. Remember that San Francisco made an unsuccessful attempt to get the Olympic Games here. The America's Cup is not the Olympic Games, but it is the next best major international event that the City has any realistic expectation to host.

*No place for team compounds.* Double hogwash! There are lots of places for teams to set up shop. For starters, there is the much-neglected Port of San Francisco. The piers are under utilized and the port would love to have some new tenants. Sure, they would be expensive to build, but money has never seemed to be a problem when it comes to the America's Cup. Compounds would be expensive to build elsewhere as well. The cities in Europe bid to get the chance to hold the event, and were willing to pour money in to build the infrastructure.

BMW Oracle's Larry Ellison has said he is not looking for money — he already has enough, thank you very much — only access to waterfront real estate. San Francisco has plenty of that. If you don't like the City waterfront, there is the east side of Treasure Island. The old Navy piers are now gone, but there is plenty of room and deep water for compounds. If you are still not satisfied, there is the old Alameda Naval Air Station. The Navy used to park aircraft carriers there, and there is plenty of room and deep water, too.

*The San Francisco Yacht Racing Association (YRA) has the rights to race on the Bay and the America's Cup would interfere.* Now we are bordering on the ridiculous. The YRA is made up of sailors who would love to see Cup racing here. The YRA operates only on weekends, leaving the Bay wide open five days a week. But the bottom line is that I am sure we could get all kinds of cooperation from the YRA to encourage America's Cup racing on our Bay.

*San Francisco does not need any more tourists.* Tell that one to the hotels, restaurants and public attractions that live or die with tourists. Tell it to the city politicians who depend





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## LETTERS

on them for tax revenue. This is another red herring, but it acknowledges the fact that the event would attract many people who would spend their money in the Bay Area.

So, with all the objections dispatched, let's look at the wine glass with a half-full attitude. San Francisco Bay will provide the best setting for an America's Cup regatta the world has ever seen. In all the other locations, all you saw was two boats racing on open waters — no Golden Gate Bridge, no Alcatraz, no Bay Area hills, no dramatic city skyline — none of the things that make San Francisco Bay one of the greatest and most beautiful harbors and sailing venues in the world. The winds and waves would make for more exciting sailing that will draw millions to TV, and would be one of the best promotions ever for the City by the Bay. Finally, for all the sailors in the crowd, having the America's Cup on the Bay will be the greatest single sailing event ever held on the Bay — bar none!

Have I made my case?

Bruce Munro  
Princess, Sabre 402  
San Francisco Bay

*Bruce — You make a fine case. We particularly like the idea of the big race in the Central Bay, with the windward mark right under the Golden Gate Bridge. We can easily envision the*



LATITUDE / JR

*east side of the bridge packed with spectators getting a never-before-seen view of the Cup action unfolding 250 feet below. And as was demonstrated by Oracle's match racing on the Bay a couple years ago, there*

**There is no denying that the Bay has the right weather conditions for an America's Cup.**

*would be plenty of other spectacular vantage points for spectators — including from many of the office buildings, homes and apartments facing the Bay.*

*As for the best possible sailing conditions, the Central Bay certainly has them, and the scenic views for television would put all previous Cup events to shame. There is also no doubt that the world has a passionate love affair with the city of San Francisco, so we would be surprised if that alone couldn't attract an extra team or two. We're also impressed that the Coast Guard and bar pilots have apparently given their initial blessing to the general concept.*

*Our cup-half-empty attitude toward the possibility of such an event comes from a deepening cynicism about what San Francisco, the Bay Area and California are capable of accomplishing. Especially in a relatively short period of time. Would not the building of compounds require permits from an endless number of agencies with reputations for moving at a pre-global warming glacial pace? Would it not take years — if ever — to get approval of the environmental impacts?*

*It's wonderful that Larry Ellison says he wants the event on San Francisco Bay, and we think he's sincere. It's even better that he's saying they don't need any public money. It's also terrific that Mayor Gavin Newsom is also onboard, but his approval ratings are in the dumpster, and he's often impotent in the face of the Board of Supervisors. While in theory the San Francisco Port District can do things without the approval of*





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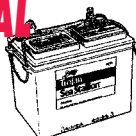


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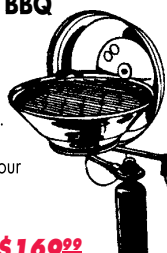
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## LETTERS

the Board of Supes, we don't think they can in reality. And as any observer knows, San Francisco has one of the most dysfunctional Boards of Supervisors in the country, and they have long been incapable of acting in the best interests of either the City or the residents. For instance, we could easily see several Supervisors along the lines of Chris Daly say that they would relentlessly fight the Cup's being held on San Francisco Bay — unless every team had at least one homeless crew, one transgender crew, and one illegal alien under indictment for murder on their boat. And that the combined teams had to build 50,000 homes for San Francisco's homeless.

While the idea of the Cup compounds being situated along the Embarcadero would appeal to lots of people, we think you are underestimating the number of people who would be dead set against it. Some perhaps for good reasons, others just because they enjoy preventing other people from doing something they really enjoy. Sailors who visit the Bay for the first time are often shocked at the lack of boating facilities and the poor state of what does exist at the San Francisco Marina and Gashouse Cove. There have been attempts to improve these facilities, but they're always met with fierce opposition from Marina homeowners who don't want the status quo changed and by boatowners who don't want their berth fees raised from the below-market rates.

Having the team compounds on Treasure Island would seem to be a much more likely prospect, but it wouldn't be very convenient. The cold and howling winds would make it unfriendly to visitors and the teams, and we've seen how long it takes to get approval for anything on Treasure Island. No disrespect for Alameda, but having the compounds there would be extremely inconvenient and have none of the glamour of San Francisco.

Lastly, we don't consider ourselves to be experts on the sailing conditions south of the Bay Bridge, but we've sailed and raced there any number of times. Based on our experience, the wind there is extremely inconsistent and fluky — not what's needed for match racing. Of course, a lot of other possible courses have been suggested, some of them based on what would be unusual types of boats for an America's Cup. Ron Young, for example, thinks the teams should race 60-ft catamarans on a slalom course down the Cityfront. That would get an 11 on a scale of 10 in terms of up-close and thrilling action, but a zero from traditionalists.

If BMW Oracle is to be believed, the site will have been chosen just about the time this issue hits the press. We'll try to think positively until then, but we're not holding our breath.

### ↑↓ GOING TO THE BIG CAT GRAVEYARD IN THE SKY

Thanks for the nice coverage of the recent America's Cup races in the March issue. One thing I haven't heard anything about is what the future holds for the two multihulls. With all the money and technology — especially the BMW Oracle wing sail — used in these two amazing boats, it would be such a waste to dismantle them. Have you heard any plans, and if not, can you investigate?

Tracy Rogers  
Relentless, J/92  
Redwood City

Tracy — What a great question, one we'll try to find the answer to. Like all racing boats, both Alinghi 5 and USA are already obsolete because so much has been learned from them. So we propose that after an old-time ticker tape parade down 5th Avenue in New York City, and a similar shindig down Market Street in San Francisco, the BMW Oracle trimaran should be put on display in front of Oracle headquarters at Redwood

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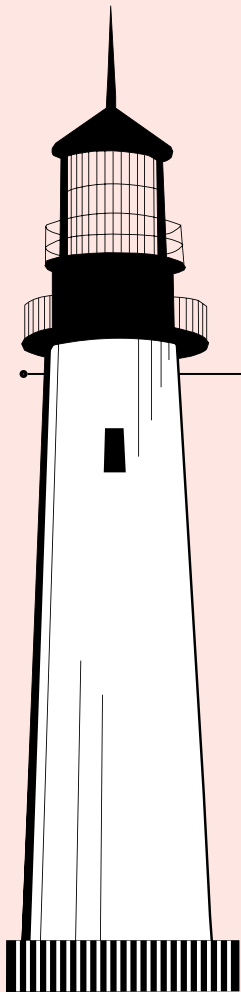


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## LETTERS

*Shores. Sort of like how they put the Kiwi 'Big Boat' on semi-permanent display in downtown Auckland after the '95 Cup in San Diego.*

### ↑↓ WHERE ARE THEIR PFDS?

I hope these two adorable babies who appeared in a photograph in the March *Letters* section doublehanding a tiny boat had on lifevests under their shirts. I know someone was right there taking their picture, but we don't want them to



COURTESY FLASHGIRL

get the idea that PFDS aren't necessary.

Nan Perry  
Patience, Westsail 32  
Harbor, OR

### Do they even make PFDS for 18-month old kids?

*Some, the information accompanying the photo got mixed up: "The boys in the skiff are the sons of Adam Beashel, a crack Etchells 22 skipper and one of the guys you see aloft on Team New Zealand boats. Adam and his family live on the shores of Lake Macquarie, Australia. Colin Beashel manages the family boatyard in Pittwater, about 20 miles north of Sydney. Ken Beashel, the father of Adam and Colin, is a Sydney-sider who I raced against in Half-Tonnners and Solings decades ago."*

*We all know the everyone should wear PFDS, but we're not about to tell sailors of such renown what they should and shouldn't do on the water.*

Nan — Warwick  
'Commodore' Tompkins  
of the Mill Valley-based  
Wylie 38+ Flashgirl is  
the one who sent us the  
photo. He tells us that

### ↑↓ OFFSHORE LIABILITY-ONLY COVERAGE?

Greetings from Florida, where we hope it will warm up soon. We're long-time *Latitude* readers who look forward each month to your unique perspective on all things marine — and on life in general.

One of my least-favorite annual marine-related tasks is figuring out what to do about boat insurance for *Pageant*, our Brewer 50 aluminum pilothouse ketch. So we were quite intrigued by your reference in the December '09 issue to Progressive Insurance providing liability-only coverage for yachts. But when we called Progressive, we could make no headway against the foul current of PWC-related underwriting guidelines such as navigation limits within 75 miles of the United States. We're hoping to make our third jaunt to the Eastern Caribbean this spring, so the 75-mile limit just won't do it.

No one I talked to at Progressive, including a local agent, ever heard of liability-only coverage. Do you have a contact at Progressive, or any further info on this subject?

Dave & Harriet Havanich  
Pageant, Brewer 50  
Planet Earth

*Dave and Harriet — Thanks for the kind words. But we're a little confused. On the one hand, you seem to say that Progressive offered liability-only insurance, but with too restrictive limits, but then you seemed to say that nobody at Progressive had ever heard of it.*

*All we can tell you is that we dialed the regular old Progressive number, and were told about their liability-only coverage. But they did note the limitations, such as the size and the value of the boat, plus navigation limits. Oddly enough, they couldn't*



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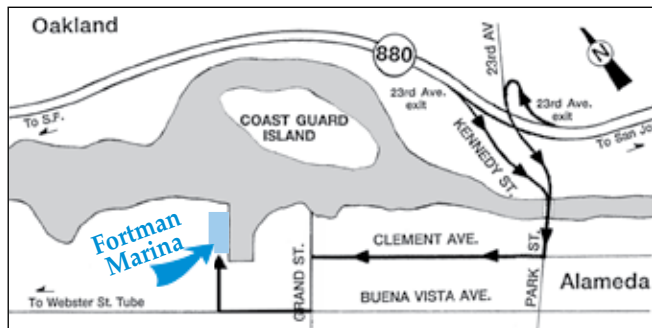
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## LETTERS

give us a quote without specifics about 'our' boat to feed into their computer.

Just to be clear, liability insurance is to protect you if your boat damages other people's property — it doesn't cover damage to your boat at all.

For what it's worth, we know folks who have had that kind of coverage from State Farm and Allstate, and they've had it for years. But since it's not designed for offshore sailboats, it might not be a good fit. Call around and maybe you'll have better luck.

### ↑↓ **NEW MEANING TO THE TERM 'PUNCH IT'**

The March issue *Cruise Notes* had a couple of reports of sailboats being hit and badly damaged by out-of-control power-



BOB CARSON

**It's no trouble at all for poorly operated high speed powerboats to cause tremendous damage.**

erboats travelling at high speeds. My wife Martha and I just got back from visiting Bob Carson — yacht broker extraordinaire and surfboard builder of renown — of *Southern Trades* in the British Virgin Islands. He sent us the accompanying photo of the results of a collision a few days before at The Bite

between a high speed powerboat and a big Lagoon catamaran on the hook. Nobody was hurt, but the photos show what kind of damage was done to the catamaran.

P.S. The correct answer to your quiz about where *PURE* is distributed is St. Barth in the French West Indies. And ain't it pure though!

James Robinson  
Mill Valley

James — It's getting to the point where we think that owners of sailboats, trawlers and other relatively slow vessels should



LATITUDE / LADONNA

**"This isn't porn," insisted an unidentified 'PURE' reader, "it's art!"**

be given permission to open fire on any boat being operated at high speed within 150 feet of them. As for the *PURE* quiz, we received about 250 guesses. A few guessed it was the U.S. Virgins, St. Vincent and the Grenadines, St. Martin, and one Southern California reader prayed it was Catalina. As it turned out, 95% of the respondents correctly guessed that the magazine is published in St. Barth, French West Indies.

### ↑↓ **A RADAR-ASSISTED COLLISION?**

As reported in the March *Latitude*, the inquiry into the loss of the *Andrea Doria* after her collision was indeed cut short because the insurance companies settled out of court. But a precis of the proceedings was published, allowing the hoi polloi to speculate. Apparently the mate of the *Stockholm* was plotting radar bearings assuming that his ship was on



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## LETTERS

course. But a novice helmsman was steering all over the place, making relative bearings misleading. The meanderings of the *Stockholm* confused the navigators watching *Andrea Doria's* radar. The result was called a 'radar-assisted collision'.

For the record, the *Andrea Doria* was built to the appropriate Bureau Veritas standards, and should not have been more top heavy than other ships. But the engine room staff panicked and pumped out every possible liquid when judicious counter flooding, U.S. Navy-style, might have stabilized and saved the ship. We might think the engineers, cooks and bottlewashers who abandoned the ship needed training and discipline in their respective fields.

Unlike some of the present cruise ships, which resemble apartment blocks adrift at sea, the *Andrea Doria* was a handsome vessel. Much energy might be saved if the cruise companies built ship-shaped apartments surrounded by moats and dioramas of tropic isles, well away from the salty deep.

Michael Barton  
Dolly Grey, Aries 32  
Sunnyvale

*Michael — Thanks for your contribution. Remember the Seinfeld episode where hapless Costanza is infuriated to learn that he can't get the apartment he covets because the tenant's association, out of sympathy, decided it should go to an Andrea Doria survivor? When Kramer, having written the book Astonishing Tales of the Sea, reports that only 51 lives were lost in the Andrea Doria collision, Costanza becomes even more angry. "That's no tragedy," he shouts. "How many people do they lose on a normal cruise? Thirty?! Forty?!"*

*We thought it was pretty funny. The Seinfeld episode, not the sinking of the Andrea Doria.*

### ↑↓NOBODY NEEDS ANY QUALIFICATIONS

Having read the "reader warning" about crew at the end of the February *Changes* from the skipper of *Reflections*, I feel as though it should also be considered a warning for novice crew to be careful what skipper you leave the dock with. Being the owner/skipper of a boat is much like being a parent — nobody needs any qualifications.

If an owner is recruiting crew on the internet, it tells me his friends and family won't go with him — probably for a good reason. I can just imagine what really happened on *Reflections* during her nine years of sailing around the world. Running out of gas in the middle of the Atlantic with no wind is probably mild compared to what happened during all the rest of the voyage.

I grew up sailing to Catalina as a teen, sailed and commercial fished the California and Mexico coast as a young man, and commercial fished in Alaska for 10 seasons. Now I just sail offshore in Northern California. About half the skippers I went out with were unprepared, their boat needed some maintenance, and the skipper really didn't know what the hell he was doing.

Please everyone, be careful whom you go cruising with!

Name Withheld By Request  
Port San Luis

*N.W.B.R. — It cuts both ways. There are indeed owner/skippers who don't really know as much as they should. But similarly, there are folks who claim to be the greatest and most experienced crew, and who even have Coast Guard licenses to carry passengers for hire, but are clueless about captaining a boat. As a result, it's the responsibility of each owner to suss out the ability of his/her crew, and the responsibility of each*



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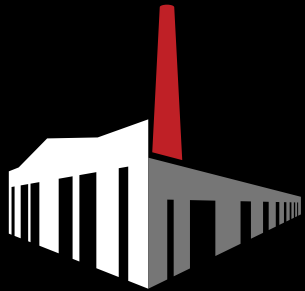
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## LETTERS

crewmember to suss out the ability of the skipper and his/her boat. If you're thinking about crewing on a boat and don't know how to vet a skipper and boat, it's your responsibility to get someone who can do it for you, or get more experience so you can do it yourself. Nonetheless, despite the best of intentions on both sides, there will always be some bad match-ups. It's the nature of humans to not be able to get along with every other human.

We think your slam against the skipper of Reflections was uncalled for. If you draw the conclusion that the skipper's family had good reasons not to sail with him from the premise that he advertised on the internet, you'd be laughed out of a high school class in logic. If they still have them. There are lots of guys — ourselves included — who have/had families who are/were more interested in activities other than sailing, and therefore didn't/don't go sailing with us that often. It doesn't mean we didn't know how to sail. In fact, we only t-boned the Carquinez Bridge once. And in the case of the owner of Reflections, when you've been cruising on the other side of the world for more than five years, you don't have many local sailing friends to draw on. Let's once again put the shoe on the other foot. Do you know of any good crew who doesn't have a plethora of sailing opportunities, both in Northern California and around the world? Such positions go begging all the time. Lastly, remember also that several of the Reflections crew came back for second stints. In fact, one such happy camper is working on an article on how to get crew positions on boats like Reflections on the other side of the world.

Running out of diesel — not gas, by the way — in the middle of the Atlantic? Big deal. The next thing you know is that some disgruntled sailor will try to convince you that we're incompetent just because we tie our bowlines differently than other sailors.

#### ↑↓ I HAVE THE OPPOSITE REACTION

Interesting. In his March "Harsh Doesn't Even Come Close" letter, Robert Lockwood says he's learned to read the letters, but not *Latitude's* editorial replies. He and I should get together as, conversely, I have learned to read the replies, but in most cases, not the letters.

Ray Conrady  
San Francisco

Ray — If, as we believe, you are the Ray Conrady who was the navigator for Mexico's Ramon Carlin when he won the first-ever Whitbread Around the World Race with Sayula, we couldn't be more flattered. But we get lots of praise, and it's crucial for us to get some 'you're full of shit' letters from time to time so that we remember to check our bearings.

#### ↑↓ OR YOU COULD WEAR A BEEKEEPER'S HELMET

I'm hoping someone might be able to help me solve a problem. I'm 48 years old, and after a few years of having not had a boat, I would like to buy sailboat number seven. However, I have a light complexion, and as my skin is older now, my dermatologist advises keeping my face out of the sun. And for me to keep my face from getting wind-burned.

The problem is that I don't like dodgers or biminis, nor do I like pilothouses or any other such encumbering structures. In the past, I wore a bill cap with a shroud sewn in to cover my ears and neck, and applied heaping doses of sunscreen and zinc-oxide. I topped it off by wearing a large pair of dark sunglasses. But the reality is that it still fell short of doing the job. I can effectively cover everything but my face.

My wife says that I have a choice — I can either continue



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## LETTERS

to be a pretty-boy or I can look like a buccaneer again. The fact is, I would like to do both. Any suggestions?

Pastor Vernon Baumgardner  
Palm Desert



BUBBA BIN LADEN

*We couldn't find a proper photo of the head/face gear favored by terrorists and Third World women wanting to keep their skin as light as possible, but this is close.*

Pastor Vernon — We have two excellent solutions. The first is to only sail at night. If that doesn't suit your taste, you can wear a balaclava. These are common not just with suicide bombers in the Middle East, but also in places like Vietnam and Thailand, where people — particularly women — will do almost anything to keep their skin as light as possible. When worn in combination with big sunglasses, they protect your entire head, face and neck from the sun. And if you're into freaking people out, it's just the thing. They usually only come in camo, but in Thailand you can find them in a lot of very feminine colors, too.

### ↑↓ THE NEW DOWNWIND RATINGS COULD BE UNFAIR

I've heard from several sources that there will be new downwind ratings for boats doing the popular one-direction, downwind races such as the Delta Ditch Run, the Jazz Cup and maybe even the Vallejo Race.

I sailed on *Raven*, a CM1200 in last year's Delta Ditch Run, and when we got upstream toward Stockton, we experienced a strong flood. Peter Cameron made the sage comment that we would have difficulty sailing to our rating, since the course was effectively shorter than the 68-69 miles used in the handicapping. It makes sense that with a playing field moving toward the goal, the distance is shorter. It seems that it would be smart to change the rated distance depending on an average tidal direction for the race period for these races. But alas, PHRF has decided to have a downwind rating instead.

The problem is that the downwind rating can be grossly unfair, since the races in question are fixed only in their destination. The wind is variable in lots of ways. The earlier starts usually have less wind, and the wind usually builds later in the day, allowing the faster late starting boats to more easily catch up with the earlier starters. The overall regatta wind speed may average on the light side, maybe moderate, or maybe heavy, greatly changing the speed potential of ULDBs. The wind direction may be variable from a beat to a reach to a run — although we have had to beat to Vallejo a few times.

I would hate to see these great and popular races ruined by messing around with ratings, but I guess we'll have to wait and see.

Steve Bates  
*Wind Blown Hare*, Wabbit #29  
Richmond YC

### ↑↓ DUE OUT THIS SUMMER, MICROBURST: THE MOVIE

Shiver me timbers! The sinking of the 188-ft barquentine *Concordia* about 300 miles off the Brazilian coast on February 17 has shades of the movie *White Squall*, starring Jeff Bridges. It was based on a true story from the '60s.

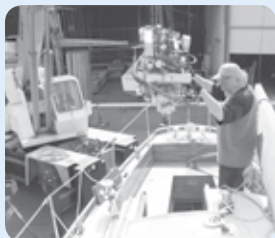
My 1942 edition of *A Glossary of Sea Terms* describes a white squall as "a sudden and violent wind difficult to anticipate which covers the sea with spindrift. Some seamen claim that white squalls are unaccompanied by clouds, and hence





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## LETTERS

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Larry Rouse  
Misty, Westsail 32  
Bay Area

*Larry — Better training and vastly superior technology haven't eliminated all risk on the water, but they have greatly reduced it. When we first started publishing Latitude, people were still drifting around in liferafts for weeks and months after their boats had sunk, and from time to time, cruising boats and their crews were simply never heard from again. It's rare for either of these things to happen these days. So yeah, it's good to kiss — even fondle — your EPIRB and satphone, assuming you have them, from time to time. And make sure that the batteries are always fully charged.*

### ↑↓ A '78 CHUBASCO WREAKED HAVOC

In last month's issue you reported on the seemingly unusual weather along the coast of mainland Mexico this year, and asked if anybody had seen anything similar before.

Back in February of '78, I was anchored in the general anchorage at Mazatlan with my Cheoy Lee 27 when we were hit with a sudden and violent chubasco at about 1 p.m. There were winds to 40 knots and torrential rain. About half the boats in the anchorage dragged, so it soon degenerated into a Chinese fire drill, with a dozen crews in dinghies and onboard scrambling to catch up with their boats, fend off dragging boats with no crews, and try to re-set anchors. The maelstrom lasted a brief 30 minutes, and was gone as quickly as it had come. We were lucky, as our 20-lb CQR was well dug-in and held, and we weren't hit by a dragging boat.

This storm also hit Banderas Bay, and when we got to Puerto Vallarta two weeks later, we were able to see what impact it had made there. In Yelapa, we saw the remains of a ferrocement boat that had simply tied up to the old Sombrero tourist boat's mooring with a bowline, surely thinking it would be adequate for the afternoon. But the blow hit so quickly and hard that the crew, standing on the beach just a short distance away, could only watch helplessly as the ring on the big mooring chafed through the bowline. The then-untethered boat was blown onto the beach, and was pounded with such force that she was quickly destroyed. I remember the rebar sticking out of the sandy beach above the tide line.

Bob Pearson  
Gypsy Wind, Grand Banks 32  
Redwood City

*Bob — That's more like one day rather than one season's unusual weather, but we'll take it. Particularly since we were also cruising Mexico in the winter of '78. Back then it really was a 'foreign' country, wasn't it?*

### ↑↓ GET READY TO SIGN UP FOR DAN INSURANCE

You asked for reports from people who had firsthand experience with DAN — Diver's Alert Network — which provides emergency evacuation for members who are ill or have been in an accident of any kind. We'd like to share ours.

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## LETTERS

Our being sailors, whitewater rafters and snorkelers, Jorie, my wife of 23 years, wanted us to celebrate the completion of her PhD program by becoming certified scuba divers. So we did, and planned a dive trip to Fiji. Before leaving, our local dive shop told us about DAN. Given all the distant dive sites we planned to visit, we didn't hesitate to join.

Over a 15-year period, we dove from land-based sites and off liveaboard boats in Mexico, Costa Rica, Palau, the Turks & Caicos, Rota, Yap, Honduras, Hawaii, Thailand, Burma, and Indonesia. Along the way, we were certified as advanced open water, nitrox and rescue divers.

During our second dive from the liveaboard dive boat *Ocean Rover* in Lembah Strait, northern Indonesia, Jorie gave me the 'emergency surface' sign. When she surfaced, she had difficulty breathing. One of the other guests was a doctor and he put her on 100% oxygen. After checking, his diagnosis was water in her lungs.

(A few months after the incident, and again with DAN's help, Jorie would visit UCLA Medical Center, where she was diagnosed with immersion pulmonary edema.)

Back back aboard *Ocean Rover*, the dive master and skipper contacted DAN for advice. They recommended transporting Jorie to the closest intensive care facility. That was Raffles Hospital in Singapore, 1,800 miles away! As DAN was making travel arrangements, it was clear that Jorie's condition was getting worse. We then learned that it would be 20 hours before a jet could pick her up.

As Jorie needed more immediate treatment, DAN began arranging transportation to the local hospital in Manado by contacting a naval base — which had the only ambulance. After being given a pick-up time, we took Jorie ashore in the dinghy about midnight, making our way with flashlights. We were met by MPs armed with automatic weapons, and Jorie was loaded into the van. The *Ocean Rover* skipper sent an English-speaking member of the crew to assist. It was a wild ride to the hospital, as the ambulance's flashing light and siren had no noticeable effect on the traffic. We were just another vehicle on a typical Saturday night.

We were expected at the hospital, and the crewmember



COURTESY TIM ELLIS

**Tim and Jorie, DAN members for the rest of their lives.**

accompanying us had arranged for an English-speaking doctor to meet us. We were told the hyperbaric chamber was broken, but they took an X-ray with a very antiquated machine. The hospital didn't take credit cards, so I luckily had the cash to rent the bed next to Jorie and be able to buy the medicines prescribed. Although the conditions were basic, the staff was attentive and thorough.

Twenty-two hours later, we were taken to the airport and driven through a special gate to a Learjet on the tarmac. Once aboard with the pilot and copilot,

and a doctor and nurse from Singapore, we took off right away. During the 3.5-hour flight, the doctor told me he did similar evacuations about twice a month. He said the cost for the plane, crew and medical team ran about \$26,000.



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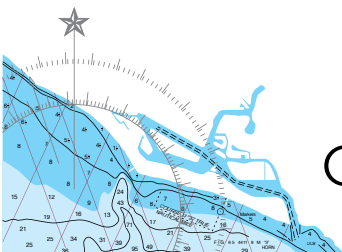
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## LETTERS

Once we landed in Singapore, we taxied over to an ambulance and a van. We were permitted to bypass Immigration and Customs, and Jorie was taken directly to the intensive care ward at Raffles Hospital. We'd made it. I was given a room one floor away from Jorie that was designated for the traveling companions of patients.

Jorie was released after 2.5 days. When we went to the accounts section to pay up, we were handed a bill for less than \$10. Payment for all other costs had already been authorized! The \$10 fee was for the two phone calls we made to rearrange our travel plans.

On that day to remember, we walked down to the famous historic Raffles Hotel, home of the Singapore Sling, and each had one.

So you can imagine what we think of DAN — and the crew of *Ocean Rover*. We are DAN members for life.

P.S. I was crew aboard *Profligate* during the '00 Ha-Ha, and my daughter and I were along for *Profligate's* speed run from Antigua to Panama in '05. Fortunately, we didn't need DAN either time.

Tim & Jorie Ellis  
Portland, OR

Readers — *Diver's Alert Network*, a registered 501(c)(3) non-profit medical organization, provides emergency international evacuation for its members if they fall ill or have an accident — and it doesn't have to be diving related. And DAN's plan is extremely affordable: \$35/year for a single or \$55/year for a family. Check them out at [www.diversalertnetwork.org](http://www.diversalertnetwork.org).

### ↑↓ I WOULDN'T BE HERE WITHOUT THE COAST GUARD

I just read two letters — *Hats Off to the Coasties* and *The Coast Guard Saved My Life* — in the December issue, and I want to point out that a great way to thank the Coast Guard is by donating to the Coast Guard Foundation. The foundation is set up to do things for Coast Guard commands that they can't do with appropriated money, meaning funds given by Congress specifically for their mission. In some cases this allows them to buy computers for the guys and gals to use for personal business; books for their libraries, which is especially important in remote locales where libraries are scarce and time to read is available; gym equipment; and similar stuff. The board of directors for the Connecticut-based foundation is a great group of selfless men and women, some of whom are local to the Bay Area.

Since my Morgan 45 *Painkiller* sank in the Caribbean in April of '00, the Coast Guard Foundation has been my primary charity. There is a good reason. If the Coast Guard hadn't rescued me and my crew from our liferaft in the Caribbean, I wouldn't be here to donate money to anyone.

I'm told that Lt. Jim Duval, who was the copilot of the C-130 #1717 that found us in the southern Caribbean on April 30, 2000, is now Commander Duval, and is stationed in Sacramento. As the co-pilot, he was the one who talked to me from the plane as they flew ellipses over our raft. I haven't made contact with him, but I intend to.

By the way, I'm truly amazed that you've been able to keep the quality of *Latitude* as high as when you first published it so many years ago when we were young and virile.

Ron Landmann  
Minden, Nevada

Ron — Thanks for the great suggestion and kind words. We like to think that while we don't have as much raw energy as we once did, we have more experience and wisdom.



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## LETTERS

### ↑↓ WHY MARINERS SHOULDN'T CLEAR AT ENSENADA

In recent years there have been a number of articles in various boating magazines — but not *Latitude* — touting clearing into Mexico at Ensenada. The Mexican government has a facility there where you can supposedly walk from window to window to clear through Immigration, the Port Captain and Customs, and which also contains a bank branch for paying fees. While it's true that all of these agencies are in a central location, it's been my experience that the hassles and poor attitude of the officials at those desks make it a place to be avoided.

I have cruised into Mexico five times in the past eight years, the most recent being through Ensenada just a month ago. In prior years, I have cleared into Cabo and Puerto Vallarta several times, and one other time into Ensenada on a friend's boat. In each case, it was much easier and faster than clearing in Ensenada, so why would anyone want to stop there and do it?

When I cleared into Ensenada this fall, there were at least four other boats in line to clear in or out. It took me almost two hours to go through the process, and that seemed average for the others that day. Having cleared in before, I thought I had all the necessary papers and documentation with me. But no, the immigration official at the first desk — who had by far the worst attitude of anyone in the building — said I needed a "receipt" to show I was paying for a berth at a marina in Ensenada. No official had ever requested this before. In fact, in places like Cabo, many boats clearing are anchored out and wouldn't have such a receipt. I don't know of anyone anchoring out in Ensenada anymore, but I still didn't know why I needed a marina receipt. When I got to the marina, the harbormaster said, "Oh, sometimes that's necessary." He immediately made up a receipt, then offered to drive me back to the clearance facility to save me some time. He said he had to go there anyway, to help out someone else from the harbor. I had to wait around the facility for another hour while they sent my paperwork next door to get the port captain's signature.

As I waited, I found that the couple the harbormaster had come to assist were heading north to the United States, after cruising Mexico for four years. I didn't get their name, but they told me they had left La Paz and sailed up to Ensenada on their way back to California. At the time they were leaving La Paz, the port captain said he would clear them out over the radio. The couple asked for paper documentation instead to prove that they had checked out, but the port captain insisted they didn't need it. They tried to push him a bit, but he was adamant. Sure enough, the unpleasant Immigration official in Ensenada told the couple they had to have paper showing they had cleared out of La Paz, their previous port in Mexico. When the couple said they simply did not have it, and asked what they should do, the official told said, "Go back to La Paz and get the proper paperwork."

The harbormaster from Cruiseport in Ensenada told the couple that he would call their old marina in La Paz to see if he could get paperwork faxed to his marina. But when I stopped by the next day to see how that plan turned out, I was told that the couple had been made to clear in to Ensenada as if they had never been to Mexico, pay \$50 for another 10-year Temporary Import Permit, then clear out to the United States! I don't know what that cost them, but clearly it was more than they expected or was justified.

By the way, in general it appears that more port captains are requiring that boats clear in and out of each port. Usually this is easy to do, but obviously Ensenada requires paperwork, as do Puerto Vallarta and Barra de Navidad. Each of

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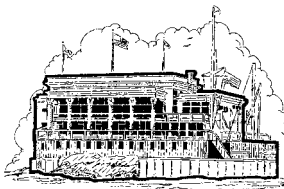
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## LETTERS

these port captains wants all boats to clear in and out, and wants paperwork from the previous port in order to clear in to his port. That is more specific than in recent years, when you frequently could just radio in when you were arriving or leaving.

David Dury  
Paramour, Offshore Yacht  
San Francisco

*David — We've taken our boats to Mexico for something like 18 out of the last 20 years, and while the clearing situation is a million times better than it was only five years or so ago, there can still be a few problems. And there are a couple of unofficial rules everyone should follow.*

*The problems are that the rules are interpreted differently by different port captains. So just as you say, some port captains won't give you a paper showing you've cleared out, while others want to see one when you arrive in the next port. Usually it's not a big problem, but what are mariners supposed to do when put in such an impossible situation by officials? In other places, we've been told the port captains want boat owners to clear in and out, even if they are just going for a daysail. But we don't know of anyone who has followed this rule or been called on it.*

*By the way, the port captains in La Cruz and Nuevo Vallarta are among those who want captains to make a personal appearance. It only takes a few minutes and there is no charge, but it's important to them.*

*The 'unofficial rules' we've learned are: 1) you never want to clear in or out of Ensenada no matter how many windows they have, and 2) you never want to clear out of La Paz for the United States, because a series of port captains there have said that you need to get medical clearance from a doctor in Cabo for your entire crew and your boat. Funny, it's the only port in Mexico where this has ever been required. The best bet is to clear out of Mexico at Cabo — where the officials have long played it straight — and do everything you can to avoid the shenanigans in Ensenada.*

### ⇓ **BUON VIAGGIO!**

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We're going as early as we are because the boats are less expensive than during the summer high season. Last year we went to the Abacos in January — and froze! Anyway, there is a constant discussion among the women in our group about the possibility of finding dreamy Italian men. When our group sailed in Greece last year, two of the women received marriage proposals.

Erik Westgard  
Minnesota



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## LETTERS

*Erik — Naples is a little rough 'n tumble, but the islands are fantastic. Our only caution is that the primary activity on Capri is dressing elegantly and seeing and being seen. If you show up in shorts, t-shirts and flip-flops, you run the risk of feeling a little out of place. Ischia is more casual. But no matter what, we predict that you're going to have a great time.*

### ⚠️ FALLING OFF THE DOCK IS SERIOUS BUSINESS

In February *Sightings*, *Latitude's* Andy Turpin brought up the rather somber topic of how to get out of the water after falling in at a marina. It's a somber subject until it's you in the water attempting to keep your head above the 52° water while your water-soaked clothes inhibit your efforts.

There was just such an incident in Seattle last year, when neighbors of mine helped another neighbor who had fallen in. It was at night, and they were returning to their boat when they came across a gentleman clinging to a dockline, unable to pull himself out of the water. The ironic thing was that two people were literally 10 feet from him, but couldn't hear his cries for help because they were inside their boat watching television. Timing is everything, but if my neighbors hadn't been returning to their boat at that time, the man in the water might not have survived.

A few months ago, a former neighbor wasn't so lucky, and died in an East Coast marina after falling in and not being able to get out. So the problem is perhaps more common than most people think.

When Shilshole Marina updated their facilities a few years ago, they added ladders to the docks to address this safety issue. Unfortunately, not nearly enough of them have been installed at marinas the world over, so self-rescue could still depend on nearby swim platforms or sugar scoop sterns.

So much for marina issues. I would be interested in what other mariners think regarding getting back on their own boats. The strategy of trailing a line to grab sounds good, but in reality, it would be very hard to use. Years ago, a group of us trailed a line with the loop at the end behind a boat on a warm freshwater lake. Even though the boat was only moving along at two or three knots, we were surprised at how much drag there was. It brought doubts about the practicality of self-rescue by this method.

I've heard of boats using a trip line to drop the stern ladder down. That would work at anchor, but I have my doubts about it working while underway. There's also the strategy of tripping a trailing line attached to the wind vane, causing the boat to luff up. But that's not a solution for electronic autopilots.

Nothing beats talking with other mariners for ideas, so I'm asking if anybody else out there has any good ideas for self-rescue for boats at anchor — particularly non-sugar scoop boats with high freeboards.

P.S. Thanks to Andy Turpin, the Assistant Poobah, for giving a nice Ha-Ha presentation at the Seattle Boat Show.

Lani Schroeder  
Balance, Endeavor 43  
Seattle

*Lani — If anyone has any advice, we're all ears.*

*But make no mistake, for folks who don't have terrific strength-to-body weight ratios — which includes most everyone over 30 — climbing out of the water at a marina, or climbing onto one's boat without a ladder at an anchorage, is very difficult if not impossible — particularly in cold water, where body strength usually declines rapidly. If the boat is underway, nobody is going to be able to rescue him or herself, even with*



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## LETTERS

a line, because the forces are much stronger than might be imagined.

Many years ago, we had a discussion with Larry Pardey about crew going overboard. He said, "We tell all our guests to make sure they hang on, because if they go overboard, they should assume they will die shortly." And he was talking about people who go overboard off crewed boats. One can only wonder what hopes he might have for a singlehander who goes overboard.

### ↑↓THE BIG 'A'

To follow up on your 'Lectronic item of March 8, one requirement of design package for the big A — the colossal motoryacht you jokingly identified as a 'Transformer 391' motorsailer —



LATITUDE / RICHARD

'A' is an unusually hard boat to get on, if you're not wanted, or off, if the owner doesn't want you to leave.

was that she couldn't be easily boarded by pirates, bill collectors or the occasional yachting groupie. I'm not making this up.

I've not seen the yacht up close, but from all accounts, they certainly accomplished this goal. Congratulations are in order, for this must be one of the first yachts designed to not only keep unwanted passengers off the vessel, but also prevent the guests from leaving — at least without making a big splash!

Paul Kaplan  
Keefe Kaplan Maritime, Inc.  
Pt. Richmond

Paul — The A is rather shocking the first time you see her because she is so different. But she really grew on us. In fact, after we spent most of a month in the same anchorages as her, all other mega motoryachts looked surprisingly dated. For those interested in a similar vessel, keep in mind that A's fuel bill alone for an Atlantic crossing is believed to be about \$2 million.

We understand that the building and operation of such a yacht shoved technology forward and created and continues to create many jobs. Nonetheless, despite its cool and ultra-modern look, her size and carbon footprint are so over-the-top that she strikes us as being just a bit obscene.

### ↑↓AFTER A LONG REFIT, WE'VE FINALLY ESCAPED

We escaped Berkeley Marina on December 31 for our voyage south to La Paz and the Sea of Cortez. After seven years of slowly refitting the boat, it proved to be a good shakedown cruise. But in September, as we were preparing our Sea Wolf 38, it became obvious that we needed to replace the rig on our 41-year-old boat. All of it. Including every piece of stainless from the chainplates to the masthead. With some help from a friend and his machine shop, we rebuilt or replaced everything. Svendsen's rigging shop was particularly fantastic. Barrett, the rig shop manager, made sure that we upgraded everything when we replaced the rig, and got it done right the first time. I have to say that such professional service was truly refreshing. Our new rig was truly tested during the heavy storms that pounded the West Coast in mid-January, and I can now say with confidence that we have what appears to be as close to a bulletproof rig as can be.



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# LETTERS

Our boat has been around — including having gone around the world with the Bercaw family aboard. She's also done several laps of the South Pacific, and several trips to Mexico, Central America, and South America. At 41, seven years is the longest time she's gone without roaming. I like to think that our boat is as happy as we are to finally be cruising once again.

It came as no surprise to us that we'd have a lot of work to do, and we've rebuilt or replaced everything — and I do mean everything! Engine, tanks, plumbing, wiring and so forth.



LATITUDE / RICHARD

Even the original spruce masts have been rebuilt. The hull has been subjected to major work. But finally, after so many years of blood, sweat and tears, we were able to leave.

Since I'm a former teacher, we won't be cruising lavishly, and we will be required to work along the way. But it beats the heck out of staying in the Bay Area and trying to get by on a teacher's salary. Due to a contract signed between our union and West Contra Costa Schools, we teachers took a significant pay cut, and are now required to contribute \$1,000/month

**After a years-long refit, 'Natasha' has finally left her slip and sailed south.**

toward our health benefits. All this on top of funding the students' classroom supplies and some curriculum out of our own pockets.

I was a bit angry — well, ok, really, really angry — but then I realized I had finally been given the perfect reason to leave and go cruising. We were already amongst the most poorly compensated teachers in the Bay Area, and had gotten hit even worse. If I had stayed around, I would have made less than an assistant manager at McDonald's — and wouldn't have had as many health benefits. So I want to send a big 'thank you' to the West Contra Costa Schools for treating the teachers so poorly, and making it so easy for me to leave.

I really will miss my students, but how can I be upset when I now wake up surrounded by clear water, warm breezes and five-peso tacos? My wife and I are both working online from the boat on a part-time basis to keep us in supplies, boat parts and plenty of local cuisine. I have also invested in learning Spanish at Se Habla La Paz — the local immersion school. After just a week, I can have basic conversations with people. The course is a bit expensive considering our budget, but I think it's a wise investment that will pay off in major dividends. While my Spanish isn't always



DAN AUGUSTINE

**The Augustines are enjoying the sun, sailing and sea life in the Sea of Cortez.**

pretty, the locals appreciate that I'm trying to communicate in their language. It's just another testament to the warmth of the Mexican people.

We plan to stay in the Sea of Cortez for the foreseeable future, and continue breaking in the boat. We're looking forward to the heat of summer and the beautiful cruising grounds that lie ahead.

While newspapers have been crumbling right and left,



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## LETTERS

thanks for keeping *Latitude* alive and well — and most of all, free!

Dan Augustine  
Natasha, Hardin Sea Wolf 38  
La Paz

Dan — You're not alone. In mid-March, we attended a welcome party for the Banderas Bay Regatta at Paradise Marina in Nuevo Vallarta, and were shocked at the number of sailors from California — and we're talking about people who had skills, provided professional services, owned businesses, and had paid lots of money in taxes — who told us they'd simply had enough of what had once truly been the Golden State. 'With the quality of life so good down here, why the heck would I want to continue being abused up there?' was the general sentiment. As someone who was born and raised in California, and knows every inch of the coast to the Mexican border, it grieves us to see the state in such horrible shape — and continuing to thunder unchecked on the downward path toward ever greater dysfunction.

By the way, if you're looking for jobs while cruising your boat, among the best places to consider are the islands in the Pacific that have some kind of affiliation with the United States. For an example, check out the report from the McGeorge family of Gallivanter in this month's Cruise Notes. Plus, as an experienced teacher, you have a proven skill that's a valuable commodity in many parts of the world. So good luck to you and your wife. But "looking forward to the heat of summer" in the Sea of Cortez? Holy moly, be careful what you wish for.

### ↑↓ ANOTHER HORIZON, ANOTHER WORLD

Loads of folks told us about the January 27 'Lectronic item where you wrote about our being in the guest book for



LATITUDE / RICHARD

**So close, yet so far. It wasn't Steve Salmon's 'Another Horizon' that signed the Raffles Marine guest book after all.**

the Raffles Marina in Singapore. But if it had been our boat, it would have been *Another Horizon*, not *Another World*. But who's paying attention? We're just thrilled that you remember who we are after all these years. And it was fun to see the names — with or without all the other information — of the cruising friends from the time we spent in Singapore.

Tina Olton & Steve Salmon  
ex-*Another Horizon*, Valiant 40  
Circumnavigation, 1993-2001  
San Francisco Bay Area

Tina and Steve — Of course, we remember you. We also remember hanging out together at the marina in Ixtapa when it was brand new, as well as in other places.

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](mailto:richard@latitude38.com). You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.





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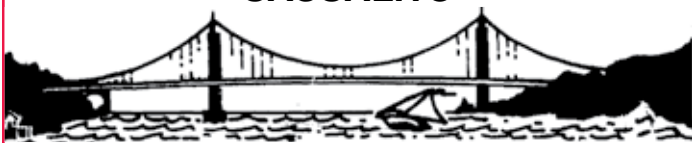
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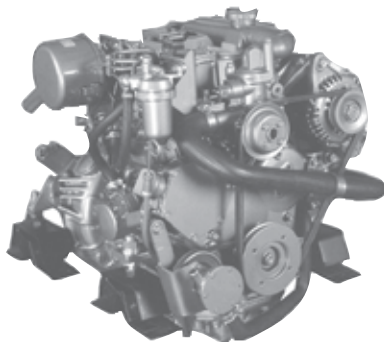


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## LOOSE LIPS

### Eight Bells.

Gordy Miller, undeniably one of the most colorful characters in the Bay Area sailing scene, just missed making his April 3rd birthday. He would have been 102.

Longtime friend Bruce Nesbit reminds us that Gordy's sailing career began back in 1934 when he joined the fledgling Richmond YC. "He would have joined a year earlier as a charter member," says Bruce, "but he had to save up the \$5 initiation fee."

Gordy's love of racing spanned many decades. He's said to have won many races in his first boat, a home-built Snipe named *Cotton II*. In his younger days he also sailed El Toros and Zephyrs, before moving up to a Cal 25 and an Ericson 27, and often making it to the winner's circle.



BRUCE NESBIT

*Gordy's infectious smile will be missed by many.*

Another longtime friend, John Amen, laughs about the time, a few years back when Gordy took his El Toro (hull #4) around the RYC turning basin during the 60th anniversary of the El Toro class and National Championships. "Having been a long time out of his old woody," recalls Amen, "he capsized his 'sinker' in front of the crowd of championship sailors. The whole time he had a

smile on his face and was heard chuckling 'I wasn't ready for that!' as we hauled him out of the water." Hull # 4, is still in the hands of his son Jeff, reportedly in fully restored condition.

As Gordy's many friends bid him farewell, notes Amen, "His enthusiasm and continued support of our quirky little class will live on with all of us."

### Wild night at Robinson Crusoe.

As we go to press, a widespread search is ongoing for the long-overdue sailboat *Columbia*, which was offshore en route from Ecuador to Chile with five people aboard when the Chilean earthquake and subsequent tsunami struck February 28.

Via cruiser radio nets, word of the search has spread from Easter Island to South Georgia Island and everywhere in between. The British yacht *Zephyrus* reported from remote Robinson Crusoe Island in the Juan Fernandez group, which lies 400 miles off the Chilean coast, that *Columbia* definitely had not been there, as *Zephyrus* was the lone yacht in Cumberland Bay when the huge tsunami waves struck the anchorage in the middle of the night.

There's an amazing footnote to their report, however: As the water receded, it brought with it all sorts of rubble, including trees, a Navy boat, and two houses — that almost struck *Zephyrus* — as well as the houses' inhabitants.

Despite the darkness, *Zephyrus'* crew, Andy Whittaker and Rhian Salmon, were able to rescue three boys and a young girl after hearing shouts from the water. The youngsters were later reunited with their families, but as a whole, the islands suffered terrible losses.

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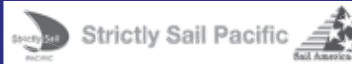


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## groupama smashes jules verne

Franck Cammas and his nine-man dream team became the first sailors to circumnavigate in under 50 days when they passed the Ushant lighthouse on March 20 after 48d, 7h, 44m, 52s at sea. Six days earlier, the question of whether Cammas' VLP-designed 105-ft trimaran *Groupama 3* would surpass the mark set in '05 by Bruno Peyron's *Orange 2* — 50d, 16h, 20m, 4s — was anything but decided.

With the Bay Area's Stan Honey at the nav station and Sylvain Mondon routing from ashore, *G3* passed the Ushant light heading the other direction on February 1. They barely squeaked by a big wind hole before hooking into some solid pressure and using it to set the second-fastest recorded time to the Equator.

Carrying a lead of just over a day into the upside-down part of the globe, Cammas' team — Honey, watch captains Fred Le Peutrec and Steve Ravussin, helmsmen/trimmers Loïc Le Mignon, Thomas Coville and Lionel Lemonchois, and bowmen Bruno Jeanjean, Ronan Le Goff and Jacques Caraës — got the inverse of the weather they'd had up to that point. A high-pressure system bumbling along off the coast of Brazil joined forces with the St. Helena High and created a weather scenario that Honey said reminded him of the '79 TransPac:

one massive, inescapable blanket of nothingness. In the meantime, *G3*'s roughly 600-mile lead turned into a 385-mile deficit by the 12th day of their trip, when they made only 274 miles down the track. If that doesn't seem too bad of a day's run, consider that *G3* sailed 719 miles the next day, after they escaped the vacuum!

It would take the team another week to get ahead of their virtual competitor's pace, just before crossing from the Indian Ocean to the Pacific. The hurry-up-and-wait trajectory around the globe didn't end there. Ultimately the giant tri spent nearly as many days behind *Orange 2*'s pace — 22 — as it did ahead.

The Pacific Ocean was key to the overall success of the mission. In '05, Peyron and his crew — which, incidentally, included Lemonchois, Le Goff and Caraës — absolutely demolished this section of the course. If they kept in touch with their 'competition', Cammas' boys — all of whom are older and have gone through more pairs of seaboots than their 38-year-old skipper — could have a fighting chance on their way back up the Atlantic. But the jet stream wasn't going to make it easy on them. After they'd passed New Zealand and were sailing fast toward Cape Horn, going as far as 55°S, the upper-level flow turned zonal and spit a big, fast-moving depression right at them — one they couldn't safely stay ahead of. This forced them north, as far as 47°S, and cost them nearly 300 miles over the reference time. But by the time they reached the Horn, the *G3* sailors had given back only one hour of their lead.

The South Atlantic once again proved challenging. Cammas said that *Groupama 3* would need to be within a day of Peyron's track by the time they reached the Equator. A narrow corridor of northerly breeze up the east coast of South America meant overtime work for the navigator as the team beat their way north and ultimately crossed the Equator 1d, 2h, 4m behind *Orange 2*'s time. Fortunately for Cammas, Honey and the rest of the crew, the North Atlantic would once again prove to be very charitable. When they found the trades, they were off to the races, finally catching their 'competition' on day 46, and racking up nearly 2,000 miles against the reference time in the last 4,000 miles of racetrack.

This was the first Jules Verne-winning effort since the first in '93

continued on outside column of next sightings page

TEAM GROUPAMA



**Papa don't take no mess — Stan Honey added the Jules Verne Trophy to his already impressive resume.**

## low

In the January '09 issue of *Latitude 38*, we featured the sailing resolutions of our editorial staff and challenged readers to set their own for the year. Sean and Jennifer Palmer, who sail their Catalina 34 *Allegro* with their two daughters, Abigail and Margaret, out of South Beach, met the challenge and, in the process, bested every single one of us.

"Thanks to *Latitude* for suggesting a sailing New Year's resolution last January — something we have never successfully done (sailing or otherwise). We considered a number of possible and improbable ideas, and settled on one with a really





## resolution

low bar to see if we could follow through. We are proud to say that we managed to get out of the slip and set the sails at least once each calendar month of 2009. While a (very) modest accomplishment, on review of the past years' logs, we found that we sailed 32 days last year, exactly 12 days more than our average over the past five years — go figure.

"The highlight was a three-day cruise to Petaluma with the family. For anyone who hasn't done this trip, it's a must. The set-up for boaters at the turning basin is brilliant. This year we're expanding

continued in middle column of next sightings page

## groupama — cont'd

— won, incidentally, by Peyron — to not have the overall lead from the International Dateline. And while Cammas and his crew ultimately covered the rated course distance of 21,760 miles at a staggering average speed of 18.76 knots, they actually sailed 28,523 miles at an average of 24.6 knots!

"I think we could do a lot better but I'll let someone else beat our record first as I don't really see the appeal of battling against myself," Cammas said. "It was a great relief to cross the finish line. We ended up with a great time, certainly better than we could have expected after crossing the equator with a day's deficit. Forty-eight days was an objective we set for ourselves before the start and this proved to be the case even though we didn't often have favorable conditions."

There are a number of things we find impressive about Cammas and this effort. In the process of shaving over two days off the old

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***Spread, 'Groupama 3' glides into Brest having accomplished what she was conceived for — winning the Jules Verne Trophy and becoming the first boat to circumnavigate in less than 50 days. Inset, the jubilant crew includes the cream of France's sailing crop, and, sacre bleu . . . an American?!***





# SIGHTINGS

## **groupama — cont'd**

record in generally unfavorable weather, he managed to sail the boat around the course with only some chafe issues and broken mainsheet blocks. Knowing when to push and when to let off is, according to Honey, imperative in these giant multis. But following through on one's instincts has to be tough for a skipper whose crew is a Who's Who of French multi sailors — almost all of whom have had or currently have their own sponsored big-budget programs, who all want to drive it like they're rentin' it, and light it off at every opportunity, which is pretty much the reason they're onboard. What kind of guy does it

continued on outside column of next sightings page

## **resolution**

on this — Half Moon Bay and Monterey for four weeks, or better yet, taking the boat down the coast for some commuter-cruising for a couple of months this summer — but will probably decide on more low-bar stuff, just to make sure we don't get too ahead of ourselves."

The year may be a quarter over, but it's never too late to set your own sailing resolutions. Whether it's as "low bar" as

*The family that sails together — Margaret shows her appreciation for sailing through The Slot as Abigail practices her grinding skills. Proud parents Jennifer and Sean are clearly raising two natural born sailors.*



SEAN PALMER



## — cont'd

shaking out the sails once a month or as ambitious as sailing to Hawaii in the Pacific Cup or Singlehanded TransPac this summer (the entry deadlines for both of which are fast approaching — see [www.pacificcup.org](http://www.pacificcup.org) and [www.sfbaysss.org](http://www.sfbaysss.org) for details), set your goals and make it a priority to meet them. We guarantee you won't regret it.

— ladonna

**groupama — cont'd**

take to look beyond the submarine silos of Lorient, to not only pick an American, but convince Lemonchois, who skippered and navigated *Gitana XIII* on her record world tour that stopped in the Bay in April '08, and *Sodeb'O* skipper Coville — both accomplished navigators — to stand aside and let Honey do the navigating? Probably the kind of guy who says something like this:

"We trusted in our boat and in the concept of the trimaran. It was a dream team with a whole wealth of experiences and talents. Sometimes I had to put my feelings to one side and take onboard the ideas of everyone else. I learned a vast amount — it was superb."

For more, including photos, videos and replay feature on the team's super-slick mapping system, visit [www.cammas-groupama.com](http://www.cammas-groupama.com)

—rob

**. . . and the land of the free**

We don't know about you, but we think the guy in the accompanying photograph looks like somebody who might be fun to talk to. The look in his murky eyes tells us that he's seen a lot in his long life.

The thing is, you can't talk to this guy. Not if you're an American.

That's because the government of our "land of the free" has long believed it can tell us which countries we can travel to, and which we can't. Cuba, where the man in the photo lives, is off limits. Therefore, so is the old dude.

We know there are other countries — Burma, China, Iran, Vietnam, Cuba, North Korea, to name a few — that restrict where their citizens may travel. But to our knowledge, the United States is the only non-totalitarian state that thinks it has the right to tell its citizens where they can go.

There will, of course, always be Americans who are willing to defy their government and decide for themselves where they can travel. And some have boats. We, for example, took our Ocean 71 *Big O* to Cuba in '96. Although a lot of friends were shocked, it really wasn't a big deal. After all, President Clinton was in office, and his 'don't ask, don't tell' program extended to visiting Cuba as well as being gay in the military. As a result, there were all kinds of Americans on boats at Hemingway International Marina, the less moral of them doing things like getting laid every night in return for a bar of soap.

But for the two terms that President Bush was in office, he made it clear that the Treasury Department would vigorously prosecute those who violated the prohibition against 'trading with the enemy'. The maximum penalty is \$250,000 in fines and 10 years in jail. That effectively cleared American boats from Cuba.

While President Obama hasn't officially changed the Bush doctrine toward Americans visiting Cuba, the new administration's response to Americans taking their boats to Cuba is not really clear. One of the reasons is that, to our knowledge at least, no Americans had taken their boats to Cuba. We're pleased to report that this has changed. One California couple, veterans of the Ha-Ha no less, recently visited Cuba on their way to the Eastern Caribbean. It makes them subject

continued on outside column of next sightings page



FIDELITO CASTRO

*For now, we'll just have to imagine this crusty, old Santiago saying "Bienvenidos a Cuba."*

# SIGHTINGS

## cuba — cont'd

to prosecution, but we can't see President Obama being politically able to have the Treasury Department prosecute them.

Who are the folks who took their boat to Cuba? We're planning to run a two-part report on their visit — and very insightful observations — in the May and June issues, so up until the last minute we're going to let them decide how high of a profile they want to maintain. But we can reveal that they are the recipients of *Latitude's* Medal of Freedom Award. Congratulations!

— richard

## corkscrewed!

When Saturday, March 13 dawned clear and sunny, sailors all over the Bay were thrilled, but one South Bay group was especially grateful that the previous day's torrential rains had dried up. The nine boats entered in Peninsula YC's Great Corkscrew Slough Race, which also served as a regatta for the West Wight Potter Rendezvous being held at the club, started the race after a leisurely skippers' meeting and a 'Le Mans'-style start.

"This was the fourth year PYC hosted the rendezvous, and things looked promising," said PYC's Lee Callister. "All the drivers ran — well, okay, walked briskly — to their waiting boats and set off down the creek. It was high tide. What could go wrong?"

Light breeze is what went wrong. "It took them longer than anticipated to tack their way up to the turning basin where the creek widens," Callister said. "And longer to work their way to the mouth of Corkscrew Slough. And longer to tack their way up the shallow slough."

As the saying goes, time and tide wait for no Potter Yachter . . . or

something to that effect. "First one boat ran aground, and then another," reports Callister. "Others who stopped to help then fell victim to the dropping tide. A few managed to power their way out but six were left immobilized. Fortunately, most were prepared, and all took it good-naturedly by enjoying the sun and chatting on the radio as they waited for the tide."

"At 2.5 feet, my Bull's Eye, *Lia*, was the deepest draft (yet shortest) vessel in the flotilla," said racer Jerry Higgins. "Since I was leading the race, *Lia* was the first to go aground. A couple boats tried to pull me free, but they dashed when it became obvious I was going to be there a while. As luck would have it, they also grounded a couple thousand yards farther down the slough."

Fellow racer Goose Gossman said he and crew Carl Sundholm pulled Dave Kautz's O'Day 192 *Trailer Trash* off the mud with his Potter 14, *Gale*, but then quickly and silently dug in themselves. "The mud was so soft that it just consumed the boats. I hadn't sailed in the South Bay before, and it never occurred to me that *all* the water would disappear!" After a quick confab on the VHF, the stranded racers settled in for a nine-hour wait. "It was chilly, so we were happy that we had extra clothing, food, water, and a couple beers aboard."

But it seems some landlubbers were worried about all those poor boats just sitting in the mud, so naturally they called . . . the cops. "The police yelled out their phone number so we could talk," reports Gossman. "We told them we were fine, and they left." Much to the

continued on outside column of next sightings page

## doo dah fills

When the 30-boat roster for last summer's inaugural Delta Doo Dah filled in just three days, we were thrilled but not totally surprised. After all, most sailors can't take a month or more off to do long-distance cruises, so what could be better than a group event that takes them no farther than their own backyard and still gets them home in a week? And, boy, what a week it was!

So when the time came to open registration for the Delta Doo Dah Deux — July 31-August 6 — we had a feeling folks would be anxious to nab one of the 50 available spots. But when they filled up within 12 hours of March 15's



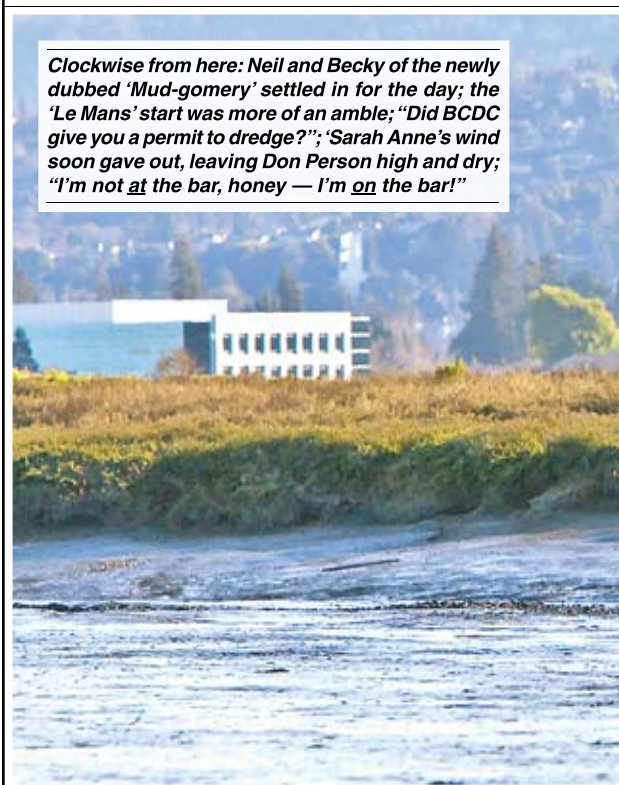
JIM 'GOOSE' GOSSMAN

*'Gale's* crew Carl Sundholm shows the tracks of his tears.



LEE CALLISTER

*Clockwise from here: Neil and Becky of the newly dubbed 'Mud-gomery' settled in for the day; the 'Le Mans' start was more of an amble; 'Did BCDC give you a permit to dredge?'; 'Sarah Anne's wind soon gave out, leaving Don Person high and dry; 'I'm not at the bar, honey — I'm on the bar!'*





## in 12 hours

announcement in *'Lectronic Latitude*, we were shocked!

Sadly, we've received a number of pleas from those who didn't sign up in time. Unfortunately, we can't accommodate more than 50 boats this year and, considering we already have more than a dozen names on the waiting list, it appears this year's roster is pretty close to written in stone. But don't let that stop you from taking a trip up-Delta — call some sailing buddies and create your own fun-run.

For more on the Delta Doo Dah — or simply cruising the Delta — check out [www.deltadoodah.com](http://www.deltadoodah.com).

— *'doodette' ladonna*

## corkscrewed — cont'd

chagrin of one unidentified muck-bound sailor who was reported to have cried out, "They didn't bring beer? What happened to protect and *serve*?!"

Back at the club, race organizers were concerned about their wayward charges, but there was little to do but wait . . . and enjoy the St. Paddy's Day feast of steaming corned beef and cabbage that every racer could only dream about. "The only bad part about sitting in the mud so long was thinking about the feast we were missing," admitted Higgins, a sentiment echoed by Gossman: "We thought, 'Damn, we'll miss the dinner.'"

As the tide finally started coming back in, a flotilla set out to rescue the stragglers. "Race Director Ed Stancil lashed a line from his Whaler through the sailboats," reported Callister. "When he hit the gas, the Whaler flipped right over in 24 inches of water. He lost his cell phone and camera, along with his dignity! But they managed to herd all the

continued on outside column of next sightings page



LEE CALLISTER



PHOTOS BY JERRY HIGGINS EXCEPT AS NOTED



# SIGHTINGS

## corkscrewed — cont'd

boats back to the starting point, where the sailors were pleased to find hot corned beef and cabbage, liquor and a roaring fire waiting for them." As Higgins noted, "You can only imagine how good it tasted as we flushed it down with beer after we arrived around midnight!"

In a time when many people take an 'All for one, and all for me' attitude about the world, it's refreshing to hear about the teamwork, generosity and selflessness it took to turn what could have been a disaster into an adventure everyone will remember. In fact, the overwhelming sentiment that the Potter Yachters walked away with was how terrific PYC's members are. "The PYC people are the warmest group of yachties I've ever encountered," said Higgins. "I was so taken by them, I've applied for membership!"

— *ladonna*

## strictly sail pacific

Elsewhere in this issue you will find the Strictly Sail Pacific Boat Show Guide, which will help you plan your assault on the West Coast's largest all-sail extravaganza. The show, which will be held April 15-18 at Oakland's Jack London Square, has undergone a bit of a facelift this year. Not only is it once again sail-only, but the accessories booths — more than 150 of them — will be housed in the former Barnes & Noble store instead of tents, the seminars will be held in temperature-controlled seminar rooms in the Waterfront



**Spread:** 'Ocean Watch' blasts through the Roaring Forties during her 25,000-mile circuit. **Inset above:** Thanks to a rare easterly, she was able to carry her unmistakable kite around the Horn. **Inset right:** Expedition scribe Herb McCormick compares notes with Captain Mark Schrader.



ALL PHOTOS DAVID THORESON / AROUND THE AMERICAS



## is better than ever

Hotel, and, for the first time in the show's history, used brokerage boats will be on display next to the new.

But the best parts of the show you've come to know and love aren't going anywhere. You'll still find more than 100 seminars, boats for every budget, and tons of special features. Some of the highlights for this year's show are:

- The Fun Zone — an interactive area to learn about fast-is-fun daysailers.
- Take a free 45-minute sail on a Cat-

continued in middle column of next sightings page



## ocean watch headed for the bay

A very special vessel will arrive beneath the Golden Gate late next month, with a pedigree that probably no other can match. Since departing from Seattle on May 31, the 64-ft steel cutter *Ocean Watch* has now completed all but the final sprint to the finish of a remarkable 25,000-mile journey. No, not around the world, but around both North and South America via the fabled Northwest Passage and Cape Horn. Skipped by two-time solo circumnavigator Mark Schrader, the mission of the Around the Americas project is to educate local residents at each port stop about the fragile ecology of our oceans, and inspire them to become involved in making positive changes.

When we checked on the expedition's progress just prior to going to press, ship's scribe Herb McCormick had just been "slimed" by a flying squid while idling in the Galapagos Islands — a comic moment in a journey punctuated by both high points and lows. At the southernmost tip of the Americas, the crew was not only able to accomplish an uncommon east-to-west rounding, but they lucked into a rare easterly breeze that allowed them to fly their trademark map-of-the-Americas chute as they passed the Cape: "It's hard to describe the sensation of actually gazing at the Horn from seaward off the deck of a small boat," wrote McCormick. "As a sailor, as a seaman, you instinctively realize you're slipping through waters both hallowed and lethal."

Not long afterward, however, that unforgettable day was contrasted by a miserable crossing of the notorious Golfo de Penas. "On some passages we've compared the motion on board *Ocean Watch* to what being inside your home washing machine on the wash cycle might be like," Schrader penned in his log. "Only last night we were in the industrial variety, known for its long cycles and vigorous, turbulent action. If I were a pair of dirty coveralls, I'd be spotless now."

Read more about this epic trip at [www.aroundtheamericas.org](http://www.aroundtheamericas.org), and stay tuned for details of *Ocean Watch's* Bay visit, scheduled for May 26-June 5.

— andy

## daysailing the gulf of the farallones

When Sausalito YC member George Rab tried to coordinate a multi-club cruise-out to the Farallon Islands a few years ago, he was disappointed in the lack of response. So when nearly 40 boats from various clubs around the Bay expressed interest in such a cruise this year, he was taken by surprise. "I think clubs weren't as electronically savvy then as they are now," Rab said.

As residents of Sacramento, George and his wife Wendy say that they're not attached to one yacht club over another. "We joined SYC because of their cruising program," George said, "but we like to hang out with people from other clubs, too." Noting a lack of inter-club cruises, he recently decided to try fanning the flames under his Farallones concept once more.

"I sent emails to the cruise directors of every club I could find in the Bay Area," he said. "Most of them were pretty good about forwarding it on to their members, and the response was tremendous."

The idea was simple: Pick a date and hope for good weather. No fees, no applications, no permits required. But as the date — Saturday, March 6 — approached, the forecast looked dicey. "We scratched the cruise on Thursday, but the low that was supposed to hit us dropped

continued on outside column of next sightings page



The entire fleet, including 'Pura Vida', made it home by 4 p.m. so they could enjoy a crab feed.

GEORGE RAB

# SIGHTINGS

## farallones — cont'd

south so we unscratched it on Friday," Rab laughed. Unfortunately, a number of boats had already made other plans.

As it was, 14 boats from a variety of clubs "poked their noses" out the Gate around 7 a.m. that morning and found sublime conditions. "We had to motor for about an hour before the wind picked up," said Rab, who, with Wendy, sailed his Island Packet 420 *Big Bird* to the rockpile and back without having to restart the engine.

"The conditions were perfect; sunny with a long-period swell," reported Berkeley YC members Melissa and Greg Davids, who did the trip on their Hylas 47 *Pura Vida*. "A 10-15 knot northerly gave us a close reach all the way out and a spinnaker reach all the way back."

The cruise also doubled as a whale watching expedition — thousands of grays, blues and humpbacks are currently migrating north along the coast — and the participants weren't disappointed. "The last time we went out, we didn't see any marine life at all," noted Rab. But, according to the Davids, *Big Bird* ended up being the unofficial wildlife commentator for the fleet: "The radio check-ins and *Big Bird's* pointing out wildlife really reminded us of the camaraderie we felt when we cruised Mexico."

Regardless of the premature cancellation, Rab believes that his little cruise was a huge success, and that similar cruises in the future will be just as well-received. "I strongly believe that a few trips like this each year can help build friendships between clubs as well as skippers," he said. "Some clubs don't have the advantage of a cruise program, so this kind of event provides an outlet. And some skippers might be hesitant about their first time out the Gate, so buddy boating is attractive."

Rab says he's planning another, similar cruise for the fall, possibly to Drakes Bay. Keep an eye out in *Latitude* and *Lectronic Latitude*, as he promises to fill us in on all the details so we can, um, cover the event — yeah, that's the ticket!

— ladonna

## farewell *plastiki*, farewell

*Plastiki* — the 60-ft catamaran made entirely out of recyclable and recycled materials, including 12,500 soda bottles — sailed out the Gate the morning of March 20. The inspiration of environmentalist and adventurer David de Rothschild, the *Plastiki* project has also utilized the talents of many Bay Area marine professionals — from the boat's suit of Pineapple Sails to the Monitor windvane attached to the aft bridge deck to the army of artisans who lent a hand in the building of this unique vessel-with-a-mission.

Even though we encouraged *Lectronic Latitude* readers the day before departure to sail out the Gate with *Plastiki*, we were surprised by how many boats turned out that Saturday morning. There must have been 100 or more! Unfortunately, most weren't there to send off *Plastiki* in style; they were, of course, rac-

ing in any one of a number of events held that day. Thankfully, the *Plastiki* crew didn't realize that, and they think Bay sailors turned out in droves to wish them fair winds. Shhh . . . it's our little secret.

Many of the dozen or so boats that did come out to see them off followed *Plastiki* and her towboat out past Mile Rock before turning for home. Ironically, with light westerlies, the strictly downwind vessel required a petroleum-fueled RIB to pull them out past land. "What's

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## strictly sail

alina, Hunter or Beneteau at the Discover Sailing Dock.

- Go for a sail on the *Derek M. Bayliss*, a 65-ft cat ketch designed by Tom Wylie and currently owned and operated by Sealife Conservation, a non-profit that works to inspire people to reduce pollution and support healthy fisheries.

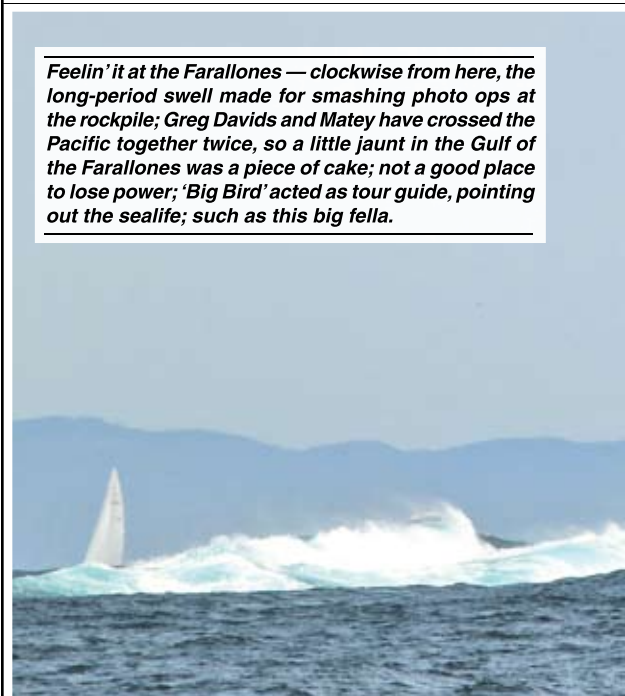
- Get kids aged 10-18 sailing aboard *Seaward*, the 82-ft youth sail-training schooner. Sign up at the show.

- Tour Michael Reppy's Grainger tri *Dolphin Spirit* before she takes off on a San Francisco-Tokyo record attempt in '11.

- See what all the fuss is about at the



*Feelin' it at the Farallones — clockwise from here, the long-period swell made for smashing photo ops at the rockpile; Greg Davids and Matey have crossed the Pacific together twice, so a little jaunt in the Gulf of the Farallones was a piece of cake; not a good place to lose power; 'Big Bird' acted as tour guide, pointing out the sealife; such as this big fella.*



LATITUDE / LADONNA



*'Plastiki' left the Bay with hordes of Bay sailors, some 'escorting' them as far as the Lightship.*



## — cont'd

new Multihull Lagoon.

- Go green at the Green Boating Zone, featuring the latest eco-friendly boating products and practices.

- Check out the new Jeanneau 57 or the Hunter 39.

- Find out more about Heart of Sailing's mission to introduce people with developmental disabilities to sailing.

- Catch some Mercury and Snipe racing off the docks on Saturday afternoon, then come back for some Opti action on Sunday.

- Attend one of the many outstanding

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## *plastiki* — cont'd

the carbon footprint of that?" asked one poster on our Facebook page. Considering the 'green' nature of their mission — to educate the world on just how much plastic ends up in our oceans, as well as to find new and innovative ways to use the material — it's a fair question, but one that seems overshadowed by the measures the team has taken to make their voyage as sustainable as possible, from provisioning with locally grown and supplied food to installing a mini-greenhouse that will provide fresh produce.

As this issue goes to press, the *Plastiki* crew are five days out on their journey toward the Line Islands, and are about 200 miles off San Diego. Not bad for a boat built from soda bottles, but unfortunately they've been heading in a decidedly easterly direction for the past two days. You can follow the crew's blog posts and tweets, as well as track their voyage, at [www.theplastiki.com](http://www.theplastiki.com).

— ladonna



ROD BAUER



PHOTOS MELISSA AND GREG DAVIDS UNLESS NOTED

# SIGHTINGS

## clipper cove gets the all-clear

Not so long ago, Clipper Cove — tucked between Yerba Buena and Treasure Island — resembled a scene out of the film *Waterworld*. Dilapidated junk-heaps were rafted together to make floating crack dens that would eventually break loose or sink, either causing damage to other boats or creating anchoring hazards. Most of these derelicts



**Marina Manager Roger Ladwig shows off the virgin pumpout station.**

— along with a handful of reasonably well-maintained liveboards — were moored close to shore, forcing weekenders farther from the lee of the treeline. Not only did that mean a longer trek to land but it also increased the odds of dragging anchor due to the winds that naturally funnel over the isthmus and into the center of the anchorage.

After the Navy pulled out of T.I. in '97, Clipper Cove was left in a state of limbo. Enforcement of marine rules was sporadic at best. No one knew if the cove fell under the City of San Francisco's Marine Patrol or the Coast Guard's jurisdiction — including the two agencies themselves. This confusion made it easy for folks to take advantage of the situation and dig in their hooks.

For 13 years, a deal between the City of San Francisco and the Navy was said to be "imminent," but never seemed to

come to fruition. In the meantime, the Navy dubbed the City "custodians" of Treasure Island. The City, in turn, created the Treasure Island Development Authority — naming Mirian Saez as Director of Island Operations — to begin planning big changes for T.I. once the deal was done.

Last December, Mayor Gavin Newsom announced that an agreement had been reached with the Navy for the City to purchase T.I. for \$105 million. Not long after, Saez announced that the new anchoring permit process TIDA had developed — with input from *Latitude* and its readers — to prevent boaters from anchoring permanently was now in effect, and would be enforced with the help of the City's Marine Unit.

We first reported on Saez's plan to clean up Clipper Cove, making it a welcoming outpost for what she called "responsible boaters," in last June's edition of *Latitude*. It seemed a daunting task considering that, on the day we met, there were no fewer than 24 boats semi-permanently anchored and another handful of sunken boats to contend with. So when we dropped by Clipper Cove last month to check on her progress, we were stunned: There were just three boats at anchor!

"Those over there," Saez said, pointing to two sailboats with erect masts, "just came in today. That one with the mast down? Well, we're working with that boat's owner to remove it." In all, 28 boats were removed from Clipper Cove — most by their owners, but a handful were seized, then auctioned off — as well as all of the sunken wrecks of which TIDA was aware. When we noted that one wreck marked with a yellow buoy still seemed to be in the cove, Saez was concerned. "Show me where it is so we can get it removed!"

According to Saez, the permit program has worked as planned, cleaning up the cove without being a burden to recreational boaters. "We listened to all of the really great comments we got while developing the plan," she said, "and, so far, we haven't heard from anyone that the new system is too onerous." For the entire list of rules, go to [www.sftreasureisland.org](http://www.sftreasureisland.org), but the basics are as follows:

- If you're spending less than 24 hours, do nothing;
- If you want to spend the weekend, call (415) 274-0382 or send a

continued on outside column of next sightings page

## strictly sail

free seminars from the likes of John and Amanda Neal, Lee Chesneau, George Day, Margo Wood, Pam Wall, Brion Toss, and of course the Bay's own Kame Richards.

- Be part of the solution by attending the Bringing Diversity to Sailing Round Table Discussion on April 18.

- Finally, anyone interested in joining this year's Baja Ha-Ha will want to attend Grand Poobah Richard Spindler's seminar at 2 p.m. on April 16 (repeats April 17 at 3:30 p.m.) on the enormously popular cruisers' rally — last year was a record-breaker at 193 boats — that



**Mirian Saez has every reason to smile now that all the derelicts and wrecks have been cleared out of Clipper Cove.**





**— cont'd**

starts in San Diego at the end of October and ends in Cabo a couple weeks later. Assistant Poobah 'Banjo' Andy Turpin will also be dishing on the Pacific Puddle Jump and cruising in Tahiti on April 17 at 4:45 p.m. And veterans of the Baja Ha-Ha and Puddle Jump, as well as their baby sister, the Delta Doo Dah, are invited to a reunion party at the *Latitude* booth on Friday night at 6 p.m.

For details on any of these or the many more events planned for Strictly Sail Pacific, visit [www.strictlysailpacific.com](http://www.strictlysailpacific.com).

— *ladonna*

**clipper cove — cont'd**

message through the website letting TIDA know your plans (include your name, cell number, boat name and registration numbers);

- If you need to stay longer than three days, you have to go into the office to fill out a permit application;

- Don't pump your crap overboard.

In an effort to help folks comply with the last — and most strictly enforced — rule, a free holding tank pumpout station has even been installed at Treasure Isle Marina, and is ready for use.

While the new rules undoubtedly have pissed off a small number of boaters who would like to keep the anchorage as their own private dumping ground, we think the new system — nearly identical to one *Latitude's* Publisher suggested to TIDA — has turned Clipper Cove from *Waterworld* to *Blue Lagoon*.

— *ladonna*



PHOTOS LATITUDE / LADONNA



# RACING TO SAN FRANCISCO



Qingdao stopover departure ceremony

Following a hero's welcome and an unforgettable stopover in the Shandong provincial city of Qingdao, China, the crews competing in the Clipper 09-10 Round the World Yacht Race were treated to a spectacular send off for Race 7 of the 35,000-mile global challenge to San Francisco.

**As the brave sailors manned their boats and prepared to do battle with the largest ocean on the planet, thousands lined the breakwater of the Olympic Sailing Centre to send them on their way.**

The internationally sponsored stripped down ocean racing yachts are now tackling some serious weather as they take on the 5,680 mile Pacific leg, the longest in the history of the Clipper Race. Speaking ahead of the start the skipper of *California*, Pete Rollason, shared his thoughts on how he and his team were going to handle the marathon crossing.

"This is the leg that I've always been looking forward to, even before we started. It's going to be one hell of a challenge and there is a certain amount of apprehension from the crew but they're all up for it and what an achievement when we get there.

"We hope to be top of the podium when we get to San Francisco. We want to break the home port curse and we're going to be going all out. We've really performed well over the last couple of races and looking at the other boat performances we certainly seem to be the most improving team. So we're going to give it 150 percent and hopefully make that podium and receive one heck of a reception in California."



One of *California*'s competitors, *Hull & Humber*

The race is the brainchild of legendary solo sailor, Sir Robin Knox-Johnston, the first man to sail solo and non stop around the world. He wanted others to be able to follow in his pioneering footsteps and established the Clipper Race which to date has turned more than 2,000 people from all walks of life into experienced ocean racers.

Sir Robin says, "The leg from Qingdao to San Francisco is a fascinating one. It is the longest leg in the history of the Clipper Race and to complete the Pacific in one long, five-week bite is a major challenge. When the crews arrive in San Francisco they will have sailed for a longer distance than 99.9 percent of all boat owners and it's a magnificent ocean for the amateur crews to have in their log books."





**Charles Willson on board California**

**ON REFLECTION**

Guaranteed to be on the pontoon to see his boat arrive is *California* crew member, Charles Willson. Having recently returned from his leg of the race, from Western Australia to China, Charles has been avidly following his team on the Race Viewer and willing them to victory.

Charles says, "I first learned about the Clipper Race in April 2008 when looking out my office window overlooking the entrance to the Santa Cruz Harbor. I saw a large racing yacht dropping its main and making preparations to enter the harbor. I punched the URL on the boom ([www.clipperroundtheworld.com](http://www.clipperroundtheworld.com)) into my web browser, and from that moment on, I was hooked.



**Charles Willson and crew arrive in Qingdao**

"Now exactly two years later I will be scanning the horizon waiting for my team to pass under the Golden Gate Bridge a little over five weeks after I said goodbye to them in China, having spent two months aboard as a crewmember for Leg 4.

"Leg 4 of Clipper consisted of two contrasting races. First we raced from Western Australia to Singapore.

Leaving Australia in the middle of their summer en route to the Equator meant scorching heat on deck and unbearable temperatures down below. I quickly learned to love helming at night. It was such a great feeling to be hundreds of miles from land concentrating on the faint silhouette of a tennis court sized spinnaker, lit only by the light of a star filled sky.

The Equator also introduced me to night time squalls where the wind would go from six to 60 knots in the blink of an eye accompanied by torrential rain. We laughed a lot on those nights as we worked our way through reefs and headsail changes with our life jackets going off from the volume of water on the foredeck.

"The race from Singapore to China began with the same searing heat but we all knew what awaited us once we reached the Luzon Straits at the bottom of Taiwan. Almost overnight the temperatures plummeted and the sea state picked up. Getting on and off deck now took 25 minutes to pull on and off endless layers of foul weather gear. Our seven person watches were reduced to a rotation of three as a result of the mercury heading well into negative territory. Then one bright, sunny morning as I came up on deck I was looking at the Olympic rings at the entrance to the Qingdao Olympic Sailing Center. The crew's tiredness was immediately replaced with elation. We had just sailed to China!

"I can't wait to greet my crew as they arrive from their Pacific crossing. I know they will have new stories to tell. I also know I will only have to say goodbye to them one more time before I rejoin them on board in Jamaica for the final leg back to Hull in the UK."

**HOW TO GET ON BOARD**

If you are excited by the prospect of getting on board and taking part in the only round the world yacht race that is available to everyone, regardless of previous sailing experience, then you are not alone.

Berths are now available on the Clipper 11-12 Round the World Yacht Race and are already filling up fast.

Anyone over the age of 18 is welcome to apply and for those wishing to find out more Clipper Crew Recruitment Manager, David Cusworth will be in California for the stopover in April and is holding a number of no obligation presentations across the San Francisco Bay area.

**San Francisco Yacht Club,**  
 Belvedere - Wednesday 7 April at 7pm

**South Beach Yacht Club,**  
 The Embarcadero - Thursday 8 April at 6pm

**OCSC Sailing School,**  
 Berkeley – Monday 12 April at 7pm



**California**

**OPEN DAY**

The fleet will be berthed in San Francisco Marina, where the Golden Gate Yacht Club is situated, for the duration of the stopover. For those wishing to see the boats up close then a couple of the boats will be available for tours:

**Monday 5 April**  
**10am to noon and 2pm to 4pm**

To find out more about the Clipper Race, the San Francisco stopover or to attend one of the presentations:

**Email:**  
[oceanracer@clipperroundtheworld.com](mailto:oceanracer@clipperroundtheworld.com)  
**Call:** +44 (0) 2392 526000  
**Visit:** [www.clipperroundthworld.com](http://www.clipperroundthworld.com)