

Latitude 38

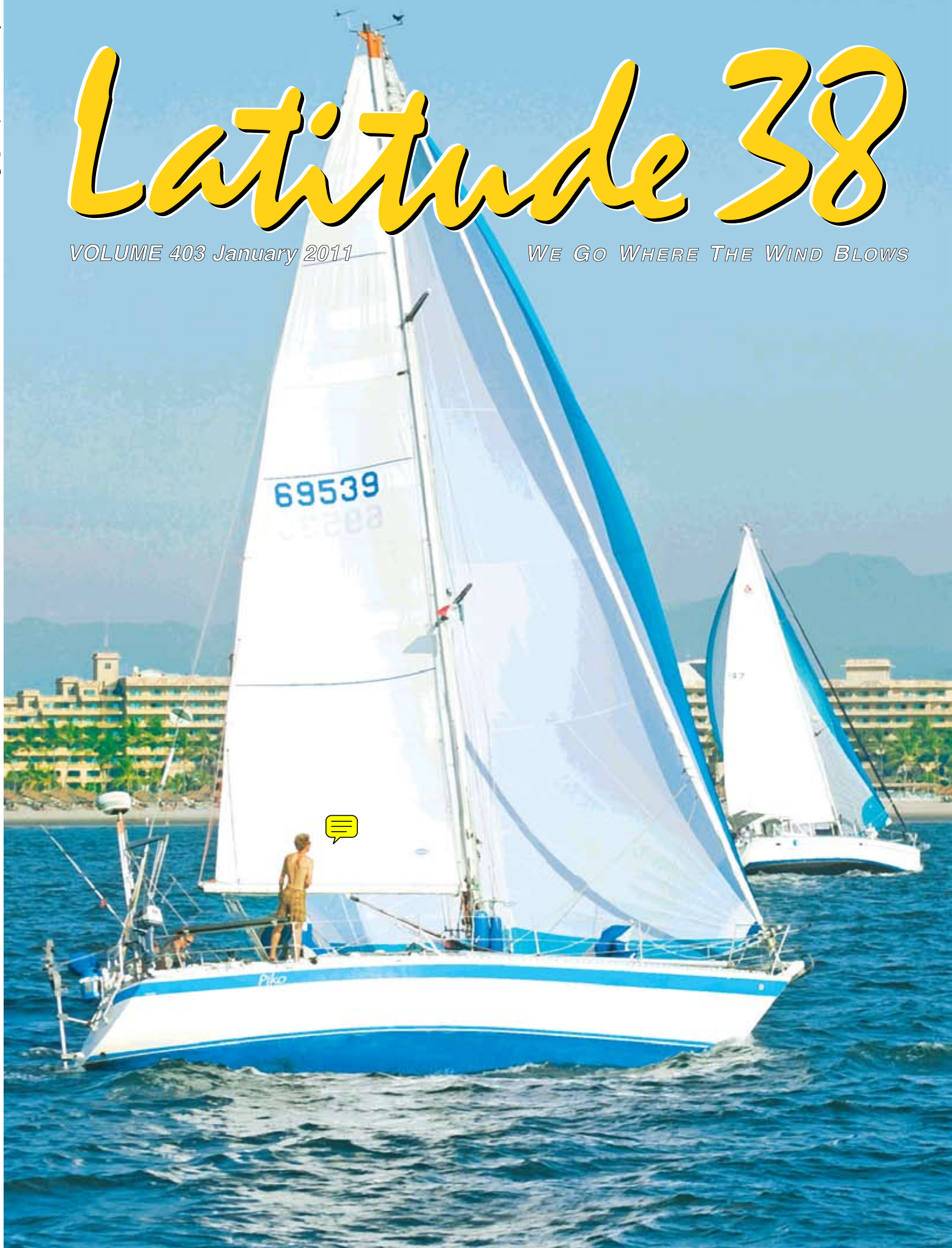
Latitude 38

VOLUME 403 January 2011

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JANUARY 2011

VOLUME 403





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Cover: *Latitude 38*/Richard

Photo: *Piko and Di's Dream* battle it out under blue skies during last month's Banderas Bay Blast.

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

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Beneteau 43



Beneteau First 36.7



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BROKERAGE

This Month's Featured Boats



Beneteau 411
1999
\$135,000



40' Island Packet
1998
\$225,000



35' Dehler CWS
1996
\$82,000



34' Aloha Sloop
1984
\$49,500

SAIL

50' Hollman	1989	\$169,950
47' Beneteau 473	2004	258,800
47' Beneteau 473 3-cabin	2006	329,000
46' Amel Maramu	1985	124,000
45' Beneteau 45f5	1991	119,900
42' Beneteau 423	2005	199,500
42' Cascade	1971	47,500
41' Beneteau 411	1999	135,000
41' Tartan 4100	1996	224,500
40' Island Packet	1998	225,000
40' Hardin Seawolf ketch	1970	70,000
39' Carroll CM 1200	1995	59,500
38' Island Packet 380	1999	239,000
38' Tartan 3800	1995	129,000
37' Tartan 3700	2006	239,000
37' C&C 37	1985	57,900
37' Pacific Seacraft	1984	129,000
37' Tartan 3700	2006	239,000
36' Beneteau 361	2002	109,500
36' Beneteau 361	2000	114,000
36' Cape Dory ketch	1984	89,900
36' CS sloop	1988	62,500
36' Island Packet 350	1999	169,000
35' Dehler CWS	1996	82,000
35' C&C 35 Mk III	1983	49,900
35' J/105	1999	94,000
34' Aloha sloop	1984	49,500
32' Island Packet	1990	88,000
32' J/32	1997	87,500
31' Beneteau First 310	1993	44,900
30' Juno, classic wood	1960	38,000
28' Islander Bahama	1981	18,500

POWER

42' Californian aft cabin	1987	119,950
38' PC True North	2007	369,000
34' Sea Ray 340, trade-in	2006	134,900

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C&C 32



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C&C 41



1984, \$73,000

SISTERSHIP

PETERSON 44



1976, \$115,000

SISTERSHIP

CATALINA 30



1984, \$19,900



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Latitude 38

"we go where the wind blows"

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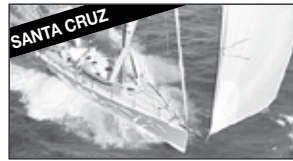
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— Herman Melville, 'Moby Dick', Chapter XXVI



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\$125,000



Islander Freeport 36, 1981
\$48,000



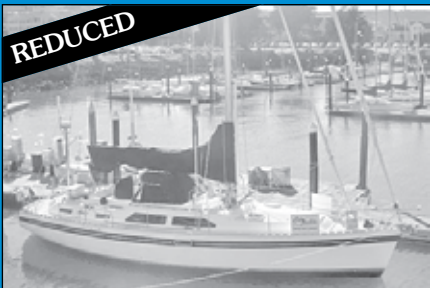
Beneteau 370, 1991
\$79,000



Beneteau 33, 2002
\$70,000



33' Hunter Sloop, 1980
\$29,900



46' Moody, 2000
\$350,000



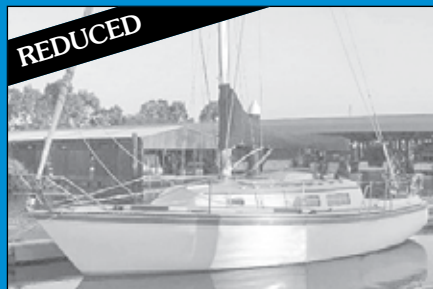
Hinterhoeller 26C Nonsuch
1981 \$25,000



30' Cape Dory, 1978
\$32,500



Carver 30, 1993
\$59,900



Newport 30 MkIII, 1982
\$23,500



28' Blackfin, 1981
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January 8-9

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Ranger 27 Tug, 2011	NEW MODEL! 159,937
Ranger 25-SC Tug, 2010.....	NEW MODEL! 129,937
Ranger 21-EC Tug, 2011	49,937

Preowned Ranger Tugs at Our Docks

Ranger 25 Tug, 2010	139,950
Ranger 25 Tug, 2009	125,900
Ranger 25 Tug, 2008	110,000



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CALENDAR

Non-Race

Jan. 1 — Make it your New Year's resolution to sail every week in 2011.

Jan. 1 — 'Round the Island circumnavigation of Alameda. Starts at Island YC, then on to Aeolian and Ballena Bay YCs, finishing at Encinal YC. Info, IslandYCEvents@yahoo.com.

Jan. 2-30 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Jan. 4-Mar. 1 — America's Boating Course by San Luis Rey Sail & Power Squadron at Oceanside YC, 6:30-9 p.m. \$65 materials fee. Info, www.usps.org/localusps/slr.

Jan. 5, 1922 — Seven years after surviving a 15-day open boat journey in the Southern Ocean to save his *Endurance* crew, Sir Ernest Shackleton died at South Georgia Island.

Jan. 5 — Club Nautique's Winter Wednesdays Seminar Series continues with 'Don't Get Hit by a Supertanker' by instructor Peter Leib at Club Nautique in Sausalito, 6-8 p.m. Seminars run at the same time at alternating locations (A=Alameda, S=Sausalito) and are free. **1/19**: 'From a Newbie to New Zealand in Six Years' by members Allan and Rina Alexopoulos (A); **2/2**: 'Chartering to Catalina' by Rod Witel (S); **2/16**: 'Singlehanded Sailing in the TransPac' by instructor and SHTP vet Max Crittenden (A); **3/2**: 'Heavy Weather Preparation Devices & Skills' by Arnstein Mustad (A); **3/16**: 'Understanding San Francisco Tides & Currents' by Kame Richards (A); **3/30**: 'Cruise Planning for North of the San Rafael Bridge' by owners Don Durant and Dave Moore (S). Info, (510) 865-4700 or www.clubnautique.net.

Jan. 5-26 — 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.

Jan. 6 — Open House at Bow Yoga Studio in San Rafael, home to the Sailing Speaker Series with Yoga for Women, 5:30-9 p.m. Info, (510) 333-8846 or www.bowyoga.com.

Jan. 8-9 — America's Boating Course by Carquinez Sail & Power Squadron at Vallejo YC, 9 a.m.-4 p.m. \$40. Info, www.carquinez.org/public_courses.html or (707) 55-BOATS.

Jan. 12 — Ullman Sails Seminar Series continues with 'Town Hall - Ask the Pros' at Santa Ana loft, 7 p.m. Free unless noted. Seminars run at the same time and location. **2/2**: 'Unlocking the Race Course' (\$18); **3/2**: 'How to Win the U/S Offshore Series'; **4/6**: 'Team Building, Coaching & Management'; **5/4**: 'The Baja Ha-Ha Adventure'; **6/1**: 'World Class Yacht Designers Forum'. Info & RSVP, (714) 432-1860.

Jan. 12 — 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 or (510) 233-1064.

Jan. 12-16 — 51st Annual Portland Boat Show at the Expo Center. Info, www.otshows.com.

Jan. 15 — US Sailing Race Management Seminar at Encinal YC, 7:45 a.m.-5:30 p.m., \$50-80. Info, www.ussailing.org/racemgt/Race_Officer_Prog/seminars.asp.

Jan. 19 — Howl at the full moon on a Wednesday night.
Jan. 21-30 — Seattle Boat Show Indoors & Afloat at Qwest Field Event Center and Lake Union's Chandler's Cove. The largest boat show on the West Coast. Visit www.seattleboatshow.com for more info.

Jan. 25, 1878 — The clipper ship *King Philip* dragged anchor just outside San Francisco and was wrecked off Ocean Beach. Her remains, which are rarely visible, were last spotted in November 2010.

Jan. 27-30 — San Diego Sunroad Boat Show at Sunroad Resort Marina on the east end of Harbor Island. Info, www.

And the winner is... **Catalina.** For the third year in a row.

The new **Catalina 355** has just been honored as the 2011 Best Mid-Sized Cruiser and 2011 Domestic Boat of the Year, joining the award-winning 445 and 375 and bringing to 11 the number of awards Catalina has received for its designs. No other sailboat manufacturer has ever achieved this distinction.

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Open Boat Weekend
January 8-9**



Boats are selling! List with us! 17 boats sold since November!

New Catalina Yachts in Stock

- Catalina 445, 2010
- Catalina 375, 2010
- Catalina 355, 2011 ARRIVING SOON!

Preowned Catalina Yachts at Our Docks

- Catalina 440, 2005.....\$250,000
- Catalina 42 MkII, 1996.....149,900
- Catalina 42, 1993.....124,500
- Catalina 400, 2004.....209,900
- Catalina 36 MkII, 2005.....129,000
- Catalina 36 MkII, 2004.....126,000

- Catalina 36 MkII, 1999.....93,750
- Catalina 36, 1987.....49,000
- Catalina 350 MkII, 2004.....125,663
- Catalina 34, 2004.....109,500
- Catalina 34, 1988.....49,900
- Catalina 320, 2000.....74,900
- Catalina 310, 2007.....94,500

Preowned Sailing Yachts at Our Docks

- Hunter 36, 2004119,000
- Hunter 31, 200784,900
- Nonsuch 30, 198149,000

New Ranger Tugs in Stock (base price)

- Ranger 29 Tug, 2011\$229,937
- Ranger 27 Tug, 2011**NEW MODEL!**.....159,937
- Ranger 25-SC Tug, 2010.....**NEW MODEL!**.....129,937
- Ranger 21-EC Tug, 201149,937

Preowned Ranger Tugs at Our Docks

- Ranger 25 Tug, 2010139,500
- Ranger 25 Tug, 2009125,900
- Ranger 25 Tug, 200895,000

Preowned Power Yachts

- Chaparral Signature 310, 2005...**JUST ARRIVED!**...95,900



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CALENDAR

bigbayboatshow.com.

Jan 29 — About Boating Safely class by USCGA Flotilla 12-1 at Encinal YC, 9:30 a.m.-3:30 p.m. \$35 materials fee. Info, nancy@windwave.com or (510) 601-6239.

Jan. 29 & 30 — Baja Ha-Ha Assistant Poobah 'Banjo Andy' Turpin will present Ha-Ha and Pacific Puddle Jump seminars back-to-back on both days at the Seattle Boat Show. See www.seattleboatshow.com for times.

January, 1980 — It Was Thirty Years Ago from the *Latitude* Interview with Bernard Moitessier by Frank DiMarco:

38: One of the stories that goes around is that you were well on your way to winning a very famous around-the-world race and for some reason turned around and went the other way.

Moitessier: When I turned around, I sent a message on my slingshot. I used to have pieces of lead and when I wanted to send a message to be cabled, I would try to attract ships with a signal mirror, then I would slingshot the message. In this case, the cable was addressed to the *Sunday Times*, the sponsor of the race. The message I sent was, "I am continuing throughout the Pacific because I am happy at sea and also to save my soul." That's all that was on the message. I just didn't feel like going back, going back into all that shit. Publicity, media, you know. When they want to make you some kind of hero, they drive you just crazy.

Their way of thinking is wrong to me. It's no good trying to make a hero of somebody because it's too easy. And that's what would have happened to me. I knew that very few boats would succeed in rounding those three capes without something that would make them have to stop. There was a journalist asking me, before I left, who I thought would win the race and it made me mad. I told him, "Any guy who will have gone around those three capes will be a winner anyway, even if seven of us arrive, or even two or three. So don't talk about it." There are different rules of the game when you go on such a trip. That's the fight against the 'dragon'.

Feb. 5 — 22nd Annual Women's Sailing Convention at Bahia Corinthian YC in Corona del Mar, \$170. Info, www.scya.org.

Feb 15-21 — Lake Havasu Pocket Cruiser Rendezvous. A great excuse to get your trailer sailer on the water, plus you'll sail under the London Bridge! Info, www.sailhavas.com.

Feb. 24-27 — Boat Fest at Marina Village Yacht Harbor in Alameda. Admission and parking are free for this winter boating celebration. Info, www.boatfestival.blogspot.com.

Mar. 9 — Free in-the-water liferaft training class by Sal's Inflatables, 3-5 p.m. at Golden Gate YC, just before the Crew List Party. Reservations and info, (510) 522-1824.

Mar. 9 — *Latitude 38's* Spring Crew List Party at Golden Gate YC, 6-9 p.m. It's early in the season so you can set up your crew sooner. \$5 for anyone 25 and under (with ID)! Only \$7 for the rest of us. See www.latitude38.com for details.

Racing

Jan. 1 — Master Mariners New Year's Day Race and Chili Potluck at Pt. San Pablo YC in Pt. Richmond. Info, (415) 364-1656 or www.mastermariners.org.

Jan. 1 — Brrrr Rabbit. CPYC, regatta@cpyc.com.

Jan. 1 — Frostbite Regatta on Lake Yosemite. LYSA, www.lakeyosemitesailing.org.

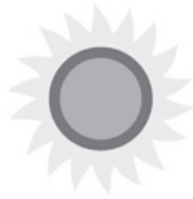
Jan. 15 — Richmond YC Little Daddy Regatta. Big Daddy will follow in March. Info, www.richmondyc.org.

Jan. 17-21 — Key West Race Week presented by Nautica, the best regatta in the U.S. Info, www.premiere-racing.com.

Jan. 26-29 — The Superyacht Cup Antigua. Watch beautiful people sail beautiful boats in a beautiful venue. Info, www.

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Jan. 29 — Three Bridge Fiasco, one of the oddest and most entertaining races ever invented, and the first SSS event of the season. Info, www.sfbaysss.org.

Feb. 5 — Double Up & Back. CPYC, www.cpyc.com.

Feb. 12-13 — Londerville Cup. HMBYC, www.hmbyc.org.

Midwinter Regattas

BERKELEY YC — Midwinters: 1/8-9, 2/12-13. Chowder Races: Sundays through March except when it conflicts with above. Bobbi, (925) 939-9885.

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.

CORINTHIAN YC — Midwinters: 1/15-16, 2/19-20, 3/19 (bonus). Michael, racing@cyc.org.

ELKHORN YC — Frostbite Series: 1/23, 2/6, 2/20, 3/6, 3/20. Paul, (831) 724-3875 or pputter@yahoo.com.

ENCINAL YC — Jack Frost Series: 1/22, 2/26, 3/26. Chris, rearcommodore@encinal.org. Small Boat Winter Series: 1/29, 2/26, 3/26. Charles Hodgkins, chodgkins@encinal.org.

GOLDEN GATE YC — Seaweed Soup Series: 1/8, 2/5, 3/5. Leslie Anne, (415) 931-3980.

HALF MOON BAY YC — Midwinters: 1/16, 2/20, 3/20. Info, rcommadore@hmbyc.org.

ISLAND YC — Estuary Midwinters: 1/9, 2/13, 3/13. John, (510) 521-2980 or iycracing@yahoo.com.

LAKE MERRITT SC — Robinson Memorial Midwinters: 1/9, 2/12, 3/13. Jackie, (510) 582-1048.

OAKLAND YC — Sunday Brunch Series: 1/2, 1/16, 2/6, 2/20, 3/6. John, (510) 366-1476 or j_tuma@comcast.net.

REGATTAPRO — Winter One Design: 1/8, 2/12. Jeff, (415) 595-8364 or jzarwell@regattapro.com.

RICHMOND YC — Small Boat Midwinters: 1/2, 2/6, 3/6. Opti Midwinters: 1/1, 2/5, 3/5. Tony, (925) 200-4441 or amcastruccio@sbcglobal.net.

SANTA CRUZ YC — Midwinters: 1/15, 2/19, 3/19. Info, (831) 425-0690.

SAUSALITO YC — Sunday Midwinters: 1/2, 2/6, 3/6. John Mount, race@sausalitoyachtclub.org.

SEQUOIA YC — Winter Series: 1/22, 2/26, 3/19. Redwood Cup: 1/9, 2/13, 3/6. Tim Peterson, trp43@aol.com.

SOUTH BEACH YC — Island Fever Midwinters: 1/15, 2/19, 3/19. Info, www.southbeachyc.org.

TIBURON YC — Midwinters: 1/22, 2/12, 3/12. Ian Matthew, ian.matthew@comcast.net or (415) 883-6339.

VALLEJO YC — Tiny Robbins Midwinters: 1/8, 2/12, 3/12. Info, (707) 643-1254.

Mexico and Beyond

Feb. 1-6 — 10th Annual Zihua Sail Fest in Zihuatanejo, Mexico. Five days of parties, contests, potlucks, races, BBQs, auctions and chili cook-offs are what attracted more than 30 boats to last year's event, but the real payoff was raising money for local schools. These indigenous kids, many of whom are orphaned, can't attend Mexican schools until they learn to speak Spanish. Last year about \$45,000 was raised thanks in large part to matching funds raised by the Bellack Foundation and Pete Boyce, and a \$20,000 grant from Rotary International. To join in the fun and help some needy kids — even if you can't make it to the parties — go to www.zihuasailfest.com.

Feb. 4 — Pacific Puddle Jump Kick-Off Party at Vallarta YC in Nuevo Vallarta from 2-5 p.m. *Latitude 38*, Paradise Marina

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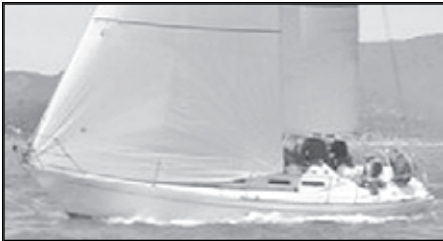
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39' Schumacher, 1996, Recidivist
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40' Summit, 2008, Soozal
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38' Sabre 386, 2008, Kuai
Cruise or race.
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77' Andrews, '03*.....\$799,000	40' J/120, '04, <i>Mad Max</i>\$229,000	35' 1D35, '00, <i>Sweet Sensation</i>\$69,000
53' J/160, '00, <i>Novakane</i> Reduced \$560,000	40' Summit, '08, <i>Soozal</i>\$599,000	34' J/34, '85, <i>The Zoo</i> *.....\$29,900
52' Santa Cruz, '00, <i>Isis</i> SOLD	40' Avance, '85, <i>Caribou</i> *.....\$119,000	34' MJM 34z, '05*.....\$334,000
52' Santa Cruz, '99, <i>Renegade</i>\$595,000	40' Olson, '83, <i>Elka</i> Reduced \$69,900	33' J/100, Hull #9, '05.....\$106,000
52' Santa Cruz, '98, <i>Hula</i> Reduced \$449,000	39' Schumacher, '96, <i>Recidivist</i> Reduced \$99,000	33' J/100, '05, <i>Hattie</i> SOLD
52' Santa Cruz, '96, <i>Madusa</i> SOLD	38' Sabre 386, '08, <i>Kuai</i>\$289,000	33' Back Cove, '08.....\$279,000
52' TransPac with IRC mods, '03, <i>Braveheart</i> *.....\$499,000	36' J/109, '03*.....\$189,000	32' J/32, '02, <i>Tango</i>\$119,000
48' J/145, Hull #9, '03*.....\$675,000	36' Islander 36, '72, <i>Absolute</i>\$45,000	32' Catalina 320*.....\$61,000
48' 1D48, '96, <i>Chaya</i>\$125,000	35' J/105, '92, Hull #44, <i>Orion</i>\$75,000	30' Peterson Half Ton*.....\$27,500
47' Valiant, '81, <i>Sunchase</i>\$125,000	35' J/105, '99, <i>Life Is Good</i> *.....\$82,500	30' Knarr, '80.....\$20,000
44' Kernan, <i>Wasabi</i>\$429,000	35' J/105, '00, Hull #347, <i>Bald Eagle</i>\$109,000	29' MJM 29z, '07*.....\$269,000
44' J/44, '93, <i>Halcyon Days</i> *.....\$285,000	35' J/105, '00, Hull #343, <i>Nirvana</i>\$109,000	28' Alerion Express, '06*.....\$99,000
44' Wauquiez 43 Pilot Station*.....\$319,000	35' J/105, '01, Hull #469, <i>Streaker</i> Reduced \$100,000	28' Alerion Express, '02*.....\$72,500
43' J/130, '96*.....\$209,000	35' J/105, '02, Hull #520, <i>Sea Room</i>\$109,000	28' Islander, '79*.....\$16,900
42' Custom Wylie, <i>Scorpio</i>\$169,000	35' J/105, '04, Hull #634, <i>Flying Dutchman</i> SOLD	26' J/80, '04, <i>Heart Attack</i>\$34,900
41' J/124, '07, <i>Sea Wolf</i> SOLD	35' J/35, '84, <i>The Boss</i> *.....\$34,000	26' Aquapro Raider, '02, enclosed hard top.....\$59,000
40' J/122, '07, <i>TKO</i> Reduced \$429,000	35' J/35C, '93.....\$89,000	

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CALENDAR

and the Vallarta YC team up to host the final Mexico get-together for South Pacific-bound cruisers. For details, email andy@latitude38.com or go to www.pacificpuddlejump.com.

Feb. 12 — Pacific Puddle Jump Kick-Off Party at Balboa YC in Panama City, Panama from 12-4 p.m. Andy 'Mr. Puddle



LATITUDE / ANDY

Thinking about joining the Pacific Puddle Jump to Tahiti? Be sure to check out one of several PPJ talks in the coming months.

Jump' Turpin and officials from French Polynesia will be on hand to answer everyone's questions and explain the various programs. For details, email andy@latitude38.com or go to www.pacificpuddlejump.com.

Mar. 8-12 — The 19th Annual Banderas Bay Regatta is five days of 'friendly racing for cruising boats'. The sailing conditions and the Paradise Marina venue couldn't be better. Everybody plays it safe because they're sailing their homes, and the entry is free. It's the perfect time and place to have family and friends fly down to join you in the tropics. In fact, you'd have to be nuts to miss this one. The regatta is part of the month-long Festival Nautico Vallarta. For details, visit www.banderasbayregatta.com.

Mar. 12-Apr. 30 — The 2nd Annual Cruisers Rally to El Salvador starts in Mexico and meanders 'rally style' to the Bahia del Sol Hotel in El Salvador, where owner Marco Zablah is donating \$1,800 in prizes. Info, elsalvadorrally.blogspot.com.

April 7-10 — La Paz Bay Fest. This will be the fifth year for 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 2011 can be found at www.clubcruceros.org.

Apr. 29-May 1 — 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.hiddenportyachtclub.com.

May 2-7 — The Sea of Cortez Sailing Week will be just after Loreto Fest and sailed from Puerto Escondido 120 miles south to La Paz, with plenty of stops and lay days along the way. Don't miss the potlucks, hiking, volleyball, snorkeling, cocktail cruises, sunshine, instant friends and, of course, some 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). The number of entries is limited to ensure room for the entire fleet on the infamous cocktail cruise aboard *Profligate*. Enter by emailing Patsy on *Talion* at patsyfish@gmail.com



SOTO 40



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4th, 5th, 8th

J/24 European Championship — 1st, 3rd

J/24 Italian Nationals — 1st

J/24 World Championship — 1st, 3rd, 5th

J/80 World Championship — 1st, 2nd, 6th

Lake Garda Optimist Meeting,
Cadet and Junior — 1st

Melges 20 Nationals — 1st, 2nd, 3rd

Melges 24 US Nationals — 2nd

Melges 32 US Nationals — 1st

Nordic Youth Championship, Optimist —
Boys - 1st; Girls - 1st, 3rd

Optimist Turkish Federation Cup — 1st

Rolex IRC Nationals (Combined) — 1st

Snipe — US Women's Nationals — 1st

Snipe North Americans — 1st

Snipe US Nationals — 1st, 3rd, 5th, 6th

Star European Championship — 1st, 3rd,
4th, 6th, 10th

Star North Americans — 1st, 2nd, 4th, 10th

Star Western Hemisphere Championships — 1st,
2nd, 5th, 6th, 7th

The Henri Lloyd J22 Worlds — 1st, 2nd,
4th, 5th, 7th 10th

X-35 Nationals — 1st

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CALENDAR

June 24-26 — 6th Annual Tahiti-Moorea Sailing Rendez-vous, 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 races. Info, www.pacificpuddlejumps.com.

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

January Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
12/31Fri	0107/2.6	0740/6.6	1446/-0.6	2157/4.5
1/01Sat	0210/2.8	0832/6.7	1533/-0.8	2247/4.7
1/02Sun	0306/2.9	0919/6.7	1617/-1.0	2333/4.9
1/08Sat	0230/5.1	0750/2.6	1331/5.0	1954/0.5
1/09Sun	0301/5.2	0844/2.4	1419/4.5	2030/1.0
1/15Sat	0051/3.1	0711/6.0	1432/0.1	2154/4.2
1/16Sun	0149/3.2	0801/6.2	1514/-0.4	2235/4.5
1/22Sat	0132/5.7	0648/1.8	1255/6.1	1911/-0.3
1/23Sun	0211/5.9	0747/1.5	1353/5.5	1954/0.3
1/29Sat	0103/2.9	0722/6.3	1434/-0.3	2147/4.6
1/30Sun	0209/2.9	0819/6.4	1522/-0.5	2233/4.9

January Weekend Currents

date/day	slack	max	slack	max
12/31Fri	0920 2308	0022/1.9E 1244/4.8E	0331 1650	0629/2.7F 2000/3.6F
1/01Sat	1014	0124/1.9E 1338/5.0E	0429 1742	0725/2.8F 2053/3.9F
1/02Sun	0003 1103	0221/2.0E 1427/5.1E	0522 1829	0816/2.8F 2140/4.0F
1/08Sat	1009 2228	0050/3.2F 1246/2.1F	0411 1536	0633/2.5E 1839/3.6E
1/09Sun	1103 2306	0127/2.9F 1337/1.9F	0448 1629	0717/2.6E 1925/3.0E
1/15Sat	0908 2300	0003/1.5E 1228/4.1E	0316 1643	0615/2.1F 1946/2.9F
1/16Sun	0955 2349	0100/1.6E 1318/4.6E	0408 1727	0705/2.3F 2030/3.3F
1/22Sat	0313 1453	0545/3.5E 1759/4.7E	0905 2136	1157/3.3F 0634/3.8E
1/23Sun	1005 2221	0037/4.0F 1254/3.1F	0354 1554	0634/3.8E 1850/4.1E
1/29Sat	0907 2258	0021/1.6E 1235/4.4E	0324 1639	0621/2.5F 1953/3.5F
1/30Sun	1003 2346	0131/1.8E 1331/4.6E	0423 1729	0720/2.6F 2041/3.7F

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LETTERS

↑↓ DETAILS ON THE LOSS OF WATER PEARL

A few months ago, mention was made in *Latitude* of the loss in the early '80s of the Bequia-built traditional schooner *Water Pearl* on the Caribbean side of Panama, near the entrance to the Canal. The incident probably would have been forgotten long ago were it not for the fact that the schooner had been built for and was owned by Bob Dylan — although he wasn't aboard when she was lost.

I was working as a Canal pilot and living in Panama at the time *Water Pearl* was wrecked off Fort Sherman. For those not familiar with the area, Fort Sherman is the old U.S. Army Jun-



BOB GRAY

gle Operations Training Center (JOTC). In fact, it was the Special Forces guys stationed there who rescued the crew of *Water Pearl* — although the rescue primarily consisted of their helping the crew walk ashore. Fort Sherman is no

more, having been replaced by the Shelter Bay Marina.

Speaking from memory, if you look at the chart of the entrance to Cristobal, the westernmost end of the breakwater is on Toro Point, which has a white light. The seaward side of Toro Point has a very shallow reef. Only the crew of *Water Pearl* knows what really happened, but those of us around the boathouse figured that *Water Pearl* had old charts, which caused them to confuse the light on Toro Point with the



BO JANGLES

white light on the east point of the entrance through the breakwater. That also assumes that *Water Pearl's* radar either wasn't on or wasn't working. There were strong northerly winds the night *Water Pearl* was lost, so once the crew realized the situation they were in, it was too late to

save the boat. Once again, this explanation is not from the crew, but rather speculation by some of us on shore.

Attempts were made to pull *Water Pearl* off the reef, but the tugs couldn't get very close to her because of the reef. In addition, the tow lines kept getting snagged on the coral.

After the wreck was abandoned, she was stripped of almost everything. A local even cut a hole in the hull and salvaged the engine — piece by piece! He transported the pieces in a rowboat. I ended up with the anchor windlass and the grating from the shower. I made the latter into an end table.

I couldn't see any trace of *Water Pearl* the last time I was down at the wreck site. As best I can figure, the schooner was lost in '83 or '84.

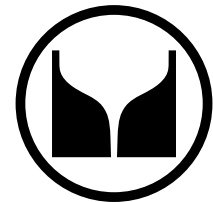
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Whidbey Island, WA



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LETTERS

Readers — The loss of any sailboat is sad, but the loss of a traditionally built wood schooner seems particularly sorrowful. The only thing we can't understand is why ol' Bob — and we'll admit to being a big fan, particularly of the early stuff — didn't use the loss as the basis for a mournful kind of song.

↑↓KEEP YOUR FINGERS AND TOES CROSSED

The America's Cup Race Management team has worked hard, says Iain Murray, CEO and regatta director for the 34th America's Cup, to reduce the cost of participation. For example, they've reduced the entry fees and bond requirements, reduced the penalties for not competing in AC World Series pre-events, and done other stuff. As a result, it shouldn't cost more than \$50 million for a group to build their AC72 cat and compete.



R. N. MARLEY

By the time you read this, we hope that the Board of Supes and Larry Ellison were able to reach a joint agreement.

Together an effort. On the other hand, I can get pretty high on the idea of smoking a doob while watching — for free — the 34th America's Cup play out on the windswept waters of San Francisco Bay. I'm keeping my fingers crossed.

Sam Anderson, Jr.
Fairfax

Sam — As we write this, the San Francisco Board of Supervisors has signed onto the deal, but Larry Ellison has yet to agree on behalf of BMW Oracle — and almost seems to be shopping the deal to Newport, Valencia, and Italy. Why? This is total speculation on our part, but we think he's weighing the fact that if the event were to be held elsewhere, there would be far fewer critics than if it's held in San Francisco.

↑↓SMELLS LIKE ILLEGAL TAXATION

I keep my boat at Emeryville Marina in Alameda County. Because of the bad economy and the lower prices boats are being sold for, I tried to get her reappraised at her actual value instead of the price I paid for her. The clerk in the Assessor's Office told me that the valuation I pay taxes on includes the estimated value of the sales tax that the new owner will have to pay.

When I told her that there is a possibility that the new buyer may be from outside the county, I was told that it didn't matter. When I responded that it doesn't seem right that I should have to pay taxes on possible future taxes, she said they were just following the verdict in *Xerox vs. Orange County*.

My question is whether this is legal. And if there is anyone else out there who thinks that it's wrong.

P.S. I read *Latitude* every morning.

David Zucker
Starbright, Morgan 43
Emeryville Marina

David — We thought *Xerox vs. Orange County* had something to do with the fact a county on one side of the United States copied the name of a county on the other side of the United States. So that's outside our area of expertise.

Whether the concept of taxing possible future taxes is right

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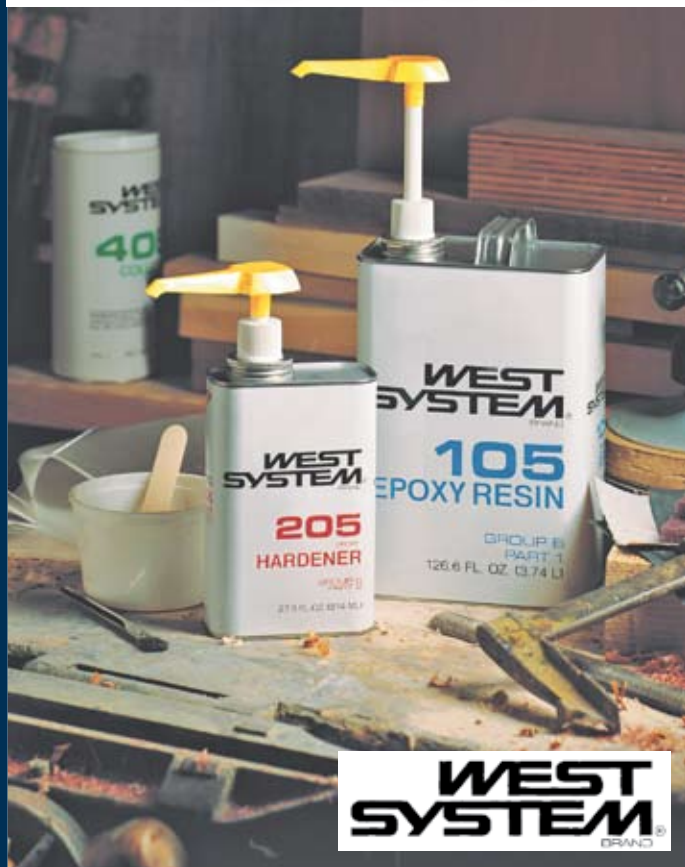
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LETTERS

or wrong doesn't have anything to do with it. California has a \$28 billion dollar deficit this year — that's 28 thousand million for all you fishermen — so all levels of government in the state are going to try to grab for every bit of money in every way they can. Thank god the federal government can print money willy-nilly 24/7, which allowed the President, Republicans, and Democrats to add another pork-laden trillion dollars to the nation's deficit. Not to worry, however, because as soon as the economy gets back on track, the politicians are finally going to address the deficit. No, really, they mean it. It's not like all the other times. Right. There is a fiscal day of reckoning that's coming, and when it does, that boat of yours might suddenly become your most valuable asset.

↑↓LET 'EM TAKE WHAT THEY WANT

I read your December 6 'Lectronic piece about Canadian cruiser Milan Egrmajer dying as a result of being shot four times by robbers attempting to board his Ericson 35 MkII Adena at a remote cove on the northwest coast of Honduras. Please alert your readership that the first rule when being boarded by pirates is to not resist. Rule two is to try to memorize everything possible to help authorities with their apprehension.

I've read every article I could find to understand Milan Egrmajer's death, and found two in which police mentioned that he resisted, so I suspect this is true. If someone was ever to compile statistics on this subject, I'm quite certain that when the cruiser does not resist, they have a much better chance of surviving the ordeal without injury or loss of life. Please get this simple message out!

I've written before on this subject. You may remember that in August of '08, Daniel Dryden of the Anchorage-based Southern Cross 39 *Sunday's Child* was killed during a robbery while his and his wife Nancy's boat was anchored in the Rio Dulce. He resisted, too.

We sailors are a relatively hardy and independent lot who need to swallow our pride when accosted by pirates, and acquiesce to live another day.

Michael Gahagan
Flamingo IV, Catalina 30
San Francisco Bay

Michael — While we're inclined to agree with your first rule, we think the circumstances vary tremendously, and therefore we aren't about to second guess the response of anyone in such a dangerous situation.

As for your second rule, circumstances can again vary tremendously. The sad truth is that police in remote regions of Third World countries — particularly very violent ones, such as Central America — have about as much motivation to solve murders of foreigners as do homicide detectives in San Francisco to solve thug-on-thug murders. That is to say, about zero. Justice is often left to others in such places. In the case of Dryden, it was reported that various interests in the Rio Dulce, perhaps a combination of local authorities and business interests, had the area "cleansed" of the perpetrators — two of them were murdered a short time later, and the other two soon found themselves in prison. No matter if you're talking about murders in gang areas of the United States, or robbery-murders in Third World countries, it's rarely a secret who the perpetrators are.

You also have to take the police versions of what happened with a small grain of salt. There is often confusion, a language barrier, and reason for locals to obscure the truth.

In an interview with the Montreal Gazette, 24-year-old



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January 16 - Club Sail (10am - 4pm), Chili Chow Down @ 3:30pm

January 20 - Afterguard: Young Professional's Mixer @ GGYC (6 - 9pm)

January 22-23 - Cruising Catamaran Course (ASA 114)

January 27 - Racing Fundamentals @ MSC (6:30 - 10pm)

February 1-3, 8,10 - Coastal Navigation Course (ASA 105) @ MSC (7-10pm)

February 27 - North Bay Cruising Destinations @ GGYC (6 - 9pm)

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LETTERS

Myda Egrmayer, who was aboard Adena with her father at the time of the shooting, told an entirely different story from the police versions that you read. She reported that four men, "who didn't look like nice people," came out to their boat and asked to borrow a screwdriver to fix their engine. Later they said they needed a jackknife.

"One of the men juggled the knife, and when my dad leaned over, I guess one of the other guys felt threatened," said Myda.

"He pulled out a handgun and shot my dad in the chest four times. I couldn't believe it. I can still hear the gun in my ear. When I saw my dad fall, I went out to be, like 'Dad, are you ok?' It didn't cross my mind that someone had just shot him. The robbers were still in the boat when my father was down. He'd put the flare gun he'd brought out with the jackknife behind me, so I picked it up and yelled at the robbers, and waved the gun at them. I think they thought it was real — thank God — because they took off fairly quickly."

According to 24-year-old Myda, her father was shot while providing tools to the robbers. Flashing a flare gun, Myda managed to scare them away.

"According to 24-year-old Myda, her father was shot while providing tools to the robbers. Flashing a flare gun, Myda managed to scare them away."

For what it's worth, we believe Myda's version of the terrible incident.

One can never predict the behavior of thieves and other miscreants, so it's hard to know how to respond. Some of them will only go after the weak and those separated from the flock, so resistance drives them away. Others are more bold, more desperate, or high on drugs, in which case resistance may provoke an extremely violent response. We find it difficult to make generalizations, other than if it looks as if you can reason with them, give them all the shit they want. If they look crazy, you may have no choice but to fight for your life.

↑↓ MAI TAI'S LOSS WAS PREVENTABLE

We anchored our Catalina 27 *Mai Tai* off Santa Barbara on the night of November 20 in rough but tolerable weather. We alerted the Santa Barbara Harbor Patrol as soon as we arrived. They informed us that they don't allow boats to anchor within one mile of Stearns Wharf in the winter — for the safety of the wharf. So we moved a mile from the wharf to comply with their request, and re-anchored.

The following morning we headed into the harbor to use a phone. I then went up to the Harbormaster's Office to ask if we could take refuge in the harbor if the weather got too bad. After all, NOAA was calling for gale force winds, cloud-to-ocean lightning, and an outside chance of waterspouts.

The female clerk in the Harbormaster's Office was pushing for us to be able to stay a little longer, but her supervisor said — and I'm quoting — "We need the money for the slip." But we didn't have any money for the slip. As we were leaving, the girl at the counter told us to call from the anchorage if we needed anything.

We had *Mai Tai* held to the bottom with a 40-lb anchor, 50 feet of 3/8" chain, and 300 feet of 5/8" line. While anchored, I came up with an alternative plan, if needed. It was to sail downwind to Channel Islands Harbor and take protection there. Ventura would have been closer, of course, but the harbor entrance becomes too dangerous in rough weather.

In the beginning, being on the hook didn't seem to be too bad. But after an hour, I realized it was going to get too rough for us. So we secured everything and set sail for Channel

MYDA EGRMAJER





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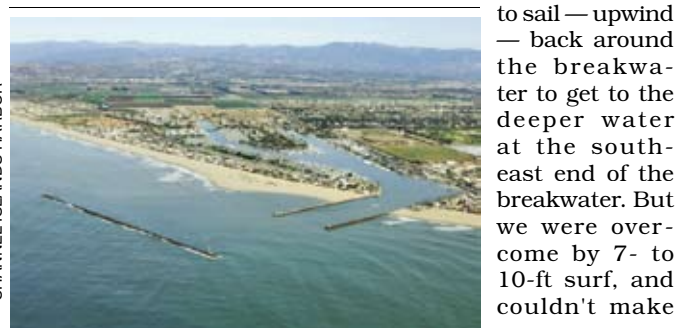
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LETTERS

Islands Harbor.

We sailed for five hours in increasing winds and building seas, and arrived off the detached Channel Islands breakwater at about 8 p.m. It being November, it had already been dark for some time. Since the seas had been so rough, we'd been a little too busy to really look closely at the charts. So we entered by the northwest end of the detached breakwater. The water depth got down to three feet under our keel before I finally saw the piss-poorly marked shoal buoy.

I would have started the engine to motor out of the trouble we'd gotten into, but the battery was too low from our having run the lights so long without charging the battery. We attempted



CHANNEL ISLANDS HARBOR

The western entrance to Channel Islands Harbor has become much narrower in recent years.

to sail — upwind — back around the breakwater to get to the deeper water at the southeast end of the breakwater. But we were overcome by 7- to 10-ft surf, and couldn't make any progress. We dropped our monster anchor to try to keep us off the shore. But then the tiller slammed over against a winch, splintering the tiller. The next wave parted our monster anchor line, and sent our boat — with us on her — up the beach on her side.

We jumped from *Mai Tai* when it seemed to be the safest, and the boat, pushed by the surf, seemed to almost chase us up the shore. As we made it up the beach, we were surrounded by the Harbor Patrol. They took us in and offered us warm showers and dry clothes. After taking our report, they sent us on our way.

I'm still really emotional as I write this, and just want to get back on the ocean. I was in San Diego for the start of the Ha-Ha, and had really enjoyed cruising the California coast before this happened. But now I keep hearing the sound of the waves slamming against *Mai Tai* and my terrified mate screaming in the dark. It really pisses me off that the Watch Commander or whatever he was in Santa Barbara made it seem as if they don't give a damn about sailors — unless they have the ability for pay for a berth.

I know I'll never have *Mai Tai* again, but I hope the gentleman I gave her remains to can get her off the beach. She was a wonderful boat, and had taken us many places in the Delta and along the coast of California. And she'd always taken care of us no matter the conditions.

I don't know what the Santa Barbara Harbor Patrol considers to be rough weather, but I know if they hadn't turned us away the way that they did, we'd still be sailing and loving the sea. It's time for us to find another boat and get back out there where we belong — on the open ocean. Right now I'm looking for a replacement Catalina 27, dinette model, preferably one with an Atomic 4 engine.

John Gardner
ex-*Mai Tai*, Catalina 27
Isleton

John — We empathize with your situation, but it's not as easy as we'd like it to be. After all, are you telling us that you didn't even have \$20 to pay for a night's slip in Santa Barbara?

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LETTERS

If not, where were you going to get the money to pay for a slip in Channel Islands Harbor? It's possible to cruise very inexpensively, but you've got to have some money. And you must have known that there are very few natural shelters on the coast of California during the winter, Cat Harbor on Catalina being one of the few.

We also empathize with the difficulty you had trying to enter Channel Islands Harbor in rough conditions at night. First of all, we visited that harbor several times this summer, and the western entrance is much more restricted than it would seem. Secondly, in the early '80s we were singlehanded our Freya 39 Contrary to Ordinary in boisterous weather and trying to enter that harbor at 4 a.m. Confused by all the background lights, and having not adequately familiarized ourselves with the layout of the entrance, on three occasions we came within just a few feet of piling our boat onto the eastern side of the southeastern breakwater. It was the closest we've ever come to losing a boat.

By the same token, you had to know that sailing downwind toward a lee shore in a strong breeze and big seas means any mistake will likely cost you your boat. And it's even riskier if you don't have a functioning engine. Sadly, there was no substitute for your taking the time to familiarize yourself with the entrance, or calling the nearby Harbor Patrol or Coast Guard for advice or assistance in entering.

We also empathize with the Santa Barbara Harbor Patrol — and the citizens of Santa Barbara. For just as surely as Christmas falls on December 25th, a bunch of lightly cared-for boats will end up on Santa Barbara beaches this winter, just as they do every winter. The owners will then disappear or never be found, and the citizens will have to pay dearly to have the boats removed and destroyed. That's just not right.

If the weather had been as bad as you said it was in Santa Barbara, we think you should have taken the advice of the



DAVID TURPIN

The 12 boats that washed up on Santa Barbara beaches last January proved that it's no place to anchor out during the winter.

woman at the Harbormaster's Office and called them, and then made a fuss, saying you felt your lives were in jeopardy. The honcho in the office may not have been happy about it, but we're pretty sure he would have allowed you to come in. After all, any harbor officer who turns a boat away in legitimately bad weather, particularly if the skipper declares an emergency, can find themselves facing liability issues.

Nonetheless, when all things are taken into consideration, it's our opinion that while the folks in Santa Barbara perhaps should have been more accommodating, they were not responsible for the loss of your boat. That said, we hope you quickly find a replacement boat, and that everyone learns a few lessons from your misfortune.

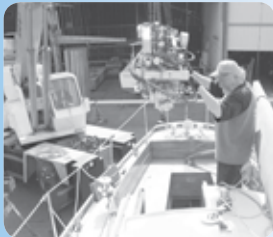
↑↓ **DILUTION IS THE SOLUTION**

Since there has been a lot of talk about the use of TP on boats and toilet discharge, I have to say that I would have no problem discharging my toilet waste into the Bay. After all, my toilet waste consists of urine, paper, and waste processed through my body — period. Contrast that with the fact that



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LETTERS

each time when there is a heavy rain, the local sewage treatment plants discharge millions of gallons of raw sewage into the Bay, sewage that also contains all manner of unprocessed and toxic items. My half-gallon now and then is less than nothing.

The folks in Canada — where they say 'dilution is the solution' — have it right. We've become a country that is so over-governed that nothing makes sense anymore.

Robert Lockwood
Celebration, Gulfstar 50
Alameda

Robert — It's indeed hard to reconcile the fact that when a government agency dumps hundreds of thousands of gallons of raw sewage into some place like the San Rafael Canal, it's not a problem, but your half-gallon of waste is a major pollution incident. Nonetheless, we support the prohibition on pooping in San Francisco Bay and other areas where it's illegal. Partly because it's just good form, but also because you don't want to be in a marina where 'logs' and TP float on the surface on a regular basis.

DIIESEL ENGINES ARE HARD TO COME BY

I know about the lack of availability of diesel engines that some readers have been writing about. Last January we blew up the Volvo diesel on our Jeanneau 45 *Utopia* in the Caribbean. The local dealer/distributor for Yanmar could find only one 55-hp Yanmar on the whole East Coast and Caribbean! I was lucky to get the engine, as it was spoken for by someone else. But I guess cash really does talk.

The engine was delivered a week later, but had been damaged in shipping. It finally got installed with replacement parts, but if something could go wrong, it did. The job was finished a month later.

We sailed until May, but had all kinds of problems with the engine. When we arrived back in Puerto Rico, the tech mechanic from Yanmar addressed all our problems. The short of



YANMAR

it was that the engine had to be somewhat reinstalled. I would go into the list, but it's too long.

But to Yanmar's credit, they made everything right.

We will be back in Puerto Rico to pick up *Utopia* for our ninth and final season in the Caribbean. When we're

Good luck trying to find this many new Yanmar diesels in today's economy.

done, we'll put her up for sale. I may write a book titled *How I Constantly Got Screwed by Repair People in the Caribbean*.

One further note. When I needed a new engine, I first went to the Volvo dealer, as we had a Volvo engine. He said the only 55-hp engine in the same East Coast/Caribbean area was in Canada, and that I would have to pay a premium for it. At the time, neither Volvo nor Yanmar could tell me when other 55-hp engines would be available.

John & Cynthia Tindle, and Mattie the boat dog
Utopia, Jeanneau 45
Hermosa Beach

John and Cynthia — It's hard to believe that such common diesels are in such short supply, but it's obviously true.

We understand what you mean about getting screwed by repair folks in the Caribbean, as we had a lot of similar experi-

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– Meghan Cleary and Prescott Harvey,
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LETTERS

ences when we were roving the Caribbean with the Ocean 71 Big O. For instance, we once had a new 12-kw Lima generator installed. When it didn't pack the punch we expected, we found out that it was really only a 4 kw. When we confronted the dealer who installed it, he insisted that it really was a 12 kw. When we called Lima, they said no way. The dealer then claimed he had a special way of kicking a 4 kw up to a 12 kw by doing some 'proprietary wiring'. Lima laughed when we told them that. After many months, we finally got the proper installation, but had to pay to get the phony one removed.

We think there is a good explanation for why it's so hard to find good repair folks in the Caribbean. Most of the really good mechanics are busy working on megayachts because their owners think nothing of paying \$135/hour or more to get stuff fixed immediately. Most of the good remaining mechanics work for the charter companies or have long relationships with the charter companies where the work is steady and the pay is good. In other words, if you're just cruising around on a typical yacht, the cream of the repair crop is taken.

The best diesel mechanic we know is a Frenchman named Hughes — pronounced sort of like a guttural 'Ugh' — who lives on his powerboat in Gustavia, St. Barth. Hughes laughingly says, "I'm very expensive — like \$150/hour — but I'm very good and I'm very fast." He is all of those things. He also says, "I prefer the challenge of a really difficult job to something that's easy to do," which says a lot about him. The one thing we've learned after owning boats for all these years is that an excellent diesel mechanic — and they aren't easy to find — is worth about four times as much as a average or lackadaisical one.

↑↓ "I CAN'T GET USED TO SNOW ON BOATS"

Having worked at Svendsen's in Alameda for a long time, in July I took a job in Cardinal, Virginia, as the service manager



ADAM SADEG

Sometimes the Bay breeze made Alameda feel cold, but nothing like a snowy day on the docks in the Chesapeake.

of well-respected boatyard Zimmerman Marine. The motivation was to experience and explore the Chesapeake with my wife Heather and my daughter. It's very rural in the southern Chesapeake, and I literally drive through the woods to get to work. It's not uncommon to see deer — and deer hunters — along the road, as well as bald eagles in the trees.

My family and I love it here. The summers are warm, the winters are cold, there are crazy lightning storms, and there is no marine layer. Brrrrr! Did I mention it's a bit chilly here in the winter. A lot chillier than Alameda? A few days ago the temperature got down to the low 20s, once the wind chill was factored in, and we got a dusting of snow. I have a tough time getting used to snow on boats.

The good part of the Chesapeake area is that there are literally thousands of anchorages to explore. Heather and I plan to get a cruising boat soon to go gunkholing, although probably one smaller than the Morgan 38, *Blarney 3*, we had on the Bay.

Adam Sadeg
Zimmerman Marine, Inc.
Cardinal, Virginia



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LETTERS

↑↓ **MISTY IS BACK UNDERWAY**

In the December issue there was a *Changes* about how the rudder on the Aries 32 I'd just sold to South African Peter Forrest broke along the Central California coast, and how we managed to make it to the shelter of Port San Luis.

After bringing the fiberglass rudder to a boatbuilder in San Rafael, neither he nor we could figure out a way to connect the two pieces of the broken rudder. While it didn't work out perfectly, the wood rudder that was built as a replacement is plenty strong, and will no doubt be fine for Peter's planned two-year trip back to South Africa via the South Pacific and Indian Ocean.

Because the new rudder was very heavy and difficult to get into position, it was quite a job getting it hung in the gudgeons. Nonetheless, this demonstrated the advantage of an outboard rudder, as we were able to do the whole thing without having to haul *Misty* out of the water.

Bob & Jane Van Blaricom
 ex-*Misty*, Aries 32
 Tiburon

↑↓ **"SAILORS NEED TO TAKE RESPONSIBILITY"**

I enjoyed the letter from Bob 'The Cat Whisperer' Smith, who called out the skippers of flipped cats for not taking responsibility for what happened to their boats. I particularly loved the part where he wrote, "Nowhere did I read of anybody admitting they screwed up." This part is often missing, and is critical for both the unlucky sailors and the rest of us in our learning process. The opportunity to learn from other people's mistakes — and triumphs — is one of the more important services *Latitude* provides its readers.

I do not want to kick anybody when they are down, and we all make our mistakes, yet in the story of the grounding of the DownEast 38 *Tachyon* just to the north of Bahia Santa Maria, the skipper is quoted as saying, "Although I was on the 'correct' course, the current and wind pushed me too far east." What? Maybe he meant he was on the 'correct' course when he went to sleep? Maybe he meant he was on the correct 'heading'?

I was the Chief of Safety for the National Auto Sports Association for over four years. During practice and in the



LATITUDE / ANDY

We didn't get the impression that the skipper of 'Tachyon' thought the current was responsible for the grounding of his boat.

schools, we'd often 'black flag' a driver who had gone off track or spun his car. The driver receiving said 'black flag' had to come into the pit lane and talk to the officials at 're-entry' about why he'd spun the car or dropped tires off the racing surface. If the driver's story was that he'd entered the corner too fast, turned in too early, pinched the exit, or something along those lines, my officials would tell him to be more careful, and let him back out on the track. If the driver answered that the track was too slick, the brakes were too cold, or the tires were not fully warmed up, my officials would have a friendly discussion with him, and burn

up a bunch of very expensive track time until the driver realized he needed to take responsibility for the car he was driving and the conditions on the track during the session.

I submit that *Tachyon* did not go up on the beach because

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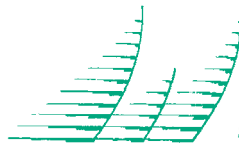
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— Mike Bereziuk, Sunseeker 64



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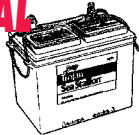


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LETTERS

of easting due to wind or current.

And I know that I will be safer on a catamaran at sea having read the basic 'rules' outlined by Bob Smith of *Pantera*.

Mark Wieber
 Pinole

Mark — It's critical that sailors take responsibility for their mistakes. In the case of singlehander Mark Cholewinski on *Tachyon*, we suspect he was in a state of shock when he spoke, and thus didn't express himself as clearly as he could have. We're pretty sure he wasn't saying the current was responsible for his boat's going up on the beach.

By the way, Bob Smith will be the first to admit that he's not perfect. His most famous — and serious — mistake was when he got an ankle trapped in his anchor rode while trying to set this anchor in the current-cursed waters of *Bahia de La Paz*. As we recall, the forces on the lines were so strong that they snapped his ankle.

↑↑ IT WAS A JOHN MAYER LOOKALIKE

Thanks so much for printing the story of our night in Selimiye, Turkey, in the *World of Chartering* section of the December issue. It was thrilling to see it on the page. Unfortunately, you made it seem as if we really did see John Mayer, as the following sentence was omitted: "If he hadn't been Dutch, he could have fooled us." The singer, in fact, was a Dutch fellow who looked and sounded just like John Mayer.

I guess it makes for better reading, but if John Mayer reads *Latitude*, he might wonder just when it was he played an impromptu concert on the Turquoise Coast. And sadly, we're reluctant to prompt our friends to share in our 'fame' with this mistake in the story.

John & Terry Dixon
 North Vancouver, B.C.

John and Terry — For readers who don't know, John Mayer is a popular — but sometimes controversial — American singer-songwriter. To some he's better known as a womanizer of celebrities, most of whose names start with the letter J. As superb as some of Mayer's lyrics are, he's probably best known for his colorful description of his relationship with Jessica Simpson: "That girl is a drug, and drugs aren't good for you if you do lots of them. Sexually it was crazy. It was like napalm, sexual napalm." Like a lady, Simpson told Oprah that she cried after reading the remarks, but what young woman wouldn't love the world to think she's incendiary in the sack?

Enough *People* magazine rubbish. As for the *World of Chartering* piece, we're sorry for the mistake. Sometimes we get 'snowblinded' by all the material we go through, and we probably got sidetracked by the previous statement: "Passersby on the walkway stopped and listened, and we were all thrilled when John Mayer sat down and played a couple of songs." Sorry we missed the "if he hadn't been Dutch" modifier that followed. Turkey is such a great place to charter and cruise that we certainly had no reason to mess with the truth to create a better story.

↑↑ IS BEING DRUNK AN EXCUSE?

Is "being drunk" an excuse or an explanation?

I wonder how many *Latitude* readers caught the news item about Rick Ehlert, a 44-year-old RV dealer from Thousand Oaks, who allegedly deployed the stern anchor on the *Holland America's 719-ft Ryndham* while the ship was on a cruise from Mexico to Florida.

According to the FBI, Ehlert's actions could have damaged

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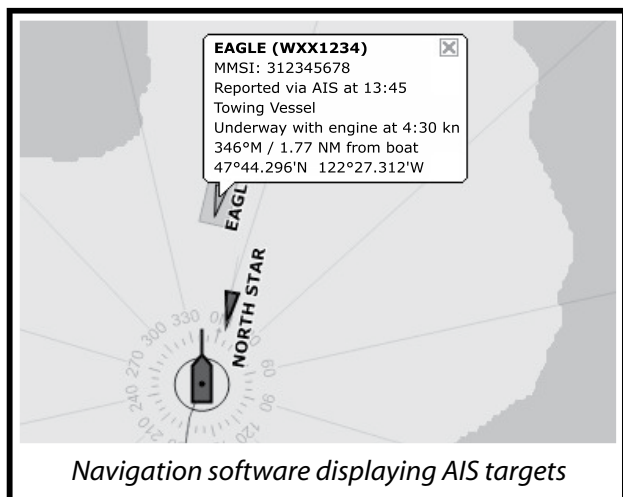
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LETTERS

or even sunk the ship. I'll buy the damaged part, but I think it's a stretch to believe it could have sunk the mighty ship. In any event, Ehlert was caught red-handed by video equipment, and arrested after he admitted that he'd entered a restricted area in order to release the stern anchor.

Ehlert was wearing work gloves, which aren't normal cruise ship attire, so it seems as though the bizarre act might have been premeditated. What makes it more puzzling is that there are photos from earlier in the day showing Ehlert wearing gloves while he was walking around with his girlfriend. It makes me wonder if she was in on it too or if they had some kind of gloves and anchor-deploying kink.

There are a couple of reasons *Latitude* readers may not want to pull an 'Ehlert' themselves. The main one is that they



HOLLAND AMERICA

The cruise ship's stern windlass was, unfortunately, just a bigger version of the one on Ehlert's powerboat.

could face up to 20 years in prison and a \$250,000 fine for each of several charges. And if they come before a 'hanging judge', they might even have to clean the ship's bottom using just a mask and snorkel. That would teach them! But Ehlert obviously came before a wussy judge, because he was released

on \$15,000 bond. It reminds me of the French court that convicted mechanic John Taylor of being responsible for the July 2000 crash of the Concorde while it was taking off from Charlie de Gaulle Airport in Paris. Taylor was fined just \$2,600 — about \$20 per dead person — and given a suspended sentence of just 15 months.

Ehlert reportedly told the FBI investigators that he only released the *Ryndham's* stern anchor because he was drunk at the time, and because the cruise ship's stern anchor system was similar to the one his 50-ft boat. A boat he may not be owning too much longer.

Malcom Mulbridge
Bessy Ann, Cal 2-24
The Delta

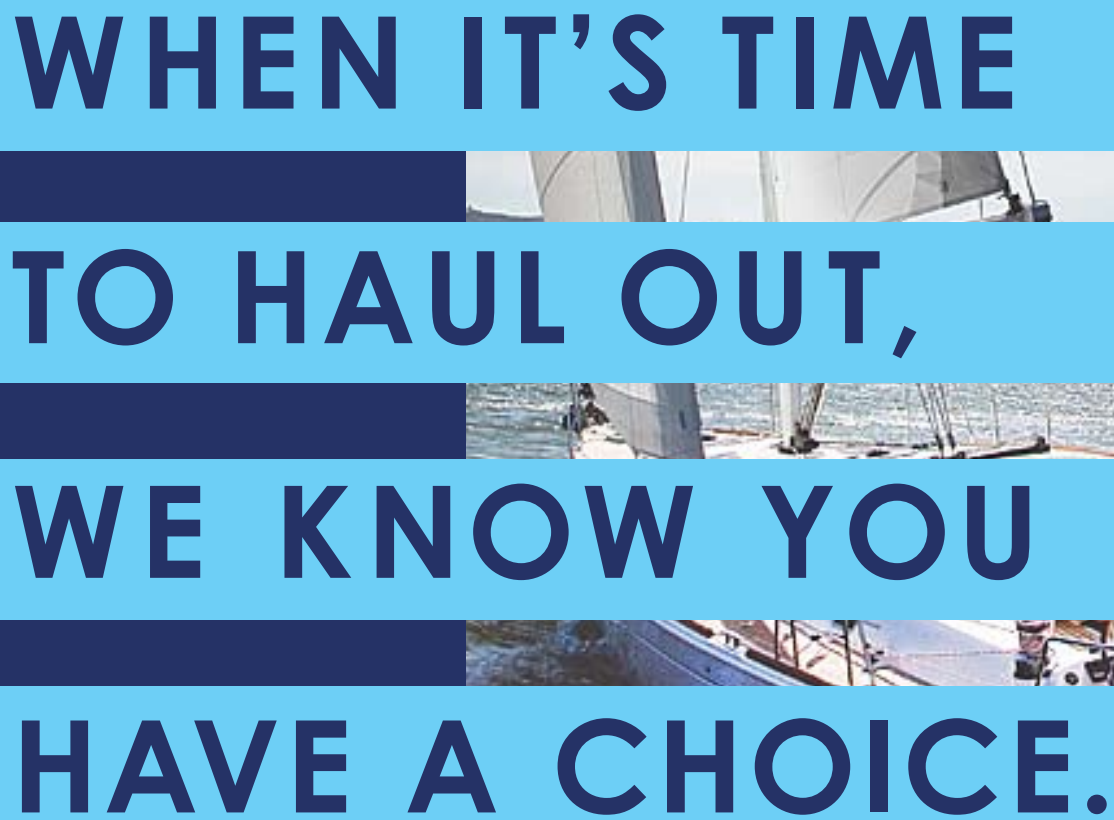
Malcom — It sort of reminds us of the time we were sailing from St. Barth to St. Martin about 15 years ago, and passed the Polynesia, one of the big Windjammer sailing cruise ships heading upwind into a stiff breeze and big seas. The anchor had clearly not been secured, so each time the 250 footer slammed her bow into another wave, about 10 more feet of the chain came out. There were about five West Indian guys sitting around the big windlass, but they were limin', so there was no way they were going to do anything about it. The water wasn't that deep in the area, so we always wondered if the hook ever grabbed, and if it did, what happened.

For what it's worth, throwing an anchor off the bow of a moving sailboat rarely has any serious consequences. In fact, it's the way many French bareboat skippers prefer to anchor.

↑↓WHAT A 'DORG'!

I had to chuckle at Tom Perkins bragging about the "greenness" of *Maltese Falcon* — the 289-ft floating ostentation he had built — because it used "only" 11,000 liters of fuel crossing the Atlantic. And those thousands of liters were only for the generators!

Perkins no doubt has more money that I can even conceive



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LETTERS

of, but he comes off as a DORG (Delusional Old Rich Guy), and risks breaking his arm patting himself on the back for his environmental goodness at sea. He must be smarter than that.

Tom Kucera
Ryokosha, Mariner 32
Sausalito

Tom — There are very different ways to look at things, aren't there? If one looks at his trip in absolute terms, burning 11,000 liters — about 2,906 gallons — of fuel for the generators on an Atlantic crossing is a heck of a lot of fuel. But if you look at it in relative terms, such as what a mega motoryacht would have burned, or what Falcon would have burned had they not sailed all the way, he burned almost nothing.

In some circles, it's fashionable to hate the rich. In the case of some people — some folks on Wall Street come to mind — we can understand. But there are a lot of very wealthy people, from Steve Jobs to Bill Gates to Larry Ellison to Tom Perkins, who for all intents and purposes started out with nothing, and became fabulously wealthy by providing much-wanted products and services, and/or saving end-users lots of money. In the case of Perkins, he grew up in modest circumstances, invented the first low-cost laser, became the chairman of two Fortune 500 companies at the same time, and eventually helped invent the kind of venture capitalism that brought many of Silicon Valley's most successful companies to life. As far as we're concerned, men and women like that can make all the money they want — provided they spend it. And Perkins does spend it.

You also might want to consider Perkins' history as a sailor. Unlike so many ultra-wealthy people in the '00s, who bought megayachts because they could and because it was sort of the thing to do, Perkins has been a lifelong sailor. He started with a 17-ft Teak Lady on San Francisco Bay — that's a wet ride — and over time moved up and up and up to Maltese Falcon.

While Forbes claims Perkins is a billionaire, he's one of the 89 U.S. billionaires who didn't make their top 400. So when he spent \$100 million — give or take \$30 million — to have Falcon built, he was committing a large portion of his fortune to sailing — in particular, a boat with an unproven DynaRig that, if it didn't work, would render the vessel all but worthless. So when Perkins paid whatever he did for Falcon, he was investing a huge chunk of his money, unlike Larry Ellison, for whom \$100 million is walking-around money.

We're not defending anyone, just trying to provide more facts to permit a better understanding of the context.

Does Perkins have a large ego? Of course he does. And like it or not, it tends to be people with large egos who create great things. It's simply a fact of life. And in Falcon, Perkins brought more excitement to sailing than did any of the 50 or so run-of-the-mill 150-ft mini-mega motoryachts.

↑↓ LIGHTS OUT

I saw the piece on the Maltese Falcon, and share Latitude's admiration for the yacht and all that she represents. As a fervent environmentalist, I was doubly pleased to hear of its "green" credentials.

But I have an additional suggestion. In '08, we were anchored near the Falcon in the lovely anchorage near the south pass of Fakarava in the Tuamotus. Like most superyachts, she lit up the night sky, and with her underwater lighting, lit up a fair bit of the lagoon as well. But I bet they could cut the daily generator fuel use down a lot with somewhat more modest lighting. Indeed, doing this might make her an example to the whole community, saving even more fuel. But I wouldn't suggest they turn off the masthead red lights — it would be



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LETTERS

a shame to see a plane clip those spars!

Ken Britten

Aquila, 45-ft Huntingford ketch
Davis

Ken — We understand what you're saying, but let's face it, Falcon was not just built to attract attention, but also to entertain. After all, if we're not mistaken, the biggest sailing crowd ever assembled around San Francisco Bay was for Falcon's arrival beneath the Gate. People would have been tremendously disappointed, wouldn't they, if she'd slipped in the Gate in the wee hours of the night?



LATITUDE / ANNIE

When 'Maltese Falcon' sailed into San Francisco Bay, she provided free entertainment to tens of thousands of people.

We think owners of megayachts have an obligation to provide a show for everyone, and Perkins has always been very good about that. What's more, it's always been free. Sort of a nautical version of Carly Simon or Paul Simon giving a free concert in Central Park. Let's face it, except for A, the

big megayachts are all boring as hell. The big sailing yachts, including Jim Clark's Athena and Hanuman, provide lots of free entertainment for all. You may not want to make the distinction, but we think it's valid.

↑↓ "I'M HAPPY TO HAVE DISCOVERED LATITUDE"

I've been a happy reader of *Latitude* for over a year. It started when I sat on a plane next to a guy who owns a houseboat in Sausalito. I'd been bending his ear about wanting to move to the West Coast and live on a sailboat, and he told me that I should immediately start reading *Latitude*. I'm glad I took his advice, because I can't wait for the first of the month to download the latest issue and start reading.

I have no real sailing experience, other than many years ago off the coast of Florida on some Hobie Cats, one of which I flipped, and a daysail a couple of years ago to the Farallones with my teenage son. But armed with no experience, a few books, hundreds of hours of internet reading, and a couple of friends who have sailed a lot but who think I'm nuts, I've made up my mind to buy a performance daggerboard catamaran in the 42- to 47-ft range, and become a West Coast liveaboard. It's easy to do when you're single. Hopefully, I'll be able to migrate up and down the coast, and do the Ha-Ha.

My job doesn't care where I live, as long as I have fast internet and can occasionally get to an airport. So while I will still have to keep working for The Man, I fully intend to make this move when I hit 59.5 and the 401(k) calls. By the way, I blame this obsession on reading the Napa chapter in Carolyn and Bob Mehaffy's *Cruising Guide to San Francisco Bay*. I love Northern California, and until I read that chapter, I never realized that living in the Bay also included downtown Napa.

Latitude's Letters section is so full of valuable information that I was hoping that you might help me with some of my unknowns:

1) I want to officially move to a state with no income tax, so it will probably be Washington. But before making a final decision, I'll also have to take into consideration things such as sales tax and personal property tax on the boat. Suggestions?

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LETTERS

2) Will it be possible for me to spend most of my time in the Bay Area, or will I have to anticipate having to follow the weather to avoid freezing conditions? I had this general idea of going north during the summer to the San Juans, then returning to the Bay for the winters. But I want to make this decision based on having good sailing weather, and not whether I'm starting to get numb.

3) The only real thing I know about the sailing seasons on the West Coast is that I assume late October must be a great time to sail south from San Diego to Cabo San Lucas. However, I always seem to miss reading about when is the best time to come back north. So do people just normally stay in Mexico from mid-November on?

4) Given that my son and I will get as much instruction and as many certifications as necessary to be safe, what do you think my chances are of pulling this off successfully? In other words, would you sell me a life insurance policy?

5) How much wine is it feasible to store on a 42-ft cat before it starts to affect performance?

Andrew McIntyre
Stuck In Atlanta for Two More Years

Andrew — Thank you for the very kind words.

We're not experts, but we presume the best thing to do would be to establish a residence in one of the seven states that don't have income tax, and then create a Delaware-based LLC for your boat. If you didn't do anything foolish, you'd be liable only for personal property tax on the boat in California, and only if you stayed in one of the 'wrong' counties for too much of the year.

If all you need is access to high-speed internet and an international airport, consider yourself very lucky, because the entire West Coast, from British Columbia down to Acapulco, is your oyster. Given that you have that kind of flexibility, we'd highly recommend that you spend your summers in the States and much of the winter in Mexico. Why? As we write this, it's December 15, we're on our boat in Banderas Bay, it's 82°, the water is in the mid-70s, the wind is blowing at 12 knots, the sea is flat, you can very comfortably surf without a wetsuit, you can

get a delicious dinner for \$5, and the people are sweet and friendly. Besides, it's safer down here than it is in the States. If we were back in San Francisco, it wouldn't be literally freezing, but it would be figuratively. We'd be looking at a high of 54 under gray skies, a low of 42, 10 straight days of



LATITUDE / RICHARD

Mexico's Banderas Bay has a lot more to offer than warmth in the winter; it's also safer than Northern California's cities.

rain, and icy water. We lived our whole life in the Berkeley-San Francisco-Marin triangle during the magical years, and it was great. And compared to a lot of places it's still great. But if you're a sailor and don't have to spend the winter in San Francisco, we think you'd find the quality of life along the coast of Mexico to be much better.

Thanks to the availability of high-speed internet on your boat while on the hook in most places in California and Mexico, it's become easy to work from your boat. Lots of professionals do it. And even some amateurs, such as ourselves. Our recommended 12-month cycle would be something like this: You start with the Ha-Ha in late October, and stay in Mexico until May. You then



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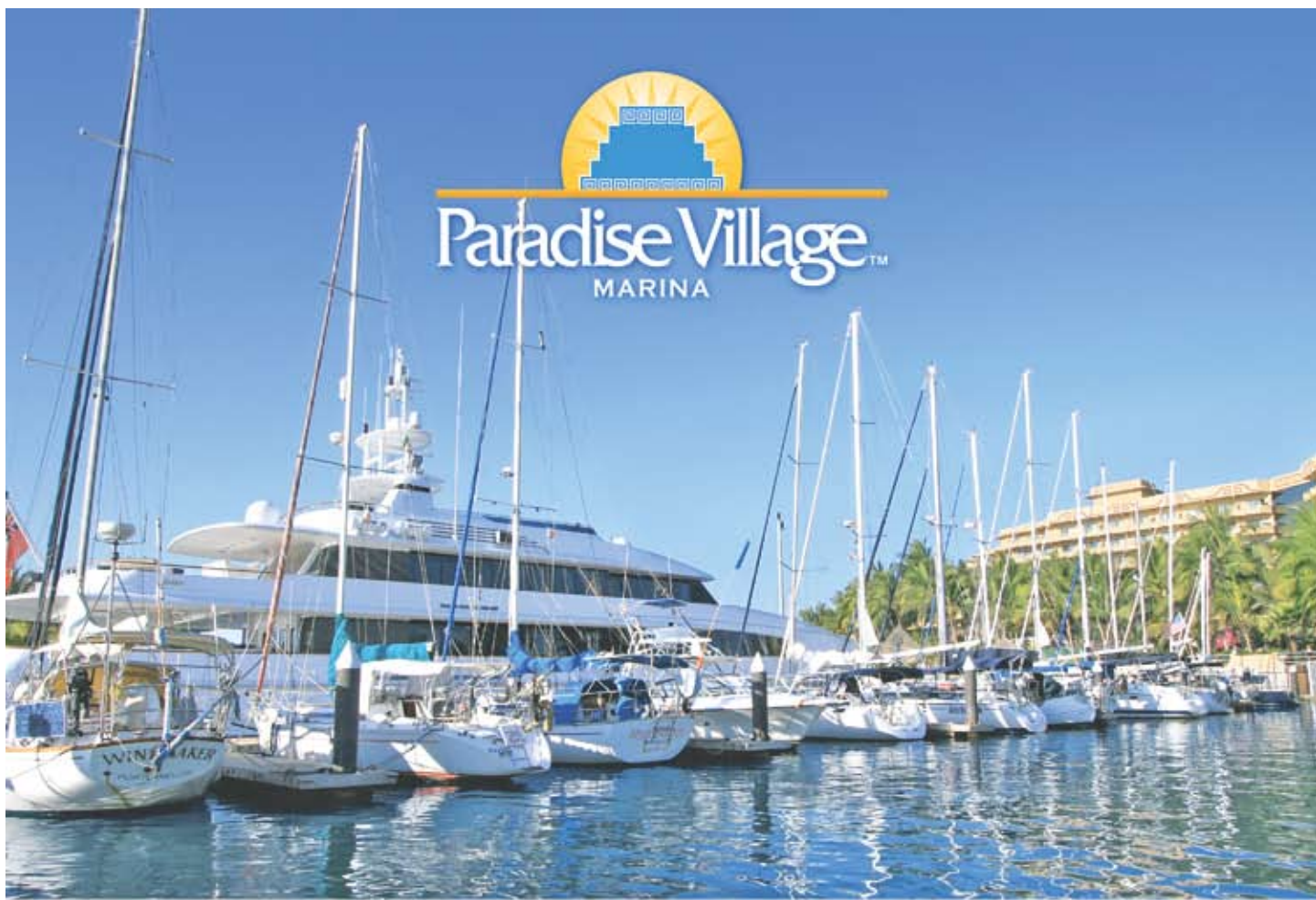
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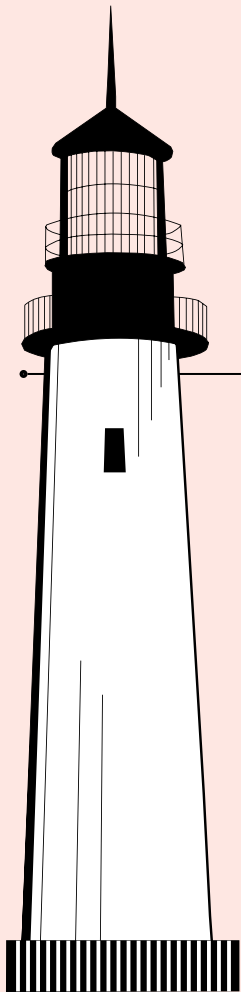


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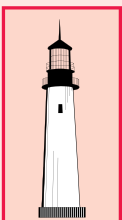
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LETTERS

head north, rushing right past Southern California, which has terrible issues with June and early July Gloom. San Francisco, ironically, has much better — even warmer — weather than coastal Southern California during the Gloom. You can get your Napa and San Francisco Bay fix for the next three months. Or, if you're feeling ambitious, you could head up to Puget Sound. The deal is that you want to get back down to Southern California and the Channel Islands for that area's prime time, which is September and October. Of course, there's nothing that says you can't stop in the Bay and visit Napa for a couple of weeks on your way back south. At the end of October, you load up on suntan lotion and fine wine, and head back down to Mexico.

The best time to do a Baja Bash is late summer and fall. Unfortunately, few sailors need or want to come north then. The most important thing is that you have plenty of time so you can pick your weather. If you can work via the internet on your boat, you just hang out at Cabo, wait for a good window, and five or six not-very-unpleasant days later, you're in San Diego. If you're on a forced schedule, you may have to leave Cabo at just the wrong time, which means six days later you may not have gotten any farther north than Bahia Santa Maria.

Sailing isn't that difficult, nor do you have to be particularly smart. You just need to know the basics, not do anything really stupid, be patient, and respect the sea. If you didn't start sailing until June, but got lessons or sailed with a mentor every other weekend, you'd be ready for the Ha-Ha by the end of October. And yes, we'd sell you a life insurance policy.

It takes a ton to lower one of Profligate's hulls an inch, so we figure you could take on half that — 1,000 lbs — in wine on a 47-ft cat and not adversely affect performance. If our math is good, that's about 125 gallons of wine. When you need to refill, just stop at one of the Costco stores in Mexico.

For the last several years, we've been doing pretty much what you're hoping to do. It's a pretty sweet way to live. We love the variety and the fact that it's allowed us to make good friends all up and down the coasts of California and Mexico.

↑↓ YOU MISSED THE DASHEWS

I noticed that a few of your items regarding the Atlantic Rally for Cruisers (ARC) failed to even mention Steve and Linda Dashew and their boat *Windhorse* when talking about California and U.S. participants. Granted, *Windhorse* is a powerboat, but they are registered participants, and they certainly have an interesting history in the world of sailing.

Steve Ripple
San Francisco

Steve — Every year when the ARC reaches its maximum number of entries, we go down the list searching for American and particularly Californian entrants. To the best of our knowledge, the Dashews and their powerboat weren't listed. We can only assume they got special dispensation to enter late or something. Nonetheless, we're a sailing magazine, so we don't cover powerboating — just as we don't cover kayaking, open ocean rowing, dragonboat racing, predicted log contests, and similar non-sailing activities. They all have their own publications.

↑↓ THE SINCEREST FORM OF FLATTERY

I don't know if you can copyright a font, but I thought you guys should be aware of that a company called L'attitude Gallery in Boston is using the same font as you.

By the way, I love the cover of the December issue. Beautiful. I wish there were more covers like it.

Garry Schaeffer
San Diego

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LETTERS

Garry — Thanks for the concern, but as the Boston company spells its name a little differently, and are in an entirely different business, it doesn't bother us at all. We wish them all the success in the world.

There is now a real estate and investment group based at 1



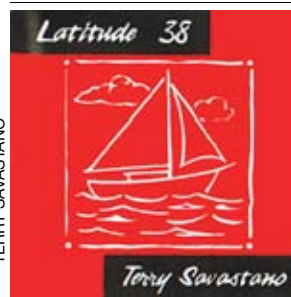
LATITUDE / RICHARD

We weren't sure readers would like December's cover, so it's good to get your feedback. Here's our cover girl hard at work on 'Profligate'.

California St. in San Francisco that calls itself the Latitude 38 Group. While they are in a different business and use a different logo, they do use a photo of a sailboat — for reasons that make no sense to us — on their home page. We don't know if they are trying to trade off the name we made famous, but we've got better things to do then worry about it. Besides, when one searches for 'Latitude 38' on Google, they are way down the list, past the long-established Latitude 38 Bistro and Spirits in Oxford, Maryland, Latitude 38 Vacation Rentals in Telluride, Colorado, the Latitude 38 Design + Build folks in Charlottesville, Virginia — and even Profligate, Latitude's 63-ft catamaran.

What did bother us was a guy who called himself Latitude 38 Productions a few years ago and promoted, among other things, sailing charters on the Bay. We felt that he was trading on our name and reputation, and therefore have felt no pity that the outfit is either no longer in business or at least no longer dabbles on the water.

Back in '04, a singer/songwriter named Terry Savastano released an album called Latitude 38, with a logo resembling ours on the CD. The title track was called Latitude 38, was



TERRY SAVASTANO

Same name, different medium of expression.

about sailing on the Bay, and featured the line "we go where the wind blows." Sort of sounded familiar to us, perhaps because it's been on our cover for the last 400 months. It also had a funny line that went, "trim the sails, too much fluffing." Fluffing? Isn't that what's done on porno film sets to keep the male actors in a state so they can perform at a moment's notice? But once again, the album is no skin off us, so we wish Savastano, "an Irish-Italian with an English accent" the best of luck. Besides, he's going to need it, as his last known residence was Sarasota, Florida.

↑↓ SAILING ISN'T ALWAYS IDYLIC

I wish to disabuse people of the idea of sailing to distant lands as always being an idyllic endeavour. Sure, there is the rare perfect passage. But more often than not, fatigue — which is elevated irritability occasioned by incessant uncomfortable motion and confinement on a small, vulnerable platform — takes its toll.

While we sailors hope for speedy and uneventful passages, we learn to accept what we get. In the best of circumstances, we'll have 18 to 20 knots aft of the beam and moderate seas, and arrive when expected. Rarely do we arrive early. In fact, sometimes passages will take twice as long as we expect. Maybe even longer. And maybe we won't make it at all, as the



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**Antigua - Panama Canal -
May 3 - May 20, 2011**

Naval history, white sand beaches and beautiful private yachts may entice you to arrive early on this leg. Once onboard, robust downwind sailing will be punctuated with stops as we head toward the Panama Canal. Going through the canal is, of course, the icing on the cake.

**Transpac 2011
Jul 4 - Jul 19, 2011**

This is it, the race that every west-coaster dreams about, the Transpacific Yacht Race. *Alaska Eagle* will be part of the race as the escort boat. Keeping in the midst of the fleet, *Eagle* isn't officially racing, but the crew is dedicated to keeping her moving fast.

**Honolulu, HI - San Francisco
Jul 22 - Aug 9, 2011**

This trip usually covers every point of sail. The first few days are often upwind in a stiff breeze. As you travel further north, the conditions vary from a nice reach to the calms of the Pacific High. Picking the breeze up again, the sailing is usually off the wind with the grand finale of sailing under the Golden Gate Bridge.

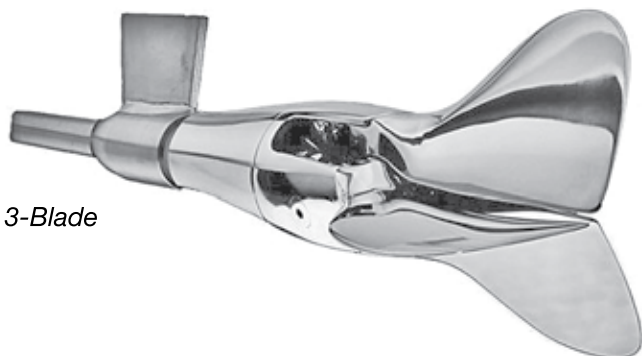
**San Francisco – Newport Beach
Aug 12 - 19, 2011**

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LETTERS

toll of singlehanders has been mounting recently.

I'm not a singlehander because I prefer sailing alone. No, it's primarily because most people looking to crew believe that boats larger than mine are safer, more comfortable, and are more likely to have enough people aboard so they can have a party. Sometimes they are right, sometimes they aren't. It depends on a lot of things.

One thing that's certain is that I notice when a fellow singlehander goes missing. The first for me was Steve Brown, whom I met in Durban, South Africa in '03. His unmanned boat was found off the coast of California following his second circumnavigation. In '09, two others were lost whose names I don't know. One of them fell off his boat near Nuku Hiva. The other, a British national suffering from multiple sclerosis, fell off his boat sometime after leaving Rarotonga. We only know this because he had a crewmember who, although he had no idea how to sail, managed to put out a call for help.

Then there was Keiichi Chinami, whom I met in Hiva Oa. He spoke no English, and I knew only a limited amount of Japanese. But there was no barrier to our communication because we were both sailors. We had so much in common that we almost didn't have to speak. When he discovered that my alternator was bad, he loaned me his spare. I returned it to him in Tahiti.

Too many. Too close. Bigger boats.

Bob Lorenzi
Armido, Nor'Sea 27
Bundaberg, Australia

Bob — We're afraid your line of reasoning trailed off toward the end, but we think we catch your general drift. When you speak about passages always taking longer than expected, don't you think a lot of it has to do with new sailors having overly optimistic expectations? We always laugh when Profligate has a burst of speed and somebody says, "Hey, the GPS says we'll reach Turtle Bay in just five hours." Yeah, right. Then there's a lull and the GPS says we'll get to Turtle Bay in 36 hours. It seems to us that after a few months of cruising, a sailor should get pretty good at understanding all the variables and thus be able to come up with a reasonable expectation of how long a passage might take — give or take about 200%.

As for your reference to Keiichi Chinami, we should tell our readers that he's a 62-year-old Japanese sailor who went missing from his 35-ft sloop Kifa near Cape Horn in early March. He's not the only one. Kiwi singlehander Paul Janse van Rensburg went missing off his 36-ft sloop Tafadswa on March 12 during a passage with his dog from Tauranga, New Zealand, to Gisborne. Because van Rensburg's boat and safety gear were eventually found in excellent condition, it's assumed that he fell overboard. The dog lived.

As everybody should know, there are some inherent dangers in sailing. Perhaps not everyone understands that the dangers are greatly increased for those who choose — or have no choice but — to singlehand. Based on our experience, singlehanded sailing is one of the most rewarding experiences a person can have. But it is dangerous. So if you indulge, please be very, very careful out there.

↑↓ **"MY WIFE WANTS TO GO AGAIN!"**

Belated thanks for a marvelous job organizing the Ha-Ha. We had a blast! My wife and I were crew on Jim and Connie Merritt's Dufour 385 *Sound Effect* from Tacoma. This was my best chance to help my wife experience some offshore sailing. My concern was that she might discover only fear and none of the joy. She was fearless and wants to go again, so now we

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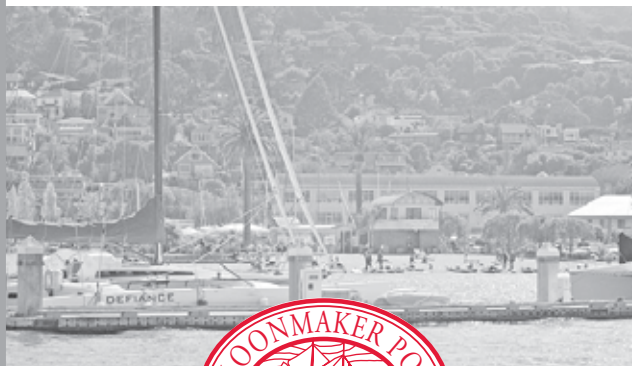
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LETTERS

can continue planning our escape in a couple more years.

Dan Bessmer
Planet Earth

Dan — De nada. The Poobah's purpose in life — and it's a very satisfying one — is to help people have fun and adventure, preferably on their boats.

↑↓ IS THAT SUSHI OR IS SOMEBODY LYING?

We were part of the recent Ha-Ha fleet and, not being too excited by the prospect of paying top dollar for a berth in the marina at Cabo where the air is hot and stagnant in the mornings, we once again anchored within swimming distance of The Office and the Baja Cantina, two beachfront establishments. It was still a bit windy, with an unusual east wind blowing us toward the lee shore. So I put out 230 feet of chain, and made sure the anchor was dug in well before I shut down the engines.

The wind lightened by the next day, and 230 feet of chain seemed excessive for our being in 16 feet of water. But I decided to leave it all out because my windlass was broken and because we were going to go in to the dock on Monday to get the saildrive worked on.

Come Monday morning, all seemed normal when we started to raise the anchor. It did, however, seem a little odd that I didn't have to motor very far forward to raise the anchor. But we all suddenly got wide-eyed when the end of the chain came up through the roller — and there was no anchor attached! To say this was a bit disconcerting is an understatement. I had reversed the chain before the start of the Ha-Ha, and I knew I had seized the shackle with new wire. I didn't want to believe that my seamanship skills were failing that fast.

We marked our position on the GPS, and proceeded to move into the dock for repairs. We later came back out and anchored in nearly the same spot using a backup anchor. The next day Tracy, who was crewing on Joe Pfeifel's Beneteau Oceanis 42 *Set Me Free*, and whom we met during the '09 Ha-Ha, came over and did some diving reconnaissance. She found the shackle and pin about two inches from each other on the bottom, just before she ran out of air. Before Tracy went in, I talked with somebody on a Mexican-owned Sunseeker powerboat that was anchored nearby. I wanted to let them know that we would have someone in the water, and to be on the lookout when they raised their anchor.

After Tracy ran out of air, we borrowed and refilled three scuba tanks, as we planned to do a thorough search of the area the next morning. About five minutes before we were going to start the search, the owner of the Sunseeker pulled up in his dinghy and asked if the anchor on the bow of his boat was mine! My Spanish is limited, so I'm not sure I got the details right, but he said something along the lines that his captain saw another boat, perhaps a *panga*, pick up an anchor a couple of days earlier. The captain mentioned it to his owner. I guess the owner was a bit ticked off that someone would do that to a boatowner, and put the word out that the anchor should be returned. I have no idea who the owner is, but I guess certain people in Cabo do, because his suggestion was heeded.

We'd heard from some locals that divers sometimes come off the beach to search for lost tourist items such as wallets, sunglasses and so forth. But we couldn't believe that anyone would take an anchor attached to chain that was holding a boat in place, which is why I'd begun to doubt my skills. I'm not sure which brought me more relief when we got the anchor back, the fact that my seamanship skills are not deteriorating as quickly as I feared, or that I wouldn't have to replace the

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LETTERS

anchor in Mexico, at double the cost of it in the States.

I have no idea how long my boat was riding on just the rode with no anchor, but it could have turned ugly quickly if the east wind had come up again, or if I'd had less chain out. The more I think back on it, the luckier I feel, as it could have easily ended with my cat on the beach.

For those who may want to use this as an example of crime in Mexico, in my experience the actions of the owner of the Sunseeker are much more representative of the Mexican people than that of whoever stole the anchor. I will look forward to meeting more of them as I cruise this season.

Bill Lilly
Moontide, Lagoon 470
Newport Beach

Bill — You may be buying the explanation that you were given, but it sure sounds fishy to us. After all, if the captain on the powerboat saw somebody pick up and take off with your anchor, why didn't he tell you right away? Or at least go around and warn the two or three boats that the anchor could have come from? And what was the anchor doing up on his bow? Fishy, fishy, fishy, that's what it sounds like to us.

↑↓ YOU OWE YOUR FRIEND A CERVEZA

I have a bar bet that I'd like to have you settle. A friend of mine insists that participants in the TransPacific Yacht Race from Los Angeles to Honolulu are required to prove they've taken a certain number of sextant shots and plotted them. I say this is ridiculous, as GPS has been around for decades now. I bet you couldn't find sextant in the whole fleet.

Rick Schrier
San Diego

Rick — We would have made that bet along with you. And we both would have been wrong. For all these years members of the TransPac Board have felt that nobody should race to Hawaii without being able to navigate by sextant. So when a boat finished, the inspectors checked to make sure each boat had done the required number of shots and plotted their positions.

One of the most vocal advocates of the requirement has been Stan Honey, the navigator par excellence. However, perhaps because he couldn't make last year's board meeting, the requirement has been dropped for this year's TransPac.

↑↓ THIS IS REALLY THE LAST LETTER ON THE SUBJECT

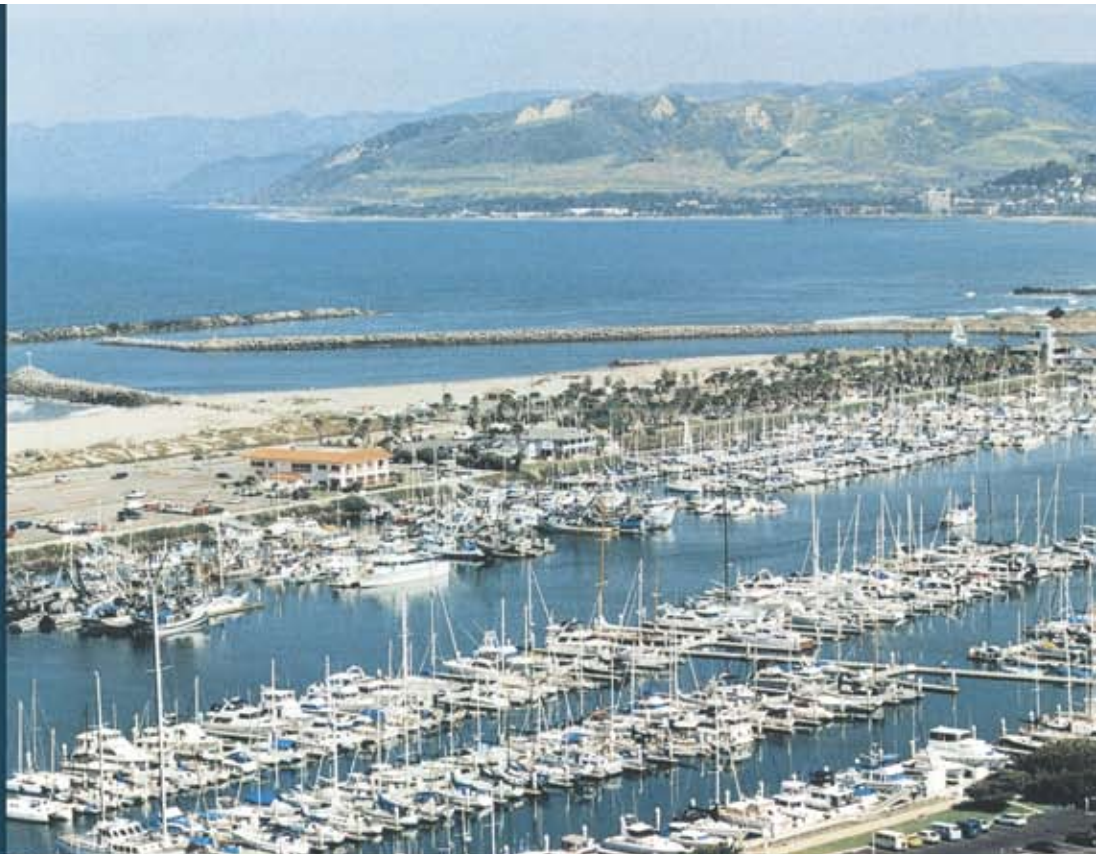
I have lived in San Blas, Mexico, for 13 years. My wife and I have a small hotel here and are members of the Association of Hotels and Motels of San Blas. We are trying to attract tourists, not drive them away. So I was shocked when I read the following statements, published in *Latitude*, by San Blas resident Norm Goldie:

"No boaters will give instructions to visiting vessels who desire to enter or find moorings in the San Blas Estuary." And, "No diagrams or pirated satellite images are to be used [for navigation], as they are useless and in many ways confusing."

I have worked on the water in a commercial capacity for 32 years, and helping other persons on the water is a common practice. So when I read Norm's statement, I was concerned. What kind of government, I thought to myself, would prohibit mariners from helping each other?

So I went to the Port Captain's Office in San Blas and asked if Norm's statements are true. Apparently the captain of the port didn't talk with the same "high-ranking SCT official" that Norm said he did, because the San Blas port captain told me that Norm Goldie's statements are absolutely not true.

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LETTERS

The port captain said cruisers should feel free to help each other in San Blas, just as they would in any other part of the world. If anyone needs any assistance or help in any manner, there is a Tourist Office in town, and any of the local hotels can provide information and assistance.

Tom Nelson
Bungalows Conny
San Blas, Nayarit Mexico

Tom — Thanks for going to the trouble of checking that out with the Port Captain for us. There was never a doubt in our mind that Norm's claims were rubbish. Indeed, most veteran cruisers in Mexico have come to view Norm's more majestic pronouncements with a certain degree of skepticism. For example, in one of his most recent missives to us, he said he was putting together a dossier on us and turning it over to the "appropriate agencies" of the Mexican government. Right.

As we've said before, Norm Goldie can be a very helpful guy, and some cruisers are very fond of him. That's great. On the other hand, he has a history of sticking his nose in where it's not always been wanted, and at times has tried to make life miserable for those who have rejected his offers of help. And he's sometimes been very mean to cruisers on the radio, which he monitors religiously. Lastly, despite whatever he might tell you, he has no official standing with the Mexican government.

↑↓ THE WORLD'S 'BEST' CLIMATE

Latitude's recent post about climate brought up a topic worth considering. From a sailor's perspective, what area of the world has the best climate? As for myself, if Todos Santos — just north of Cabo on the Pacific Coast — had a harbor, I'd say that would be it. In the North Pacific, that would leave the extremes of Southern California and La Paz — at least of places that were boating centers and had supplies. In the southern hemisphere, it would be Ecuador.

My having done a bit a traveling, the only rival that comes to mind is Noumea, New Caledonia. I'm dismissing Hawaii because of the lack of anchorages and the wind and seas being too rough in the channels.

What do other sailors think?

Anonymous
Planet Earth

Anonymous — Yours is a fun question that we've given a lot of thought to. We're going to assume that you're like most cruisers and are looking to sail in reasonably warm air and water temperatures. If that's the case, you're going to want to sail the tropical areas of the world — but only in the hemisphere's winter, because it's too hot and humid in the summer, and most such areas are subject to hurricanes in summer.

When it comes to the ideal sailing climate in the winter in the northern hemisphere, we don't believe anywhere can compare with the Eastern Caribbean. Yes, it's a little breezy in December and January, but there's always a sailing breeze and the water and air temps are perfect. Mainland Mexico is great, too, although the wind isn't as consistent and the water isn't as clear. But the people of Mexico are nicer than those in the Caribbean, the prices are much lower, and there's a much more active cruiser social life — all things to be considered.

But forget mainland Mexico for cruising in the summer, as it's too hot and too humid, and it rains too much. The Caribbean isn't quite as bad in the summer, but the humidity can get oppressive. And remember, both mainland Mexico and the Caribbean are subject to hurricanes.

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LETTERS

While La Paz and Todos Santos are at about the same latitude, just north of the Tropic of Cancer and therefore near the tropics, we're going to pass on them as having a perfect sailing climates — even in the northern hemisphere winter. The prob-



LATITUDE / LADONNA

The sailing in the Caribbean is consistently wonderful but the people — and prices — in Mexico are nicer.

lem is that they are often too chilly in the winter, and even on warm winter days the water gets too cold for swimming in December. The mid-June through September heat in both places can be oppressive, particularly during the most humid months of August and September. On the other hand, La Paz and the rest of the Sea of Cortez can be near ideal from the middle of May through the end of June, and from October to mid-December. In addition, La Paz has a lot of non-sailing attractions that have made it popular with cruisers and retired cruisers for years.

For ideal sailing climates during the northern hemisphere summer, you'd look to the tropical areas of the southern hemisphere. Places like French Polynesia, Fiji, Tonga, Samoa, the Queensland coast of Australia, New Caledonia, New Guinea, Indonesia and Malaysia.

There are, of course, great sailing climates outside the tropics, but they are pretty much limited to the summer. As good as summer sailing is on San Francisco Bay, in Southern California, the Northeast U.S., the Baltic countries, the Med, and Alaska, nobody is going to compare winter sailing in such places with winter sailing on Banderas Bay or in the Eastern Caribbean. Depending on how far these places are from the equator, their winter sailing ranges from poor to out-of-the-question in the winter. The same is true with the subtropical areas of the southern hemisphere in their winter.

We've got two solutions to the problem of there being no one place with a perfect year-round sailing climate. The first is to have one boat in a tropical area of the northern hemisphere for northern hemisphere winter use, and another in a tropical area of the southern hemisphere for southern hemisphere winter use. For example, a boat in Mexico from November to May, and a boat in Indonesia from May to November. All it takes is money. The second solution is to be a '20-20' sailor, meaning you never go outside of the tropics, but you also switch hemispheres with each equinox. Indeed, this is something that many cruisers do, be they circumnavigators or not. However, it does get a little hard west of the Indian Ocean, because you either end up in the Med, which is sub-tropical, or the South Atlantic, where there aren't very many cruising hot spots.

We think we have a decent macro view of the world's ideal sailing climates, but if we're missing some micro climate issue that makes a place ideal for sailing year 'round, we'd be delighted to hear about it.

↑↓"ANDREW VIK IS MY INSPIRATION"

While I call myself an avid sailor, I must admit that I'm no expert. After all, I've never been on a bluewater trip or singlehanded a boat over 20 feet — although I can't stop thinking about it. I'm just a college kid who caught the sailing bug from my sister-in-law and who loves to spend summer days racing Hobies on Huntington Lake above my hometown of Fresno.

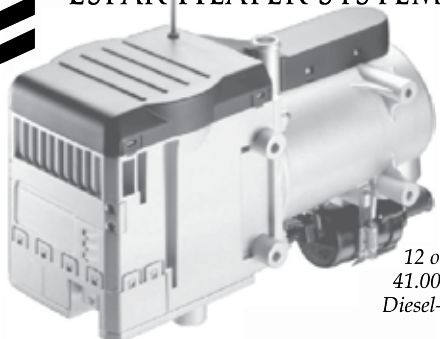
But I'm a bit of a dreamer, and want to sail more and

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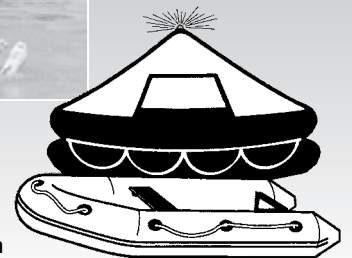


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LETTERS

more. As my dreams have in large part been inspired by the summer and fall contributions of Andrew Vik, scourge of the Med, about his adventures on his Islander 36, *Geja*, in the Adriatic, I was wondering if you could help me contact him. Having followed his adventures in *Latitude* since I was 17, I'd love to get his advice on planning my future trips.

By the way, that was a great Ha-Ha article. I've never wanted to go more.

Clifton Wahlberg
Fresno

Clifton — We don't give out contact information of our contributors, but we'll let Andrew know how to contact you.

Given the poor economy and difficult job market, we can't think of a better time for an adventure-loving young man to get out there and see the world by boat, make great friends, and get a real world education. Good luck!

↑↓ TOM GOES CRUISING

It was sure great to be a part of — as crew — Baja Ha-Ha 17! By the time you read this, we'll be on our boat *Begone* in San Carlos, Mexico. I can't wait to see what Tom, who ran List Marine in Sausalito for all those years, looks like when



LATITUDE / ANDY

he hasn't had to work in the shop for a couple of months. Instead, I imagine he'll be answering diesel engine problem requests on the VHF radio!

It sure is great to have Hans, Jessica, Dominic and Bill to keep List Marine humming while we're cruising!

Suzanne Statler — with Tom List
Begone
San Carlos, Mexico

Retired Yanmar dealer and mechanic Tom List adhered to the Ha-Ha ethos by helping fellow cruisers with their engine problems at no charge.

for free — who had issues with their diesels. We're most interested to hear how Tom adjusts to the shock of suddenly not living a hectic life.

↑↓ VTS WAS VERY HELPFUL

I learned something new — I probably should have already known it — during the trip my son and I made between Brookings, Oregon, and the Channel Islands. When pondering our passage across the San Francisco entrance, I decided I wanted to move in close to shore and cross the ship channel at the precautionary area rather than crossing all the in/out and north/south shipping lanes out closer to the Farallones. But I didn't feel confident about my decision, particularly because the charts, and guides like *Charlie's Charts*, warned us to avoid the precautionary area. And I didn't know how the Coasties would react to my sailing through that spot, what with pilot boats using it.

So I called the Vessel Traffic Service (VTS), a little worried about how they'd react to such a dumb question. But they were very helpful. The officer I spoke to said we had as much right to use that area as anyone else, only that they preferred not to see us get run over! He asked when I wanted to cross

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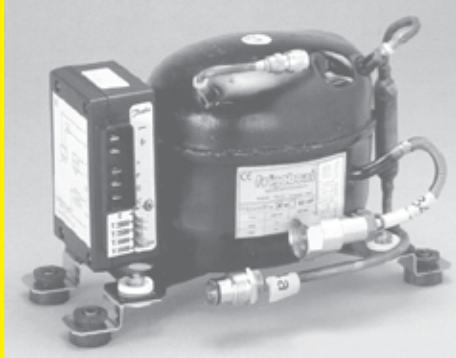


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LETTERS

and how long it would take, and very patiently gave me a rundown on the ship traffic expected around that time. I was favorably impressed and grateful to get that help.

We passed the entrance safely — using our radar and AIS — and waved to the pilot boat. Life was good. I'd never hesitate to call VTS again.

John Boye
Tom Thumb, Havsfidra 25
Brookings, Oregon

John — The precautionary area outside the Gate is a little confusing to us. On our chart it's about two miles due south of Duxbury Reef, which means it's out of the path of all major shipping. The chart says it's where the pilot boat hangs out, but VTS tells us that the pilot boat spends most of its time right around the Lightbucket. The bottom line is that it seems to us that you'd need to exercise less caution in the precautionary area than outside of it. In any event, stand a normal watch, and it's no problem.

Fun fact: VTS handled 77,278 vessel 'movements' in '08, the last year we could find records for. Some 53,780 of them were ferry movements, while only 16 of them were submarine movements. This was a 20% drop in movements over the previous year, and significantly lower than any of the previous nine years.

↑↓ TROUBLE FOR CRUISERS AT MINERVA REEF

During the morning of November 20, we and one other sailing yacht entered the North Minerva Reef and anchored. Three other boats were already on the hook, although two left a short time later. Around 1 pm, the three remaining boats were hailed by the patrol boat — which we all assumed was from Tonga. Each yacht was asked about its last port and next port, and if they had permission to anchor at Minerva Reef. All three yachts reported that Vava'u, Tonga, had been their last port.

To our surprise, the crew of the patrol boat told us that we needed to get permission from Suva, Fiji, to anchor at Minerva. Since we didn't have it, we had to leave immediately. It was then obvious that this was a Fijian patrol boat.

We and the folks on the other boats argued that we believed Minerva Reef was part of Tonga. That got us the following response: "No, it's not. You have to get permission from officials in Suva, Fiji, to anchor here." We were given 30 minutes to prepare for departure and leave.

We left the Minerva Reef angry and frustrated, and continued on our long journey toward Opuia, New Zealand. So who owns Minerva Reef?

Peter Sidler
Green Coral
Basel, Switzerland

Peter — There are a number of claims on Minerva. For details, see our response to the following letter.

↑↓ WHAT'S ALL THE FUSS ABOUT?

On November 20, we entered Minerva Reef and anchored. We were carrying written permission from the Tongan Immigration office in Neiafu to do just that. Three hours later, a patrol boat — that we assumed was from Tonga — announced over VHF 16 that all boats had to leave, and that another patrol boat was coming. We naturally assumed that it would



NASA

Seems like an awful lot of fuss over two tiny bits of coral.

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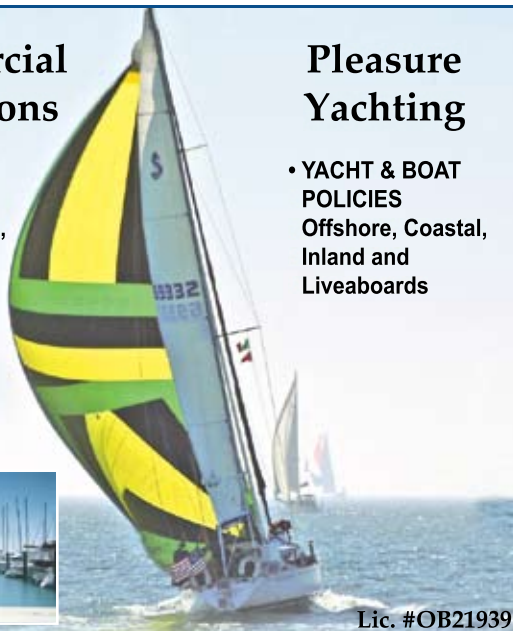
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LETTERS

be a Tongan patrol boat.

It turned out to be a Fijian patrol boat, and they told us we couldn't be at Minerva without permission from Fijian officials. We were told that Minerva belongs to Fiji, not Tonga, and therefore our permission to stop was worthless.

We advised the patrol boat that the reason we'd taken shelter was because strong headwinds were anticipated for the rest of our 800-mile trip to New Zealand, and it would be hard on our relatively small 36-footer. They told us that the weather was fine, so we had to leave. Having no choice, we left Minerva Reef at once.

Günther and Anke Rombach
Tramp, 36-ft sloop
Germany

Readers — It's not unusual for governments to get into major arguments about who owns small — sometimes tiny — and seemingly inconsequential islands or atolls. For decades, Chile and Argentina threatened to go to war over three tiny islands in the inhospitable Beagle Channel. North Korea is currently itching to start World War III over Yeonpyeong Island. And now some innocent cruisers have become caught in the middle of the squabble over Minerva Reef, which consists of two mostly submerged reefs, with some sand and scrub, 270 miles southwest of Tonga and about 800 miles from New Zealand. The total land mass is about the size of a football field.

The battle for Minerva started in '71, when Michael Oliver, a Lithuanian-born Las Vegas real estate millionaire and political activist, brought in barges of sand from Australia. His goal was to create a sovereign micro-nation on the reclaimed land, and to that end formed the Ocean Life Research Foundation syndicate, with offices in New York and London. They envisioned establishing a libertarian society with "no taxation, welfare, subsidies, or any form of economic interventionism." In addition to tourism and fishing, the economy of the new nation was to include light industry and other commerce. 'Port Victoria' was declared the capitol.



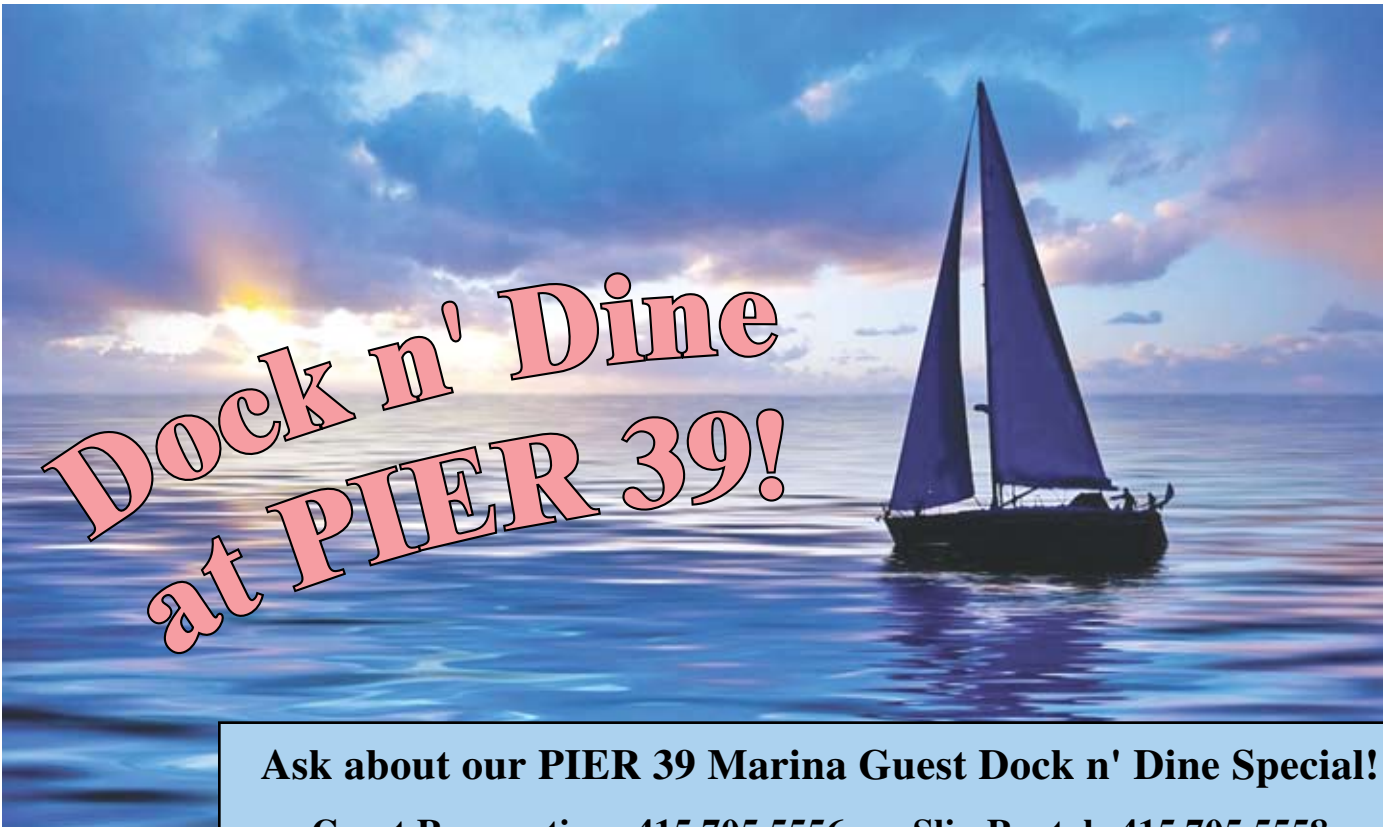
ROGER GRIFFITH

The 35 Minerva Dollar coin.

The neighboring countries — Australia, New Zealand, Tonga, Fiji, Nauru, Western Samoa, and the Cook Islands — took a dim view of Oliver's idea. A Tongan expedition was sent to Minerva to lower the new country's flag and enforce Tonga's claim to the reefs. There was no organized resistance on the part of Provisional President Morris 'Bud' Davis, who was then sacked by Oliver. Oliver's project collapsed.

Delusions of grandeur don't die easily, however, and in '82 a group of Americans, led by Davis, tried to occupy the reefs again. After three weeks, they were chased away by Tongan troops. Wikipedia reports that several groups have sought to re-establish claims to Minerva in recent years, although none have tried to occupy it. Some groups claim to represent a continuation of the early 'republic'. The most interesting is a group of individuals from Charleston, South Carolina, which promotes Minerva as a principality with a non-hereditary head of state. Its leader, one Prince Calvin, styles it as "the Government of the Principality of Minerva while in exile." We don't know for sure, but he sounds like the type of guy who might have a job at a car wash.

In a more grave action, in November of '05, Fiji lodged a complaint with the International Seabed Authority concerning territorial claim over Minerva. Tonga has lodged a counter claim. And so has the principality. The result is that sometimes



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LETTERS

cruisers are being shoved around just to prove that one country or the other can do it.

"Why all the fuss over a couple bits of coral?" we asked in *Lectronic*. Readers offered some good explanations.

↑↓ AND NATURAL RESOURCES

The "fuss" about small, isolated islands like Minerva Reef is that qualifying formations can serve as the basis for an Exclusive Economic Zone drawn 200 nautical miles in circumference around the formation. The owning nation gains exclusive rights to most of the natural resources within that zone. Because of our lengthy coastline and numerous Pacific territories, possessions, and so forth, the United States' Exclusive Economic Zone is the largest in the world. Check out the map at http://aquaculture.noaa.gov/pdf/20_eezmap.pdf.

Craig Juckniess
Perihelion, Mason 43
Anacortes, WA

Craig — Very interesting. Thanks for the link to the map.

↑↓ OH, WELL, IF THE U.N. IS ADDRESSING IT . . .

I contacted the Tongan government over the situation at Minerva Reef. They said that they "know about the problem, and it's being addressed in the United Nations." I also learned that elections were just held in Tonga, and the Democracy Party won 12 seats, which means they'll try to form a new government. It should be interesting in Tonga for awhile.

Baker Hardin
Lite N Up, Islander 44
San Diego

Baker — The United Nations is addressing the situation? Oh good, that means a just and equitable solution — probably giving Minerva Reef to Venezuela — is expected any day now.

If you think things are going to be interesting in Tonga, compare them with what's been happening on Easter Island, which is 2,000 miles west of Chile, the country that claims it, and is one of the most isolated places on earth. In early December, Chile sent a plane full of riot police to Easter Island to evict the indigenous Rapa Nui who have been squatting in government buildings they claimed were on their sacred land. Dozens of the Rapa Nui were wounded by buckshot and police batons.

While the riot police were sent to remove squatters, the real issue is tourism. More than 50,000 people a year are flying to the remote island to see the famous moai and tick off another box on their bucket list. But the Rapa Nui say that the Chilean government, which annexed the island in 1888, is trying to turn the UNESCO World Heritage Site into something like a theme park for the benefit of outside companies, whose profits leave the island. "We're not asking the Chilean government for anything but title to our land, which is our rightful claim," said a Rapa Nui representative. We sympathize with the Rapa Nuis' desires, but there's a greater chance that a moai will stroll across the Pacific to Minerva before we see that.

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

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

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



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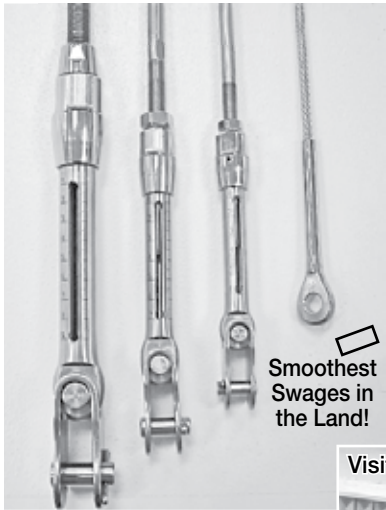
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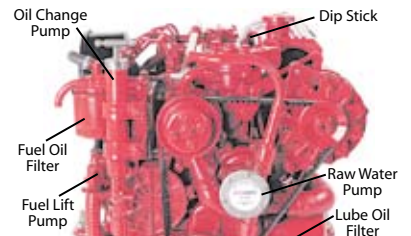


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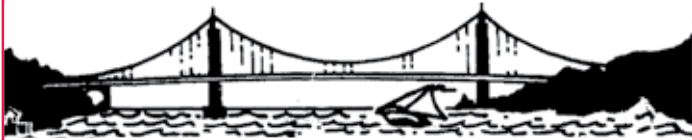
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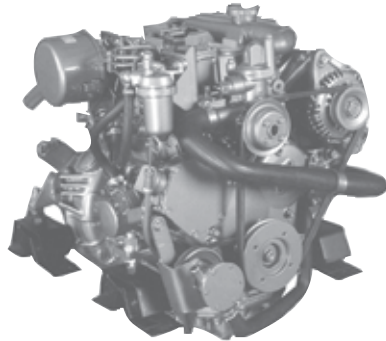
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LOOSE LIPS

My bad.

We hate it when we make mistakes, and never more so than when they reflect badly on somebody or some company. But that's just what we did in the December issue.

We'd received a letter from Ed and Karen Lane of the San Diego-based Valiant Esprit Nordic 37 *Blade*, who reported that they had not been able to participate in Ha-Ha 17 as they'd signed up to do because the diesel engine they'd ordered on January 15 of '10 — and that they'd been promised repeatedly would arrive shortly — did not arrive in time for them to have it installed for the October 25 start. They were very disappointed.

We noted that, because of the recession, many manufacturers, distributors, and retailers had generally cut back on inventory to reduce costs, and in some cases this was causing problems for consumers. We noted that, for example, Doña de Mallorca wasn't able to obtain more of the Henderson water-based deck paint she likes because they simply weren't going to make any more in white until they got a lot more orders. We also noted that another entry in this year's Ha-Ha wasn't able to make it because the rod rigging order he'd placed months before with Navtec, which is owned by Lewmar, didn't arrive in time.

The only problem with the last statement is that, because of a complete misunderstanding and brain fade on our part, the boat owner hadn't ordered the rod rigging from Navtec at all. Indeed, the reason he didn't receive it in time was not because of a screw up on the part of Navtec, but because the people who placed the order on his behalf screwed up.

We'd like to say we made the error about Navtec because the information was passed on to us during the Ha-Ha Kick-Off Party in San Diego, when we had about 3,000 other things on our mind. But that's no excuse, is it? We screwed up, and feel very bad about it. So our most sincere apologies to Navtec and Lewmar who, as yet, probably aren't even aware of the mistake.

For the record, we've used Navtec products, specifically their backstay adjusters and rigging parts, for more than 30 years, and have always found them to be first quality. Our 10-year-old Leopard 45 catamaran *'ti Profligate* in the Caribbean is equipped with numerous Lewmar winches, and they still look and work as if they were brand new. Furthermore, *Profligate* has got a terrific Mamba steering system that is sold by Lewmar, and it's been a great replacement for the original hydraulic steering, which never worked properly.

Once again, our sincerest apologies to Navtec and Lewmar for our blunder. We'll try to do better in the future.

— richard

Going green.

In a recent log entry, Jeanne Socrates, who is currently attempting a non-stop solo circumnavigation aboard her Najad 380 *Nereida*, said she'd yet to see a green flash. "Although yesterday I did see the 'emerald on the sun's finger' — the top rim of the sun turned green just as it disappeared over the horizon. Pretty, but *not* a green flash, which happens a few moments *after* the sun has disappeared!" We hate to argue with such an accomplished seawoman, but Jeanne did, indeed, see a green flash.

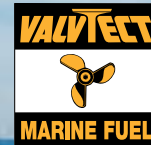
According to San Diego State University's Department of Astronomy, there are four 'types' of green flashes, including the one Jeanne saw, as well the very rare 'green ray', a brilliant beam of green light shooting out of the just-set sun. About 3/4 of all observed green flashes are of the first variety; less than .5 of a percent are of the latter. The rest of us should be green with envy that Jeanne has been lucky enough to see at least two 'green rays' during her voyages.

— ladonna

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sf's cup bid on shaky ground

Although its government pulled out all the stops to put together a bid to host the 34th America's Cup, San Francisco was far from a lock to host the event as we went to press. Most recently, reports that BMW Oracle Racing team officials have been meeting with representatives from Newport, Rhode Island, Dubai, and a nebulous Italian venue have done a great deal to cast doubt on San Francisco's bid. Given that the team's deadline for a bid from the City — which was miraculously met — had passed, we're at a loss as to what the team hoped this would accomplish. It was too late to be a negotiating ploy, which leads us to believe that all the effort put in by the sailing community, City government and civic leaders may have been in vain all along.

If the Cup goes to Rhode Island, we have a question. What happened to San Francisco being the only U.S. city under consideration? Ellison can do what he wants with the Cup — it's his prerogative as the winner under the terms he and GGYC agreed to — but he's going to have a hard time arguing that the signed, sealed and delivered deal from the City of San Francisco would have had a deleterious impact on the event, the only believable argument from someone with a personal fortune estimated in the neighborhood of \$27 billion. He's also going to have a hard time convincing us that Newport could generate the same kind of international appeal and enthusiasm around the Cup

continued on outside column of next sightings page

transpac entries

For the last eight years or so, it's been a darn good time to be an ocean racer on the West Coast, and this year's TransPac Race is evidence of that. Even with over six months remaining until the starts, the event already boasts 26 entries!

Included are perennial race favorites, the SC 50s, with four already signed up, including the defending division champ and '10 Pacific Cup overall winner, Jack Taylor's Dana Point-based *Horizon*. Bill Helvestine's San Rafael-based SC 50 *Deception*, which finished third overall in last year's Pac Cup, is signed up, and there are also four Japanese entries, and a TP 52 from Hong Kong.

Back for her 16th race — if memory serves — is Chris Welsh's Newport Beach-based Spencer 65 *Ragtime*, but she won't be the largest or fastest boat in the fleet. The East Coast has two entries so far, one of which is Hap Fauth's R/P 69 *Bella*



LATITUDE / SUTTER

are piling up

Mente — which will likely be the scratch boat and a legitimate elapsed-time record challenger for conventionally-ballasted monohulls without powered sailing systems — under project manager and Bay Area product Dee Smith.

As far as local boats go, Andy Costello's Richmond-based *J/125 Double Trouble* is signed up, and with something like five or six *J/125s* in Southern California, there's a chance there could be a quasi-one design division for them. And there's a bevy of probables from Northern California that you'll likely see off Pt. Fermin around the first start on the Fourth of July.

In the last four or five years, the TransPac YC has worked hard to modernize the race and raise its profile, and this year's early entry list shows it. The full entry list and race documents are available at www.transpacrace.com.

— rob

Chip Megeath has won his division in every Hawaii race beginning with the '07 TransPac with the chartered SC 52 'Kokopelli'. Although it's not officially entered yet, don't be surprised if you see Megeath's R/P 45 'Criminal Mischief' in this year's already strong-looking TransPac field.

cup bid — cont'd

as San Francisco.

San Francisco was a known quantity. Ellison and Coutts knew what the City offered; the terms were spelled out. It seemed highly doubtful that Rhode Island, motivated as it was to get the event, would have been able to get a host city agreement together and voted on by the end of the year. With 10 days to go before the announcement as of this writing, BMW Oracle Racing either must have risked announcing the venue without having a host city agreement in place — which seems pretty darn crazy — or put off the venue announcement and risked being sued by a challenger for not sticking to the protocol.

The team's COO Stephen Barclay was all over the wires with his claims that the deal was changed late in the game and that's what caused the team to look elsewhere. But the reality is that the deal only changed because the original one no longer had the support of the majority of the Board of Supervisors. This was due in part to the fact that the City government rightly uncovered a myth the team made every effort to perpetuate — that of the bogeyman Italian venue (while the European economic crisis swelled to what may prove to be the first of many crescendos) — and that even if this competition was real, it wasn't worth giving away the farm for, anyway. It was also due to the fact that the original deal was way too generous for the team and would have put control of public assets in the hands of a 66-year-old for 66 to 75 years.

Ellison and company kept pitching the importance of an incentive — it was still there in the revised deal, by the way — to bring the 34th Cup to the Bay. But nowhere was there any call to create an incentive for the team to keep it here: for instance, tying the length of the leases on Piers 30/32 and Seawall Lot 330 into the future editions of the Cup, an incentive that would seem fair to us.

The truly wrenching thing about the whole state of affairs is that the format and the boats are so brilliant, so inspired and so necessary that there's not much we can find fault with. But we still can't understand why Ellison wouldn't want to have the most radically progressive and innovative America's Cup in history in a milieu that radiates and celebrates those qualities. He would make money putting on the regatta with the deal he had before him. By the time you've read this, the proof will be in the pudding for Bay Area Cup fans.

— rob

ultra flip swivel recall

Quickline USA has issued a total recall of all UFS8 Ultra Flip anchor swivels for 1/4" and 5/16" chain. "Simply put, the UFS8 swivels do not meet Quickline's high quality standards and strength requirements," said Quickline USA President Randy Boelsems. The swivels, manufactured by Boyut Marine between June 2009 and October 2010, are easy to identify by the eagle molded into the side. No other sizes of Ultra Flip swivel, or older versions of UFS8 — ones lacking the molded eagle — are included in the recall.

If you have one of the recalled swivels in your anchoring set-up, stop using it immediately and contact Quickline at (714) 843-6964 to arrange for a replacement. They ask that the defective units be returned via the pre-paid FedEx label they'll include with the replacement.

— ladonna



Only #8 Ultra Flip Swivels with molded eagles are recalled.



A recalled swivel can be identified by an eagle molded into its side.

PHOTOS QUICKLINE

make mine monterey

With the exception of a couple trips — or at least attempts — per year around the Farallones, and the occasional daysail outside the Gate, we don't get much of a chance to do a lot of coastal sailing aboard our Sausalito-based Hanse 34 *'Iliohale*. Our sailing vacations and weekends have typically been dedicated to trips up to Petaluma, Napa



Erik and Terence enjoyed their fall daysail on Monterey Bay.

and the Delta, and overnights at Angel Island, Clipper Cove and San Francisco. So in September '09, we decided to take a four-day trip down to Monterey. After that trip, we bought a dodger and learned many lessons, including 1) always wear your foul weather gear when leaving the Bay on a strong ebb no matter how warm it is, 2) just because it's late summer does not mean you will have good conditions offshore, and 3) sailing back nonstop against a strong northerly is not the most comfortable ending to a great trip.

With this knowledge, we planned another trip for last fall. This time, however, we were a little smarter with our planning; we and the boat were better prepared and we carefully watched for a good weather window. The idea was to take four days:

one day to sail down and three days to sail back, with overnight stops in Santa Cruz and Half Moon Bay. We picked a couple of weekends in October that had favorable tides for both the departure and the return to the Bay, and then just watched the weather forecasts.

As part of our planning, I contacted the harbormasters at Half Moon Bay, Santa Cruz, and Monterey to determine the availability and cost of guest slips, the availability of fuel, and the typical conditions for the dates of our travel windows. Availability at that time of year wasn't a problem, and anchoring out at Half Moon Bay and Monterey was also an option, if needed.

As luck would have it, a high pressure system parked itself over Northern California during our first window. The thought of warm offshore breezes and a moonless sky to star-gaze was just too much to bear, so my sailing buddies, Erik Edney and Terence Kirk, and I got ready to head out. Unfortunately, my wife, Nancy, was unable to join us, but she sent the next best thing — her lasagna.

We left Sausalito at 4 p.m. on Thursday, October 7, using our previous year's time — 16 hours — as a guideline to get us in after sunrise. We also were able to take advantage of a monster 5.2-knot ebb tide that flushed us out of the Bay. Unfortunately, our good weather window was a little too good — the most wind we saw was seven knots dead astern — so we motored most of the way, which put us into Monterey at 4 a.m.

Many bright lights in the area were confusing us so we just followed our chartplotter tracks from the previous year. (It turns out that the bright lights were squid fishing boats.) In retrospect, we should have left a little later or backed off on the throttle when it became clear that we would arrive before sunrise.

Monterey was a blast. Between the best beignets this side of New Orleans, otter watching, talking with fishermen, free chowder samples on the pier, and a great afternoon sail, I was thinking that we should have allowed for another day. But on Saturday morning we headed out for the four-hour sail over to Santa Cruz.

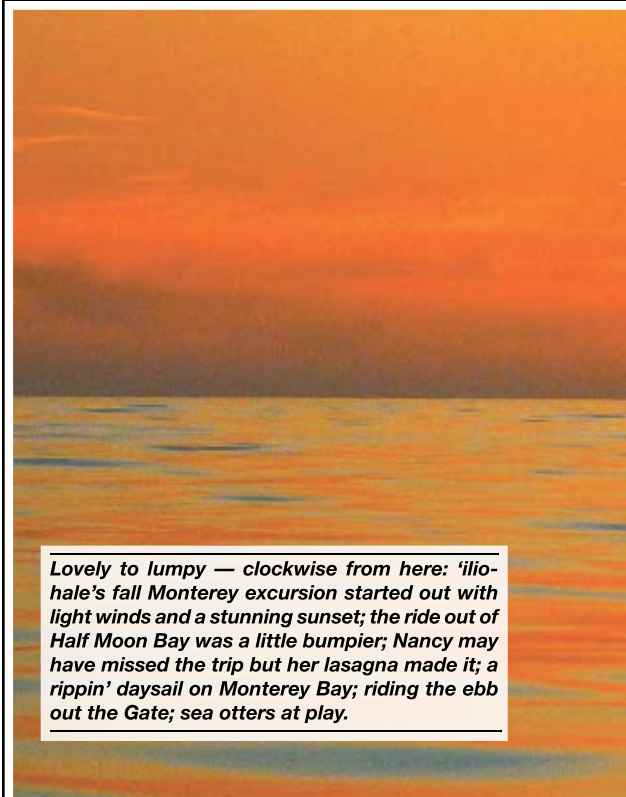
It was truly an outstanding day. Halfway across the Bay, we phoned the Santa Cruz harbormaster to ask about the entrance conditions, and after she stopped laughing she managed to say, "Are you kidding? This is one of the nicest days we've had all year!" In such mild conditions, Santa Cruz is very easy to enter, as are the guest slips,

continued on outside column of next sightings page

econea study

Since the fall of '07, this writer and her husband's boat has been part of a bottom paint study to test the efficacy of the biocide Ecomea, a biodegradable antifouling agent produced by Janssen Pharmaceutica and sold to different paint companies. Three paints were applied to the bottom of our Crealock 37 — one control paint containing 67% copper, one solvent-based test paint and one water-based test paint.

After a year, the water-based paint, in our opinion as boat owners, was not only the best among the three, but also the best paint we'd ever used. There was zero hard growth on all three — which made them equally 'successful' in the eye of study



Lovely to lumpy — clockwise from here: 'Iliohale's fall Monterey excursion started out with light winds and a stunning sunset; the ride out of Half Moon Bay was a little bumpier; Nancy may have missed the trip but her lasagna made it; a rippin' daysail on Monterey Bay; riding the ebb out the Gate; sea otters at play.

update

coordinator Jack Hickey, as that is the study's primary focus — but the water-based paint had very little slime or grass. The other two were mini-ecosystems unto themselves.

In the spring of '09, we were asked to continue in the program, and we agreed on the condition that one of the test paints continue to be the water-based paint. A different solvent-based test paint — one that had proven more successful than the previous paint — was applied, the control paint was refreshed, and we were back in business. Subsequent checks showed the new solvent paint testing well, but still not

continued in middle column of next sightings page

monterey — cont'd

which also serve as a great spot to watch all manner of 'boats' going by — including stand up paddle boards. We took the time to explore a little but got to bed early for our 5 a.m. departure.

The trip between Santa Cruz and Pt. Año Nuevo had kicked our ass during the previous trip back, so the plan this time was to get an early start and motor if needed to get past the point before any afternoon winds could kick in. Conditions weren't great, with pretty thick fog, light winds on the nose, and a sloppy six-ft swell. With water dripping off the mainsail and onto our heads, we huddled under the new dodger and let the autopilot and engine do the work until the sun came out and we rounded the point. From there we had a more favorable wind angle for sailing and we pulled into our guest slip around 3 p.m., as fog began to circle Half Moon Bay.

As at Santa Cruz, the entrance to Half Moon Bay can, at times, have breaking swells, so sailors really need to be aware of the conditions before entering. The harbormaster had told us that the swells

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PHOTOS GARY RYAN

SIGHTINGS

monterey — cont'd

were running in the nine-ft range but the channel was safe. He also suggested making a wide turn between channel marker #3 and the end of the breakwater at the harbor entrance to have a better angle on the swells. This allowed us to take them on the quarter instead of the beam, though we still had a wild ride in. Our departure the next morning was even wilder, as the swells had built overnight, but the rest of the trip home was great. It brought our four-day trip to a great conclusion, unlike the slog we had in '09.

The best advice I could give anyone considering a trip to Monterey, especially in the off-season, is to carefully monitor the weather before and during your trip, and only leave if conditions look good. Don't force anything and always have a backup plan in case you need to wait out bad weather. Don't be afraid to turn back if you poke your nose out and the conditions are nasty. If a big swell is running, be sure to stay in deeper water and don't cut the corner at the ship channel. This is a wonderful trip with fantastic natural beauty and sea life. I can't wait to go again next year — hope to see you out there!

— gary ryan

study

quite as well as our beloved water-based paint.

On December 6, we hauled out at KKMI's new Sausalito yard for what could have been our final check. "We'll have to see what the bottom looks like before we know if you can continue in the study," Jack told us. As our boat cleared the water, it was obvious that all three paints were in good enough condition to keep going. A thorough inspection by Jack, and he confirmed. We'll continue in the study until next spring, when the program will officially end.

So how did our 'horse' do this time? Once again, the water-based paint led the pack in repelling growth. In talking with Jack, though, it appears the

The first reader who can correctly identify this slimy, squishy glob that was dangling from our depth sounder wins a 'Latitude' hat! Send your evidence to ladonna@latitude38.com.



— cont'd

solvent-based test paint is likely to come to market sooner than the water paint. "I'm actually working with the paint company to get that one approved for sale," he said.

We still haven't been able to discover names for any of the test paints, but Dave Helmer of Janssen has promised to pass my information on to the manufacturer of the water-based paint — privacy agreements prohibit him from sharing their name — so we may yet find out who makes this miracle paint. In the meantime, Interlux has thrown its hat into the Econea ring with their Pacifica Plus, and Pettit is awaiting EPA and FDA approval for their Vivid Eco.

— *ladonna*

dekker lands in st. martin

After two months of waiting for the hurricane season to end, 15-year-old Dutch record-seeker Laura Dekker set off from the Cape Verde Islands on December 2 for the first ocean crossing in her planned circumnavigation. Dekker and her Jeanneau 38 Gin Fizz *Guppy* arrived at Simpson Bay Lagoon, St. Martin on December 20, finishing the 2,200-mile leg in 18 days.

Dekker, you might remember, last saw St. Martin when she ran away from home to go boat shopping by using her New Zealand passport — she has both Dutch and Kiwi citizenship — to evade European authorities who had made her a ward of the state. While previous teen circumnavigators set out on east-about routes, Dekker, like Zac Sunderland, is doing a tradewinds-and-canals lap of the globe that she expects will take approximately two years.

For those who've missed our previous coverage, Dekker's route has been filled with obstacles.

Since announcing her attempt two years ago, Dekker has had an uphill battle to get this far. Born in New Zealand during her parents' circumnavigation, Dekker claims to have been sailing her own 23-ft boat in Friesland waters where she encountered her first resistance to her efforts. Lock-operators were not always willing to allow such a young girl in her own boat to transit. Undeterred and supported by her family, she spent the following summer vacation sailing in and around the islands on the Wadden Sea, and shortly after she revealed her big dream to become the youngest ever to go around the world.

Intensive lessons on navigation and safety followed, and then Dekker's father instructed his daughter to sail to England and back on her own to show him what she was capable of. That trip was a harbinger of the official resistance she would later experience when, on her arrival in the UK, she was detained by the port authorities who judged it too dangerous for a 13-year-old to be at sea alone. Looking to thwart the trip, the port authorities called Dick Dekker and asked him to accompany his daughter on the trip home.

The elder Dekker refused to comply with the request, so the authorities placed Laura in a children's home. Ultimately Dekker changed his mind and went to the UK to collect Laura. But when he allowed Laura to sail back on her own anyway, the British police contacted their Dutch counterparts, who alerted the country's social services' youth care bureau. With the family then on the radar of social services in the Netherlands, Laura was made a ward of the state for over a year. With the support of her father, and finally her initially reluctant mother, Dekker got underway on August 21, two months after a Dutch Children's Court gave her permission to leave.

— *rob*



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In her blog, Dekker wondered if she was the youngest person to solo across the Atlantic but that record is still Mike Perham's.



Before and after — the water-based paint (right) is still performing noticeably better than the other paints but doesn't seem to stand up to pressure washing as well as the other paints — though Jack Hickey says it's actually much harder.

partners in preservation

Besides an obvious love of music, what does British Virgin Islands singer/songwriter Foxy Callwood have in common with the late concert violinist Myron Spaulding of Sausalito? Throughout their lives, both men have had deep affection for hand-built wooden boats. And that explains why Foxy and his wife Tessa made a special trip to check out the Spaulding Wooden Boat Center in Sausalito last month when they were passing through the Bay Area.

As regular readers know, since Myron's passing in 2000 (at the age of 94!) his 'boatworks' has carried on his legacy of fine craftsmanship

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SIGHTINGS

preservation — cont'd

in several areas: the boatyard repairs and upgrades boats of all types with meticulous attention to detail; the now-resident Arques School of Traditional Boatbuilding trains young apprentices to be shipwrights; and the Center is deeply involved with preservation of historic craft. The centerpiece of that effort is the ongoing restoration of the 1885



LATITUDE / ANDY

Until a few years ago, 'Esperanza' was one of the last functioning Tortola sloops. Sadly, she now serves as a decaying reminder of a bygone era.

gaff sloop *Freda*, renowned as the "oldest active sailing yacht on the West Coast."

Foxy and Tessa were thrilled to see that the multi-year rebuilding of her hull is now complete, especially because they're nearing completion of a similarly ambitious project themselves, down in the islands. As originators of the northern Caribbean's largest wooden boat gathering — Foxy's Wooden Boat Regatta — they're acutely aware of the shrinking number of wooden vessels still sailing their waters, especially traditional Tortola

sloops, which were once the principal means of interisland transport for both people and cargo. So Foxy and Tessa decided to build a new sloop based on the lines and construction techniques used by BVI forefathers. As at Spaulding's, much of the labor was done by young apprentices who gained hands-on experience in a highly marketable craft. The project is one of many activities sponsored by the nonprofit Jost Van Dyke Preservation Society, which was conceived by the Callwoods in '04. Its broad-based mission is to encourage preservation of "the history, cultural, land and marine environment, and heritage of Jost Van Dyke," which is one of the least developed isles in the Northern Caribbean.

If you happen to be down in the islands this spring or summer, keep an eye out for the sleek new sloop *Endeavour*, as she's slated to be launched in time to participate in the 36th annual Foxy's Wooden Boat Regatta, May 27-29. We can hardly wait to see her flying along on the easterly tradewinds. And who knows, perhaps she'll trigger a resurgence of traditional sloop building in the islands. That would make Foxy smile even more broadly than he normally does.

— andy

boatbuilding lessons

Readers: Captain Rita Coy, of the 60-ft, three-masted Herreshoff Marco Polo schooner Valkyrie, wrote the following in response to an August letter from Eric and Jeanna Brown, who wanted advice on building a boat from a bare hull. Her story is so interesting that we thought it deserved a more prominent position in the magazine.

I was living in the San Francisco Bay Area at the time I built the interior of my boat, and if I knew then what I know now, I probably would never have done it. But that was 23 years ago and I was much younger and had more energy and enthusiasm than sense.

I was raised by a single mom, and had no male figures in my life to show me how to fix and build things. When I was in school, girls were not allowed in shop classes. So for the first year I had *Valkyrie*, I just looked at her on weekends, paid the berthing, and called her "Roger's boat" (Roger was the previous owner). I couldn't believe she was mine and I had no idea where to begin or what to do.

A friend came for a look-see, saying "I just want to know what

continued on outside column of next sightings page

coastie gets

On December 8, former Coast Guard petty officer Kristin Lunkley, 29, was awarded the Coast Guard Medal for extraordinary heroism for the '08 rescue of a crewmember aboard the capsized F-27 trimaran *Wingit*.

Lunkley was a crewmember aboard a 47-ft USCG lifeboat that responded to the capsizing of *Wingit* near the North Tower of the Golden Gate Bridge on July 24, 2008. After realizing that one of three crewmembers was trapped underneath the tri — the other two had climbed on top of the boat — Lunkley donned a wetsuit and jumped in to rescue him.

Normal summer conditions — 25-knot winds and 4-ft seas — made it difficult for



Tessa (left) and Foxy strike a pose with Spaulding's Associate Director Andrea Rey beneath the newly planked hull of 'Freda'.

heroism medal



Lunkley to reach the tri, but once she did, she disconnected her line to the lifeboat, attached it to a PFD, and pushed it under the boat toward the trapped man, telling him to put it on.

When he got tangled in the boat's running rigging, she pushed him up so his

continued in middle column of next sightings page

boatbuilding — cont'd

you spent your money on." I tried to extol her virtues — the previous owners had lived aboard and sailed her 1,000 miles down the coast in terrible weather, the masts were good, the engine was good, and so on. He just said, "Hmph! They never lived on her. They existed."

But Mr. Hmph directed me to Laney College, a community college in Oakland. I signed up for a cabinetry class taught by Keith Nason and asked him to take a look at *Valkyrie*. "This is a real boat," he gushed. I told him that I didn't know where to begin and his response was, "You need ceilings first, so I'm going to teach you how to mill up wood." I got a student discount at a local wood supplier and bought \$1,000 worth of clear Alaskan yellow cedar. I was up and running!

And I never stopped running for about six years. I took classes in drafting, safety, types of tools, sharpening of tools, and of course, how to use all the tools — a band saw, three table saws, two jointers, a huge planer, a panel saw, a shaper, two drill presses, and many others. I learned about different glues, and when and how to use them.

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SIGHTINGS

boatbuilding — cont'd

It turns out that you can't use house joints in a boat, so I learned what types were best for me. But best of all, Laney College had a dust collector. You can't imagine the amount of dust I collected.

I would get to Oakland by 8 a.m., work and study until 2 p.m., then head to my job in the City from 3:30-11 p.m., race home for dinner and bed, and get up again in six hours. I did this four days a week. It was a major voyage of commitment and perseverance. I stopped figuring out the bills at \$100,000. No sense in making myself sad over all the dresses I'd never get to wear. As I always tell people when it comes to boats and money: You're either going to pay on the front end (as in, it's ready to go) or the back end (when you fix it up).

The six years it took for me to build 90% of *Valkyrie's* interior had its moments of fun, but it was mostly tedious work. On the other hand, I know where everything is. When something breaks, I know

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medal

head was above water while another crew-member cut the lines holding him down. "At the time, I wasn't thinking about personal safety," she said at the ceremony. "You don't think about anything else but trying to help that person. That's why you join the Coast Guard."

Both Lunkley and the man were pulled out of the frigid Bay waters by another USCG boat, and Lunkley continued her aid by treating the man's hypothermia and cut head. According to the Coast Guard, he later made a full recovery.

Lunkley says the incident changed her life. Having previously considered a



COURTESY VALKYRIE

— cont'd

post-Coastie career in journalism, she was inspired her to pursue a career in nursing after the rescue. She's now fulfilling her prerequisites at the College of Marin.

The Coast Guard Medal is no small honor. The recipient "must have performed a voluntary act of heroism in the face of great personal danger of such a magnitude that it stands out distinctly above normal expectations," according to the Coast Guard. Lunkley is one of just 310 service members to receive the award since its 1949 inception, and the only recipient for the year 2008.

— ladonna



Lessons learned — Clockwise from below: After years of rebuilding 'Valkyrie's interior, Rita knows how to fix anything; 'Valkyrie' flying along; the cabinetry inside the boat is first-class; 'Valkyrie' in Glacier Bay, Alaska, many years ago.



boatbuilding — cont'd

how I built the object, so I know how to fix it. No guesswork, and no wasted money or time. But 23 years from when I started, I'm still finishing off this little mistake and that little detail.

Should a husband and wife do it? I usually recommend that they don't. I've known many marriages that have broken up over similar projects. All of the household money will go toward the boat, and that's a fact. And if someone gets sick, you're done. But I also know a couple who stayed together after 20 years of building the boat. She told me with a smile, "I always knew where he was. On the boat. He was happy and that's what was important."

Do you feed a person or do you teach the person how to fish? If you can read or learn a skill, you have a teacher to thank. I am so lucky and honored to have learned so much from Keith Nason, and I've passed my skills on to many people. *Valkyrie* and I have been sailing the seas up and down Mexico. And we are on our way to more voyages.

— capt. rita coy, 100 ton master

back in the game after 26 years

Forty-three years ago a pair of young Bay Area sailors named Grace and Bill Bodle set off through the Golden Gate aboard their newly-purchased schooner, *Nordlys*, with only vague notions about where she would carry them. They were 27 and 33 respectively.

By the time they reached the Eastern Caribbean, *Nordlys'* engine had quit, her sails were well-worn and her cruising kitty was deeply depleted. So, at the suggestion of a new acquaintance, they offered their 72-ft Gloucesterman for hire in the U.S. Virgin Islands' fledgling charter trade. *Nordlys'* elegant lines — reminiscent of the famous Canadian yacht *Blue-nose* — and the Bodles' engaging personalities combined to bring them rapid success, and they were soon splitting seasons — winters in the Caribbean and summers in the Med. The lifestyle suited them well, so they eventually upgraded to a 98-footer named *Grace*, then a 117-ft schooner named *Panda*, aboard which they did a three-year circumnavigation, often with loyal longtime clients aboard.



COURTESY EROS

Bill and Grace Bodle.

Their seemingly magical 17-year run ended sadly in '84, however, when *Panda* burned before their eyes in Martinique. Dejected by her loss, they returned to the Bay Area and eventually bought Stone Boat Yard in Alameda. With Bill's knowledge of schooners, he landed a stem-to-stern refit job on a German-owned schooner named *Fair Sarae*. But the owner ran out of money long before the job was finished and signed the then-disassembled hull to the Bodles.

Bankrolling the refit themselves, with only a skeleton crew of helpers, it took them 18 long years to transform her into the immaculate showpiece that she is today. (See our October '09 feature.) We're thrilled to report that last month they sailed the same schooner, now named *Eros*, across the Caribbean from Panama to Antigua, arriving just in time for the annual Antigua Yacht Show, where top charter brokers from all over the world come to assess the cream of the crop. They having inked a management deal with Camper and Nicholson's International, *Eros* will now be available for charter to well-heeled clients with a taste for classic elegance. So after a 26-year respite, Bill and Grace are getting back into the charter game — and we wish them the best of luck.

— andy

vivi finds a home

When Bay sailor Tom Price came across a *Sightings* piece in the July '10 issue of *Latitude* about German foreign exchange student Viviane Farke's wish to find a sailing host family for her year abroad, he'd never before considered hosting. "I was flying to New York City when I read it," he recalled when we spoke to him last month. "The



LATITUDE / LADONNA

"Viviane is a joy to have around," says Tom Price of Viviane Farke, the German student his family is hosting.

story was so interesting that, when I landed, I sent a text to my wife, Michelle. Her response was about what I expected: 'R U out of your mind?'"

Tom pointed out that not only would they be helping out a bright young student, but their children — Maya, 9, Spencer, 7, and Ashley, 4 — would benefit from being exposed to someone from a different culture. Plus, they had a spare bedroom.

"I really started thinking about Maya," he explained. "She's entering those tough 'tween' years, and I was hoping Vivi would be someone Maya could look up to. I'm also hoping that she'll be as passionate about sailing as Viviane." So, in August, the Price family, who live in Danville and sail their Beneteau 473 *Vitesse* out of Emery Cove, welcomed 16-year-old Viviane into their home and have kept her sailing ever since.

In fact, one of their early outings to *Vitesse's* summer home on Tinsley Island ended up with Viviane showing off her mad sailing skills aboard a Laser. "I've been sailing my entire life and I could not keep up with her," Tom laughed. "She's very fast." In fact, Vivi won a couple of the races — against a very talented French Laser sailor, no less — and ended the series in second overall. "I sat there thinking, 'This is true international sailing'," said Tom.

The family has taken *Vitesse* out a number of times and Viviane, while still a diehard dinghy racer at heart, says she's come to appreciate big boat sailing. "I've never really sailed on big boats before. I love it!" Tom hopes to organize a couple family trips, including an outing to the Farallones and a trip to Monterey.

In the meantime, Vivi has been busy with Encinal YC's high school sailing program. "Better than that," boasts Tom, "since Monte Vista High School didn't have a sailing team, Vivian and another girl started one." A drive to recruit more members didn't work out so well, though, according to Vivi, so the pair are sailing what's called 'split team' racing in youth events.

Unfortunately for Viviane, who sails 420s back home on Elfrather See Lake twice a week during the summer, the little racers aren't part of the official PICYA program. "She prefers a 420 because it's got a spinnaker and trapeze," said Tom, "so we'll get her sailing on them this spring in clinics and interclub events." A true racer at heart, Vivi lit up at the mere mention of her favorite boat.

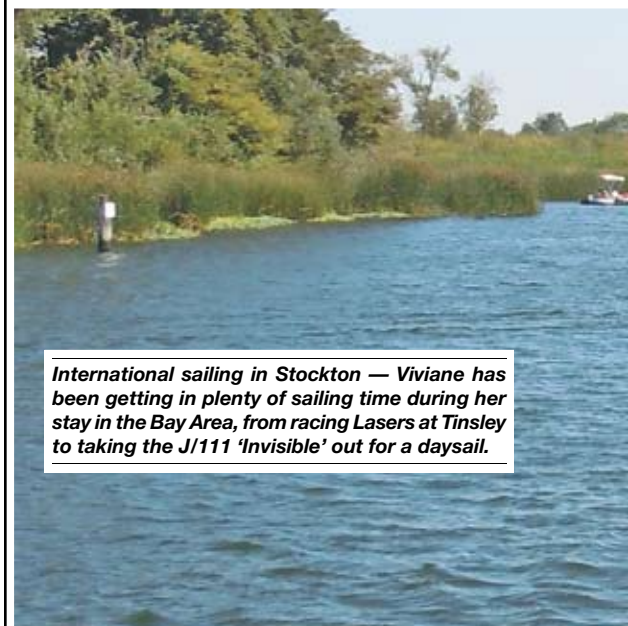
As for how Viviane is settling into American life, especially school, she says, "It was difficult at the beginning, but now it's just normal." Considering that her school back home in Duisburg has just 800 students compared to Monte Vista's 2,200, it must have been quite an adjustment. When asked about her grades, she smiles and coyly

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lord jim

During the 35 years he's owned the 72-ft gaff tops'1 schooner *Lord Jim*, Holger Kreuzhage has faced all sort of challenges and adversities, including losing steerage while rounding Cape Horn. He's circled the world aboard her at least three times, and, in more recent years, has double-handed her for thousands of miles with his longtime partner Tracy Brown. But none of that prepared either of them for the ordeal they've endured since March, 2007.

As we reported back then, just after setting sail from Angra dos Reis, south of Rio, the thoroughbred classic hit an



International sailing in Stockton — Viviane has been getting in plenty of sailing time during her stay in the Bay Area, from racing Lasers at Tinsley to taking the J/111 'Invisible' out for a daysail.



still captive in brazil

uncharted rock and sank. Amazingly, the couple was able to refloat her within 48 hours, and she was hauled on a marine railway at a small yard at Mangaratiba.

Repair work went well initially. But as the job neared completion, the yard's owner, Luis Prado, began what appears to be a whole series of extortion attempts, via both lawsuits and physical threats. It's been reported that at one point, Prado's son, who also happens to be his attorney, attacked Kreuzhage with a shovel, causing serious injuries.

Brazilian courts have consistently ruled
continued in middle column of next sightings page

vivi — cont'd

says, "They're pretty good." Proud host-dad Tom quickly jumps in to point out that she's just being humble. "All As and a B!"

Vivi will head home to her family in June, but until then, the Price family is keeping her so busy that she claims she's not even homesick. "We do lots of things," she says. "We go skiing at Tahoe, and I did cross country in the fall, and am now doing soccer." And to start 2011 off with a bang, the entire family is going to Disneyland.

But the Prices aren't the only generous sailing family on the Bay. According Cheryl Williams, the placement director for the organization that finds homes for exchange students, two more families have since agreed to host young European sailors. "These families are so giving and we can't thank them enough," she said. Listening to Tom Price, it sounds as if the experience is just as rewarding for those generous families as it is for the kids they host.

— ladonna



SPREAD TOM PRICE; INSET LATITUDE / LADONNA

SIGHTINGS

we want frank's toys

These days, you tend to meet a lot of self-proclaimed “computer geeks” out cruising, but few have Frank Taylor’s enthusiasm for sharing knowledge about technical advances that relate to sailing. He and his wife Karen left North Carolina a year ago aboard their nearly new St. Francis 50 cat *Tahina*, and we’d bet that in nearly every anchorage along their route to New Zealand, Frank has wowed new cruising friends with his high-tech tricks and toys.

One of his favorite topics of discussion is ways to use Google Earth software to make any cruise safer and more interesting. And as the author/publisher of the Google Earth Blog (www.earthblog.com), which is viewed by 6 million tech-hungry readers every year, Frank definitely knows what he’s talking about.

Check this out: Frank points out that Google Earth has a built-in

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lord jim

in favor of the Americans, but there seems to be no ‘teeth’ in the rulings, as Prado is literally keeping the boat captive, having disabled the rails of his own slipway. The Brazilian press has spoken out against Prado’s corruption. But again, with no concrete results. After Brown wrote a lengthy article on a Brazilian website explaining every nuance of her plight, some readers posted comments encouraging her to deal with the problem the Brazilian way: “Hire a gunman.”

But we wonder if there isn’t a better way. *Lord Jim* is a documented American-

Spread: The St. Francis 50 'Tahina' gets a jump on the multihull fleet during Sunsail's Vava'u Cup Race in Tonga. **Inset:** Frank Taylor gives us a peek at his favorite photographic toy, a VideoRay mini-sub that can dive a quarter mile beneath the surface.



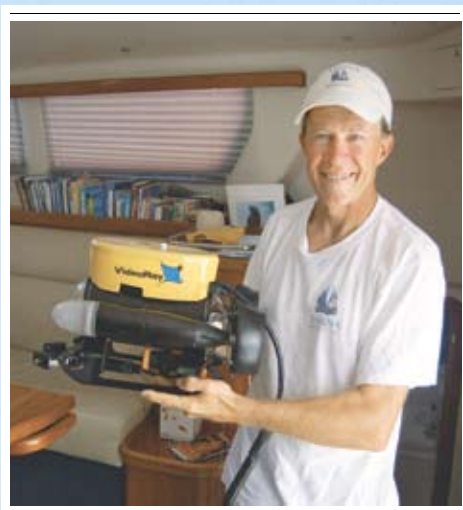
PHOTOS LATITUDE / ANDY

— cont'd

flagged vessel, and both Kreuzhage and Brown are American citizens. Seems to us, if this were a tanker or cruise ship, the U.S. Consulate would take action. But in this case, U.S. representatives have done nothing to help. Still, we can't help wonder if there isn't some mechanism within international maritime law that could help free this historic vessel from capture.

If there are any maritime attorneys or professional mariners out there who have helpful insights, we'd sure love to hear them. Email: editorial@latitude38.com.

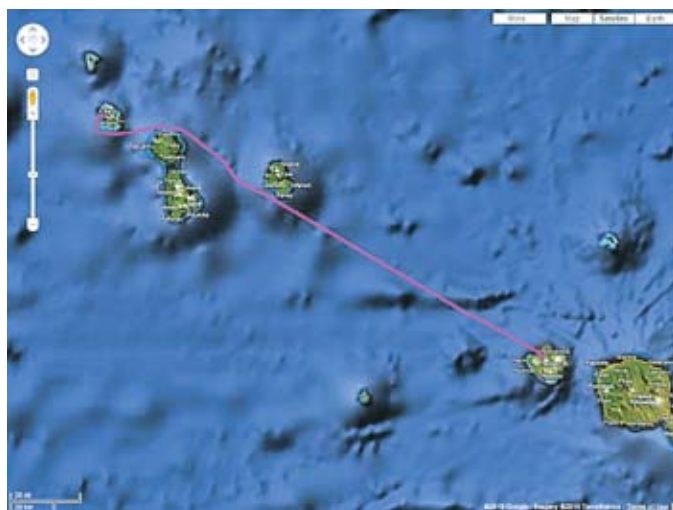
— andy



frank's toys — cont'd

"cache" allotment — that's computer-speak for a special chunk of memory — which stores up to 2,000 MB of imagery that you've been viewing most recently while online. So before you set sail to a new destination, he recommends going online and exploring, via Google Earth,

all the areas where you'll soon be navigating. Once you're out at sea you can boot up Google Earth and review the cached aerial imagery as an addendum to your other on board nav gear. Cool idea, eh? Cooler still is the fact that



GOOGLE EARTH

Frank's blog will show you how to capture your GPS tracks and integrate them with Google Earth.

you can interface your laptop with a handheld GPS, take them both near the helm and navigate through the cached imagery in real time.

"For example," Frank explains, "I used this method when we were entering a narrow pass through a reef in the Tuamotus. Google Earth confirmed that we were dead-on in the center of the pass, while my Navionics chart had me almost on land. When I zoomed way in on the cached aerial images, I could see where the shallow water was and I was actually able to avoid reefs with a high degree of confidence, simply because I could confirm visually — relative to the structures on land — that I was dead on." While U.S. charts tend to be spot on, every world cruiser knows that many foreign charts (especially those of Mexico) can be dangerously inaccurate, so an aerial mapping tool that gives lat-long can be a godsend.

Another tip is to use Google Earth's measuring tool (set to nautical miles) to quickly plan and measure upcoming routes, rather than taking the time to plot waypoints and make calculations on a GPS. Frank is also a fanatical photographer, so it's no surprise he's a fan of Google Earth's optional Panoramio layer, which lets you view user photos of popular places. Whether cruising or traveling inland, Frank and Karen use this 'geo-tagging' function all the time to find out where interesting sites are. "We've found that if lots of people have taken the trouble to post photos of a place, it's often worth visiting." You'll find other fascinating — and equally useful — tips at www.tahinaexpedition.com/2010/09/google-earth-tips-for-sailors.html, or just Google "google earth for sailors."

We learned a lot of nifty tricks from Frank and Karen, but the coolest part of our recent visit with them was checking out Frank's photographic toys. He's got a special kite rigged with a cradle that holds a remote-controlled camera, with which he snaps high resolution images for Google. Plus he's got an amazing little mini-sub with an internal camera that shoots either video or stills down to 1,200 feet below the surface. The yellow sub's camera, gripping claws and lights are controlled by a joystick, and its tether contains a cable that allows imagery to be fed to the operator's computer in real time. Now that's what we call a piece of 'sailing gear' worthy of lusting after.

— andy