

Latitude 38

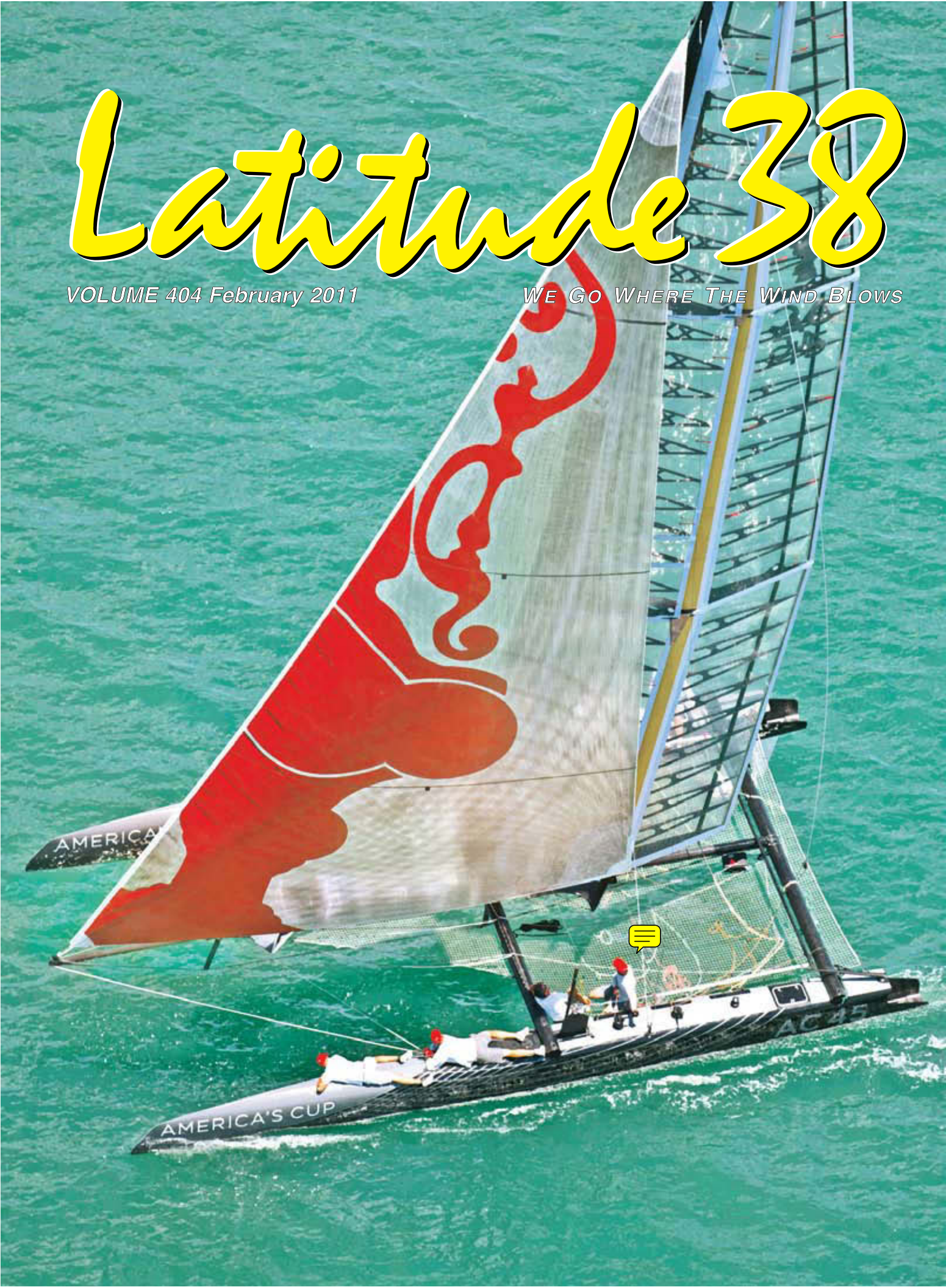
Latitude 38

VOLUME 404 February 2011

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FEBRUARY 2011

VOLUME 404





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Cover: The first AC 45 undergoes sea trials off Auckland.

Photo by Gilles Martin-Raget

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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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SELECT LISTINGS

This Month's Featured Boats



Beneteau 411
1999
\$135,000

40' Island Packet
1998
\$225,000

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
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
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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50 54 58
First Series: 30 35 36.7 40 45 50

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PDQ 36



1991, \$139,500

TAYANA 48 DS



2003, \$429,000

FORMOSA 51



1979, \$75,000

C&C 32



1984, \$31,500

NORWEST 33



1979, \$35,000

32' WESTSAIL



1974. Perfect! \$74,900

C&C 41



1984, \$73,000

PETERSON 44



1976, \$115,000

PETERSON 34



1977, \$31,500

CATALINA 30



1984, \$19,900



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Latitude 38

"we go where the wind blows"

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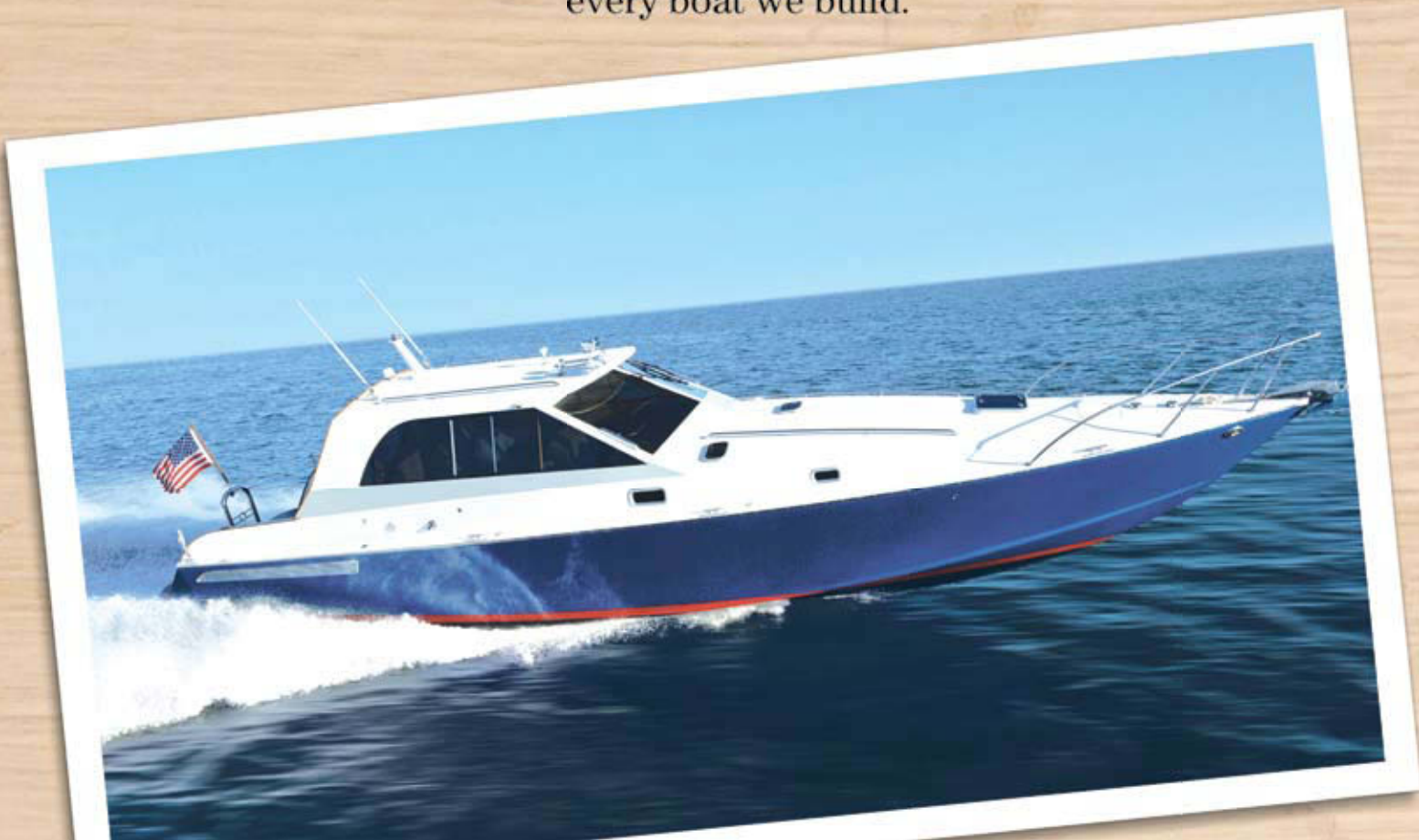


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- Herman Melville, *'Moby Dick', Chapter XXVI*



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33' Hunter Sloop, 1980
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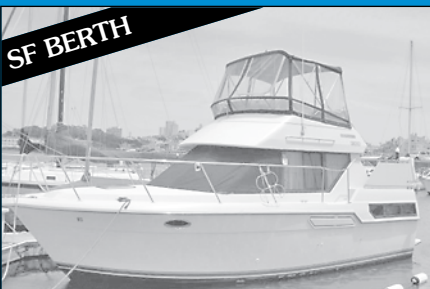
46' Moody, 2000
\$350,000



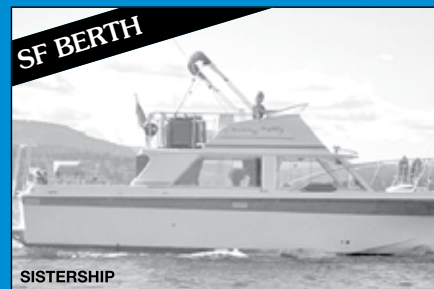
Hinterhoeller 26C Nonsuch
1981 \$25,000



Newport 30 MkIII, 1982
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Carver 30, 1993
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\$25,000



28' Blackfin, 1981
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Non-Race

Feb. 1-28 — Celebrate African American History Month at San Francisco Maritime National Historical Park with interactive exhibits and programs. **2/5:** Maritime Routes of the Underground Railroad; **2/12:** Chanteys: African American & Caribbean Connection; **2/13:** The Saga of Capt. William Shorey; **2/19:** Black Americans at Sea. Details on all programs can be found at www.nps.gov/sqfr.

Feb. 2 — Club Nautique's Winter Wednesdays Seminar Series continues with 'Chartering to Catalina' by Rod Witel 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. **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.

Feb. 2 — Ullman Sails Seminar Series continues with 'Unlocking the Race Course' at Santa Ana loft, 7 p.m. \$18; others free unless noted. Seminars run at the same time and location. **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.

Feb. 2-23 — 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.stfy.com.

Feb. 3 — 'Family Cruising Adventures' presentation by Marc and Doreen Gounard at Golden Gate YC, 6-9 p.m. Free. Hosted by Modern Sailing School & Club. Info, (415) 331-8250.

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

Feb. 5 — North U. Tactics Tour is a one-day course teaching the latest in strategy, tactics and rules. The first West Coast seminar is at King Harbor YC in Redondo Beach. All seminars run 9 a.m.-5 p.m. **2/19:** Vancouver, B.C.; **2/26:** Berkeley YC; **3/20:** Seattle (WA) YC; **4/3:** Anacortes (WA) YC. Prices vary; see www.northu.com for details.

Feb. 6-27 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Feb. 9 — 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.

Feb. 12-13 — 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.

Feb. 13 — 'Get Your Captain's License' workshop by CQuest Marine at the San Jose West Marine. Free. RSVP to (408) 246-1147.

Feb. 14 — Whether it's a '95 Clos Du Mesnil or a '10 Cooks, a bottle of champagne, a box of Trader Joe's truffles, and a dozen roses make the cabin of nearly any boat romantic for your Valentine.

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.sailhavasu.com.

Feb. 18 — Howl at the full moon on a Friday night.

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.

Feb. 26-27 — US Sailing Advanced Race Management Seminar at Richmond YC, 8 a.m.-5:30 p.m., \$90. Info, www.usa.org.

See the Boat of the Year – Catalina 355 at Northern California Boat Fest

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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- Catalina 375, 2010
- Catalina 355, 2011 **ARRIVING FOR BOAT FEST!**

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- Catalina 42 MkII, 1996.....149,900
- Catalina 42, 1993.....124,500
- Catalina 400, 2004.....209,900
- Catalina 36 MkII, 2004.....126,000
- Catalina 36 MkII, 1999.....89,500
- Catalina 36, 1987.....49,000
- Catalina 350 MkII, 2004.....125,663

- Catalina 34, 2007.....134,500
- Catalina 34, 2004.....107,000
- Catalina 34, 1988.....49,900
- Catalina 320, 2000.....68,500
- Catalina 310, 2007.....94,500

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- Hans Christian 43, 1989157,000
- Hunter 36, 2004119,000
- Hunter 34, 198442,000
- Pearson 34, 198444,500
- Hunter 31, 200784,900
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CALENDAR

ussailing.org/racemgt/Race_Officer_Prog/seminars.asp.

February, 1981 — It Was Thirty Years Ago from the feature 'South Channel?' by coastal engineer Doug Pirie:

Much has been written in the San Francisco Bay sailing sheets about the dangerous sailing conditions in the South Channel of the San Francisco Bar, off Ocean Beach. I hope this brief helps to explain the coastal phenomena involved and to convince less experienced sailors to give the South Channel a wide berth.

In the early 1900s there actually was a South Channel through the bar with depths exceeding 40 feet. Many factors, including the filling of San Francisco Bay, the deepening of the main ship channel, and the modification of river flows into the Bay have all changed the hydrodynamics of the tide and weakened the tidal action in the South Channel to a degree that channel scouring has effectively ceased. Now depths of less than six fathoms on the southern portion of the bar extend seaward from shore more than three nautical miles. The so-called South Channel has disappeared.

Along the California coast, we normally do not expect breaking waves in water depths of six fathoms. However, wave refraction over the entire bar creates a micro-wave climate of larger and confused waves on the inner southern bar. Waves originating from the northwest are refracted by Fourfathom Bank, commonly called Potato Patch Shoal, toward the south bar. The same wave source is focused by the outer southern bar onto the inner southern bar. In turn, the inner southern bar refracts the wave source toward the northeast. When complete wave interactions are added to the phenomena of wave groups (i.e., sets of higher waves in any wave train), the result is a high probability of finding that your position is going to be concurrently occupied by a large steep wave in a non-existent channel. Therefore, I personally recommend that you mark out the name "South Channel" on your charts with your trusty felt-tip pen and avoid the area like the plague.

Mar. 3 — 'Sailing & Cruising in Greece & Turkey' presentation by John Connolly at South San Francisco West Marine, 6:30 p.m. Free. Info, (415) 331-8250.

Mar. 5 — Sail a Small Boat Day. Free rides in a variety of different small sailboats at Richmond YC, 10:30 a.m.-3:30 p.m. Wear something warm and waterproof, like a wetsuit, and bring a PFD and change of clothes. Info, sebrowne@earthlink.net.

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.

Mar. 12 — About Boating Safely course by USCGA Flotilla 17 at Yerba Buena Coast Guard Station, 8:30 a.m.-5 p.m. \$55 includes lunch & materials. Info, www.flotilla17.org.

Mar. 9-13 — San Francisco Ocean Film Festival celebrates the sea with films that increase awareness. \$12 per program or \$85 for a Film Program Pass. Info, www.oceanfilmfest.org.

Mar. 18-19 — Lin and Larry Pardey begin a West Coast seminar tour with 'The Compelling Power of Adventure' and '16 Ways to Insure Your Partner Shares Your Cruising Dream' at the Northwest Maritime Center in Port Townsend, WA. Registration limited. Info, www.nwmaritime.org.

Mar. 24-25 — Lin and Larry Pardey continue their tour with a stop at Spaulding Wooden Boat Center in Sausalito. 'The Unstoppable Cruising Boat: From Nuts & Bolts to a Real Budget' will be presented Thursday at 7 p.m., \$15. Stop by Friday from 6-9 p.m. for the launch party (\$10) for Lin's latest



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CALENDAR

book, *Bull Canyon — A Boatbuilder, a Writer and Other Wildlife*. RSVP, (415) 332-3179 or info@spauldingcenter.org.

Mar. 28, 30 — Lin and Larry Pardey close their tour at Orange Coast College Sailing Center in Newport Beach with 'Cruising Cost Controls Plus Paperwork' on 3/28 and 'Storm Tactics' on 3/30. Both talks run 7:30-9:30 p.m. and cost \$25 each. RSVP, (949) 645-9412 or sailing@occsailing.com.

Apr. 14-17 — Strictly Sail Pacific at Jack London Square. Info, www.strictlysailpacific.com.

Racing

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

Feb. 5 — Singlehanded #1. SeqYC, www.sequoiayc.org.

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

Feb. 19-20 — BAYS Winter Opti #3. EYC, www.bayarea-youthsailing.com.

Feb. 26 — Island YC's Sadie Hawkins Race on the Estuary. Woman skipper, full crew. Chowder challenge afterward. Info, John New, (510) 521-7442 or iycracing@yahoo.com.

Feb. 26-27 — California Dreamin', the first stop in a new set of West Coast ISAF Grade 3 match racing events. Followed by events at Long Beach YC on March 5-6 and San Diego YC on March 12-13. StFYC, www.stfyc.com.

Feb. 27 — Midwinter Champion of Champions. BYC, www.berkeleyyc.org.

Mar. 3-6 — Heineken Regatta, St. Maarten, West Indies. One of the world's great fun regattas — and some of the wildest parties. Info, www.heinekenregatta.com.

Mar. 5 — Long Distance #1. SSC, www.stocktonsc.org.

Mar. 5-6 — Spring Keel Regatta on the Cityfront. StFYC, (415) 563-6363 or raceoffice@stfyc.com.

Mar. 12 — Mercury Series #1. EYC, www.encinal.org.

Mar. 12-13 — Big Daddy Regatta, a don't-miss Bay Area classic. RYC, (510) 237-2821 or www.richmondyc.org.

Mar. 12-13 — Spring Dinghy. StFYC, www.stfyc.com.

Mar. 13 — Spring Series #1. SSC, www.stocktonsc.org.

Mar. 18-24 — Newport Beach to Cabo San Lucas Race. This 800-mile downwind dash serves as a great tune-up for the TransPac. Newport Harbor YC, www.nhyc.org.

Mar. 26 — Island YC's Doublehanded Lightship. Proceeds benefit United Cerebral Palsy. Info, www.iyc.org.

Midwinter Regattas

BERKELEY YC — Midwinters: 2/12-13. Chowder Races: Sundays through March except when it conflicts with Midwinters. 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: 2/19-20, 3/19 (bonus). Michael, racing@cyc.org.

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

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

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

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

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

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

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

REGATTAPRO — Winter One Design: 2/12. Jeff, (415)

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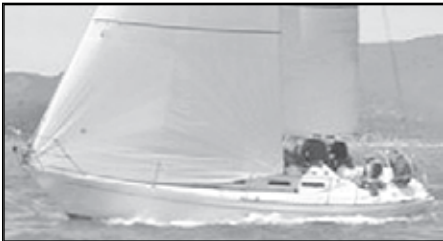
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53' J/160, '00, <i>Novakane</i>	Reduced \$560,000	39' Schumacher, '96, <i>Recidivist</i>	Reduced \$99,000	34' MJM 34z, '05*.....	\$334,000
52' Santa Cruz, '99, <i>Renegade</i>	\$595,000	38' Sabre 386, '08, <i>Kuai</i>	\$289,000	33' J/100, Hull #9, '05.....	\$106,000
52' Santa Cruz, '98, <i>Hula</i>	Reduced \$449,000	38' Sabre 38 Mkl, '84.....	\$89,900	33' Back Cove, '08.....	\$279,000
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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>	Reduced \$110,000	35' J/105, '99, <i>Life Is Good</i> *.....	\$82,500	29' MJM 29z, '07*.....	\$269,000
44' Kernan, <i>Wasabi</i>	\$429,000	35' J/105, '00, Hull #347, <i>Bald Eagle</i>	\$109,000	28' Alerion Express, '06*.....	\$99,000
44' J/44, '93, <i>Halcyon Days</i> *.....	\$285,000	35' J/105, '00, Hull #343, <i>Nirvana</i>	\$109,000	28' Alerion Express, '02*.....	\$72,500
44' Wauquiez 43 Pilot Station*.....	\$319,000	35' J/105, '01, Hull #469, <i>Streaker</i>	Reduced \$100,000	28' Islander, '79*.....	\$16,900
43' J/130, '96*.....	\$209,000	35' J/105, '02, Hull #520, <i>Sea Room</i>	\$109,000	26' J/80, '04, <i>Heart Attack</i>	\$34,900
40' J/122, '07, <i>TKO</i>	Reduced \$429,000	35' J/35, '84, <i>The Boss</i> *.....	\$34,000	26' Aquapro Raider, '02, enclosed hard top.....	\$59,000
40' J/120, '04, <i>Mad Max</i>	\$229,000	35' J/35C, '93.....	\$89,000		
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RICHMOND YC — Small Boat Midwinters: 2/6, 3/6. Opti Midwinters: 2/5, 3/5. Tony, (925) 200-4441 or amcastruccio@sbcglobal.net.

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

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

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

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

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

VALLEJO YC — Tiny Robbins Midwinters: 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 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 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.hiddenpartyachtclub.com.

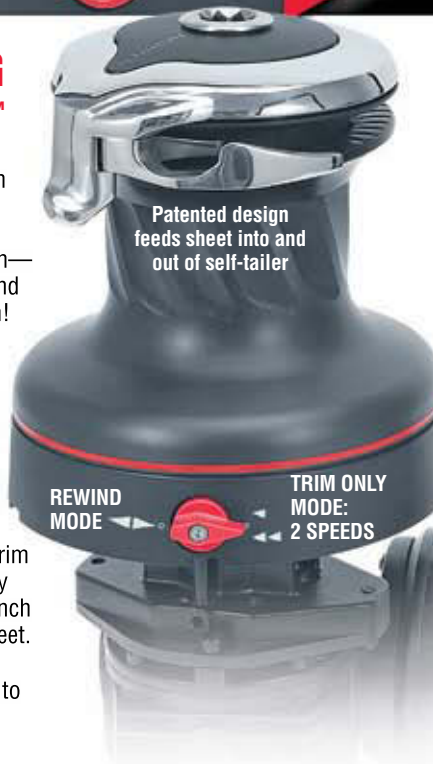


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J/24 Italian Nationals — 1st

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

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

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Melges 20 Nationals — 1st, 2nd, 3rd

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Rolex IRC Nationals (Combined) — 1st

Snipe — US Women's Nationals — 1st

Snipe North Americans — 1st

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

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4th, 6th, 10th

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

Star Western Hemisphere Championships — 1st,
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- 1976 FUJI 32 KETCH \$45,000
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CALENDAR

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 *Talon* at patsyfish@gmail.com

June 24-26 — 6th Annual Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe 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.

February Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	HIGH	LOW	HIGH	LOW
2/05Sat	0108/5.3	0634/2.0	1233/5.3	1844/0.5
2/06Sun	0133/5.3	0714/1.9	1314/4.9	1914/1.0
2/12Sat	0532/5.6	1300/0.6	2038/3.9	
	LOW	HIGH	LOW	HIGH
2/13Sun	0021/3.3	0634/5.8	1355/0.2	2124/4.2
	HIGH	LOW	HIGH	LOW
2/19Sat	0013/5.9	0541/1.0	1200/6.2	1803/-0.2
2/20Sun	0049/6.1	0633/0.6	1255/5.8	1844/0.4
2/21Mon	0127/6.3	0728/0.4	1354/5.2	1927/1.0
2/26Sat	0558/5.8	1312/0.1	2032/4.5	
	LOW	HIGH	LOW	HIGH
2/27Sun	0104/2.9	0705/5.8	1411/0.0	2122/4.8

February Weekend Currents

date/day	slack	max	slack	max
	2/05Sat	0247 1430	0516/2.9E 1727/3.8E	0847 2111
2/06Sun	0930 2142	0004/3.0F 1215/2.5F	0318 1515	0554/3.1E 1807/3.3E
2/12Sat	0139 1521	0444/1.8F 1822/2.4F	0736 2138	1059/3.6E 2334/1.4E
2/13Sun	0248 1612	0545/2.0F 1916/2.9F	0835 2232	1157/4.0E
2/19Sat	0151 1353	0431/4.2E 1650/4.9E	0754 2024	1050/4.0F 2320/4.2F
2/20Sun	0229 1450	0517/4.5E 1738/4.3E	0847 2106	1142/3.9F
2/21Mon	0944 2151	0003/3.8F 1238/3.7F	0308 1551	0605/4.6E 1829/3.6E
2/26Sat	0212 1525	0505/2.1F 1841/3.1F	0749 2144	1116/3.9E
2/27Sun	0854 2236	0039/1.6E 1229/4.0E	0321 1621	0618/2.2F 1935/3.4F

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LETTERS

↑↓ SAN FRANCISCO WAS A LOCK ALL ALONG

I just returned from the ceremony at City Hall celebrating the fact that the 34th America's Cup match will be sailed on San Francisco Bay. All the players were there, including the mayor and Larry Ellison. Larry made it sound as if there was never any choice other than San Francisco. The mayor said that it was right and proper for Oracle Racing to look around at other possibilities. It was another love fest, just like the one in February when the mayor gave Larry the key to the City for winning the Cup in Valencia.

In reality, the venue decision was not a close contest. The only other serious contender was Newport. Italy and Dubai were mere phantom contestants. Newport was given three weeks to put together a bid that it took San Francisco six

months to plan, organize and get approved by all those whose approval was needed.

Newport is a small fraction of the size of San Francisco. The real player back there is the state of Rhode Island, a state that has been hit very hard by the economic recession. They were given this 'opportunity' during the holiday season and while the state legislature was not in session. When the bid organizers had a meeting with the incoming governor, they were told there was no public money available for this



LATITUDE / LADONNA

Larry and Gavin acted like old buds at the City Hall celebration.

event. Rhode Island is perhaps even more broke than San Francisco. There was never any realistic chance for Newport to serve as a venue, but the Oracle folks did a good job of convincing the folks in San Francisco that the prize could slip away.

In the end, and with the deadline at hand, there was really only one choice. The 'fingernail story' was just that — a story designed to put fear in the minds of folks who worked very hard in good faith to put a fair and reasonable deal in front of Larry Ellison.

I think the City, especially the Mayor's Office, is to be commended on the effort they put forth to secure this event. I am one who is frequently critical of our government here in San Francisco, but not this time. The City put together an effort that we have not seen around here for a long time, and it just shows what can be done when we all pull together in a common cause. Congratulations to the City and all those who made it happen. Things will be interesting around here for the next three years at least.

Bruce Munro
Princess, Sabre 402
San Francisco Bay

Bruce — Having followed the years of dysfunctional governance in San Francisco, the publisher of Latitude never gave the Cup more than a 30% chance of coming to San Francisco. We salute everyone — including members of the Latitude staff — who were less cynical and worked so hard to get the Cup to come to San Francisco Bay. We're irked about Newport's continuing to be mentioned as a "backup" venue, but we believe that the world of sailing is indeed about to become a lot more interesting around San Francisco Bay.

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LETTERS

↑↓ 'WAAA, THE CUP WILL INTERFERE WITH MY JOG'

In the January issue of *Latitude*, you hit it right on the head when you wrote that if the America's Cup were held somewhere besides San Francisco ". . . there would be far fewer critics."

I say hooray that San Francisco got the America's Cup, but if you'd read the reader responses to the *Chronicle's* report on it, you'd have thought nothing could be worse.

'Gee, what a bad deal, to have rotting old piers fixed up and leased out. How awful. Somebody must be cheating us.'

'Oh my, the traffic. Oh my, I jog there.'

'Oh my, my dog poops there.' (OK, that's not a real response, but one I made up.)

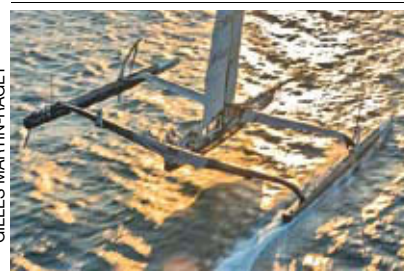
Nonetheless, I wish Larry Ellison and the Golden Gate YC all the luck, because San Francisco being San Francisco, I think they're going to need it.

Peter Groves
Fast Water, Tayana 52
Roche Harbor, WA

↑↓ GREAT JOB ON THE AC FAQs

We want to thank *Latitude* and everyone involved for the America's Cup FAQs that you've posted on the *Latitude* website. It answered almost all of our questions. Keep up the great work.

Marcia & Jerry Phillips
Planet Earth



GILLES MARTIN-RAGET

Marcia and Jerry — We're glad you liked it. It was mostly the work of Racing Editor Rob Grant, but with contributions from almost all of the rest of the staff.

As there will be constant developments with the America's Cup, our America's Cup FAQ page on www.latitude38.com will be continually updated. It should be fun, particularly now that it's been confirmed that the big BMW Oracle Racing trimaran that won the last America's Cup is on her way to San Francisco Bay. Can you imagine how jaws will drop watching that monster sailing machine rocketing across the Bay at near her top speed of over 45 knots?

The rumors are true — we'll get to see this baby screeching across the Bay in March.

latitude38.com will be continually updated. It should be fun, particularly now that it's been confirmed that the big BMW Oracle Racing trimaran that won the last America's Cup is on her way to San Francisco Bay. Can you imagine how jaws will drop watching that monster sailing machine rocketing across the Bay at near her top speed of over 45 knots?

↑↓ BOAT ACCESS FOR THE UNWASHED MASSES

I'm a singlehander who sails out of Berkeley Marina, and I find that it's always nice to have a destination. Pier 1½, which has that terrific dock with a three-hour limit, is an example. After all, that's plenty of time to shop the sales at Macy's.

Is there any chance that the renovation of piers for the upcoming America's Cup will include public boat access to piers for the unwashed sailing masses — or even those of us who are only sweaty? On the north shore of Lake Tahoe, the local towns negotiated development rights that included some really great upgrades to that shoreline. I'm thinking of Commons Beach in Tahoe City, and the Tahoe Vista boat launch and picnic area. Any idea if the San Francisco Board of Supervisors was prescient enough to have considered local sailors while they were negotiating with the America's Cup folks?

Jackie Philpott
Dura Mater, Cal 20
Berkeley Marina



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LETTERS

Jackie — We think your suggestion is an excellent one. There are few things that non-sailors seem to like to watch more than sailboats coming into and out of harbors. And it would be nice for boatowners, too. In looking at diagrams for the proposed America's Cup development, it seems there is space being set aside for visiting boats. However, we're not aware that the details have been worked out. We suspect it would be tremendously expensive during Cup events, but hope it could be free at other times of the year.

It would also be nice if the City made provisions for dinghies to be landed and safely tied up at Aquatic Park. As it stands now, Aquatic Park seems like a facility that's underutilized by mariners.

↑↓ MINIMIZING TAX LIABILITY WHILE CRUISING

We're a couple planning to start an open-ended cruise in two years. We are trying to tie off each loose end in advance, but it's amazing how much boat and people prep there is to be done.

One thing we're struggling with is how cruisers declare non-residency in California for income tax purposes, particularly since we're keeping a house and renting it out. We don't want to sell the house, but only because we think we'd take a financial beating, not because we're going to return to it.

The California tax people seem to want to compare ties at a new location to those kept in California, and we won't have any new state. This has got to be something that California cruisers have dealt with before, but I can't find anything on it — including in *Latitude's* tremendously helpful and easily searchable archives. Can you provide any help?

We haven't told our employers about our plans, so please withhold our names.

Names Withheld By Request
Somewhere in California

N.W.B.R. — As you can read in a report in this month's Cruise Notes, it's easy and very inexpensive to establish residency in another state. For example, if you sign up for mail forwarding with St. Brendan's Isle in Florida, they provide you with a legal street address, where you can get bank statements and your boat documentation. As far as Florida is concerned, that's all you need to qualify to get a Florida driver's license and get on their voter registration rolls.

While that means you would no longer be a legal resident of the once-great and now-completely-broke State of California, it would not mean that you'd be completely free of the state's reach for your money. Rest assured, they will come after you for tax on any income that comes to you from California. While we're of the persuasion that the State of California has a spending problem rather than a revenue problem, and that the high state income tax is just one of the state's many fiscal mistakes, such taxation does seem fair to us.

Here's how California determines the tax liability of non-residents or part-year residents: 1) They add up your total taxable income — from not just the States, but from around the world, too — as if you were a full time California resident. 2) They calculate your tax rate by dividing your 'Tax on your Total Taxable Income' by the 'Total Taxable Income' itself. 3) They multiply your California taxable income only by this rate.

If you Google 'California non-resident taxes', there will be a number of examples that will: 1) Make your head hurt, and 2) make you take the time to figure out whether you might be better off selling your California house and buying rental property in a state that doesn't have state income tax.



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ASA 106

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LEG 1: April 20 - 30, 2011

(Skiathos to Lesvos)

ASA 106

Cost

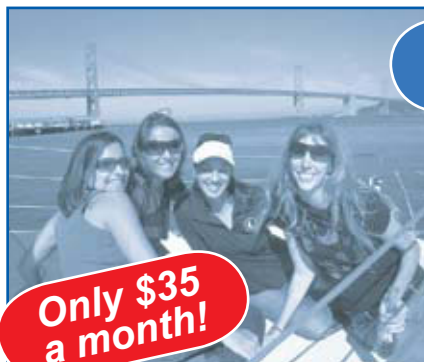
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February 1-3, 8,10 - Coastal Navigation Course (ASA 105) @ MSC (7-10pm)

February 3 - Marc & Doreen's Cruising Adventures @ GGYC (6 - 9pm)

February 5 - MSC Race Team participates in GGYC Mid-Winter #4

February 10 - Trivia Night @ GGYC (6 - 9pm)

February 17 - Seminar: USCG Licensing and Teaching @ GGYC (6 - 9pm)

February 27 - Refresher Course @ MSC (9am - 4pm)

February 27 - Club Sail (10am - 4pm), Chili Chow Down @ 3:30pm

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LETTERS

↑↓ FATAL FALLS CAN BE PREVENTED

The January 3 *Lectronic* story about the drowning death of Roy Wittrup in Santa Cruz brings up two important safety issues that are often discussed in *Latitude*.

First, there is the matter of intoxication. Apparently we will never know if this was a factor in Roy's falling into the water and drowning, but I'm afraid most of his friends assume he was intoxicated when he went into the water.

Second, there's the problem of people having trouble getting out of the water in marinas. Wittrup apparently fell into the water right next to his boat or from his boat, and couldn't get out. It's very difficult to pull oneself onto a marina dock alone, but when the water is icy cold, it's almost impossible. By the time victims realize that they might have to swim somewhere to get out of the water, they are often too exhausted and hypothermic to make much progress. And their clothes, which are hard to remove, only make the struggle more difficult.

I've read about a number of solutions to this problem in *Latitude*, but I guess the most useful I've seen are: 1) If you're a liveaboard or on your boat often, you should leave a rope ladder or something similar close to your boat to help you get out. 2) You should have a plan for if you fall into the water. Know where the nearest boats are with sugar scoops or accessible boarding ladders, or what's the closest distance to shore.

Steve Brenner
Necessity, Ericson 25
Santa Cruz

Steve — Falling into the water in the winter and not being able to get out is a much larger problem than we realized, at least until last year. Last winter there was at least one such victim in the Pacific Northwest, two in the Channel Islands area, and yet another in Northern California. That's way too many.

The solutions we liked best are: 1) The Up-N-Out ladder that springs down when pulled, which means it doesn't get encrusted with barnacles when not in use, and 2) Knowing the nearest places to get out of the water, as you suggested. Please everybody, be safe out there, even if just walking the dock to your boat or standing on her deck in her berth.

↑↓ ANOTHER WINTER DANGER OF BEING ON BOATS

It being the chilly time of year here in California, I thought it might be helpful to share a very scary incident that occurred last winter. I hope I don't show too much ignorance and naiveté in what I am about to share, but here it goes.

Since it can get chilly in the winter, I bought an oil-burning anchor light and expensive smoke-free oil, and used it inside to take the chill out of the coldest evenings. It worked like a treat for a couple of weeks.

Then one night I woke up at 2 a.m. feeling very groggy. I also had a splitting headache and was barely able to sit up. Furthermore, we were enveloped in a black haze. I tried to rouse my wife, but couldn't get her to move!

I struggled the 15 feet to where the oil lamp was situated, and realized that it wasn't burning correctly. We normally sleep with our port lights open, but we must have closed them at some point so I rushed around to open them all. I



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LETTERS

managed to push my wife so that her face was right next to an open 10-inch port, and made her keep her face there.

Had I not been awakened by the splitting headache, I'm sure we both would have been dead a few minutes later. The obvious lesson is to be extremely careful how you use oil lamps in enclosed areas — as well as any other devices that remove oxygen from the air. I'm not an expert, so it's just my conjecture that the oil lamp kind of 'turbo'd' when it became starved for oxygen. I wonder how many lives have been lost this way, with the correct cause of death never being discovered because the bodies weren't found until days later?

Furthermore, the danger from the oil lamp indoors was not limited to our dying from asphyxiation — when I rushed to turn off the lamp, some parts of it were red hot and I was badly burned. I was in such bad condition at the time that I didn't realize it. If I hadn't discovered the problem when I did, I believe a fire might have started.

My wife and I count ourselves very lucky to be alive, and hope that *Latitude* readers will learn and benefit from our experience. We continue to enjoy *Latitude*, but ask that you withhold our names so as to not alarm loved ones.

Name Withheld By Request
California

N.W.B.R. — We appreciate your sharing your experience, as it may indeed save lives. The Centers for Disease Control estimates that more than 500 Americans a year die from carbon monoxide poisoning, 40% of them associated with fuel-burning heating equipment in homes, boats and offices. Carbon monoxide is a product of incomplete combustion of organic matter with insufficient oxygen supply to enable complete oxidation to carbon dioxide. As carbon monoxide is colorless, odorless, tasteless, and non-irritating, it is very difficult for people to detect.

Boating safety experts warn that flame-producing devices must not be used in non-ventilated areas. This includes alcohol heaters and stoves, propane heaters and stoves, catalytic heaters, oil or gasoline lamps, and charcoal stoves and grills that consume oxygen. As oxygen levels in an enclosed space fall, normally blue flames become yellow and smoky, indicating the presence of carbon monoxide. Reliable carbon monoxide detectors are available and relatively inexpensive.

It may come as a surprise to some, but adverse affects of carbon monoxide may also be experienced by those out in the open. You don't want to swim near the exhausts of running engines or generators, for example, and you can also suffer from being engulfed in oxygen-deficient clouds while being towed too closely behind outboards or when motoring downwind.

↑↓ THE SAD DECLINE AND DEMISE OF NEREID

For everyone who sailed or had a cocktail aboard my father Howie's 45-ft (LOA) Casey ketch *Nereid*, which he owned from '64 to '85, and which had been built in '33, I received sad news about her in early January. It happened when I stopped by the Port San Luis Harbor Office and inquired about her whereabouts. The gal in the office told me that *Nereid* had sunk from the weight of 50 sea lions that climbed aboard her. The woman said she called *Nereid's* most recent owner to warn him that sea lions had been aboard, and that he needed to clean her decks of the scent because it only attracts more of them.

The accompanying photo of the unfortunately neglected *Nereid* was taken in November '07 while I was photographing erosion along the Pismo Bluffs. I believe that she was then owned by the third owner after my father had sold her. He called me a few years back to ask if I thought he should remove the ferrocement from around her hull. I told him 'no',

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LETTERS

because the ferrocement is what kept her from leaking and sinking. When I asked him what condition her interior was in, he said he had gutted it because it smelled bad.

"Did you save the butterfly table in the main salon?" I asked. No. "What about the pull-down Pullman sink in the forward



DIANE BEESTON

'Nereid' in her prime and on her way to third place in the '79 Master Mariners Regatta.

head?" No. "Did you save the cut-out 'Whale locker' cupboard doors in the overhead?" No. "You gutted the entire interior, which had been built of mahogany in '33?" Yes, because it smelled. I told him that he should have started in the bilge.

After reflecting on that conversation, I can understand why sea lions had taken over. That guy didn't deserve to own a boat, let alone a wooden ketch.

Not long after I did a feature story on *Nereid* for the September '76 issue of *Sailing* magazine, my father was contacted by a guy in Fairhaven, MA, who wrote to say that he'd helped build *Nereid* 40 years before. Later, a local savings & loan in Fairhaven bought a photo taken by the famous San Francisco Bay sailing photographer Diane Beeston, a photo of *Nereid* while she was racing across the Golden Gate in the '79 Master Mariners Regatta. We had Peter English at the helm for his local knowledge in using the tides to our best advantage. *Nereid* took third place. The savings & loan in Fairhaven used the photo for a full page ad in the local paper to tout the craftsmanship of their residents. The owner of the boatyard sent a copy of the ad to my father.



PAT O'DANIELS

'Nereid' wasting away at anchor in '07, before she sank under the weight of 50 sea lions.

If anyone has a photo of 50 sea lions on *Nereid's* deck, I'll buy it for the book I'm writing. My email is ratline@mac.com.

Pat O'Daniels
Shell Beach

Pat — The loss of a family's cherished wood boat is always a sad thing, but we think it's a little strong to say that the last owner "didn't deserve to own a boat, let alone a wooden ketch." Might it not be more accurate to say that perhaps he didn't have the requisite money, passion, and perhaps knowledge to keep such an old wooden yacht in fine condition? There are precious few people who have those three qualities these days.

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↑↓ SUMMER SAILING IS NO COLDER THAN THE BAY

After seeing a photo of my sailboat covered in snow, the publisher of *Latitude* wrote me a short note to ask, "What the heck would compel you to live aboard in the cold of Alaska?" The answer is easy — there is no grander place on the planet than Prince William Sound. Nowhere else where you can anchor before a tidewater glacier in waters calmer than any

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LETTERS

on San Francisco Bay. Actually, summer sailing up here is no colder than what blows through the Gate in the summer. There are also warmer areas of the Sound, similar to being able to seek warmth in the lee of Angel Island — as I did so many times during the 20-year period when I sailed there.

I've anchored in well over 400 places in Prince William Sound alone, and a couple of hundred more in the Southeast



PAUL MAY

We'll take palm trees and sunscreen over this any day.

Alaska Panhandle. I've rarely shared an anchorage with another pleasure boat. If anchoring with others is something you like to do, you have to work at it up here. This summer I sailed to the Katmai Region, which is the Alaskan Peninsula east of Kodiak. I

saw dozens of 60-ft fin whales, and there were brown bears everywhere. Never did see another pleasure boat, though.

Fortunately for those of us who like the Prince William Sound to be less travelled, there's a gulf between us and the rest of the cruising world. Most cruisers think that a trip up the protected Inside Passage, which ends about 500 miles to the southeast of Prince William Sound, is 'seeing Alaska'. Perhaps because it's more challenging to get up here to Prince William Sound, we actually see more French than American cruising boats. One French couple has been up here for years.

We don't have hurricanes up here because we're not in the tropics, but a couple of years ago the weather service began using the term 'hurricane force winds', though rarely in the summer. In fact, summer winds in Alaska are generally very light — too light, in fact. I miss San Francisco Bay sailing.

Yes, it's cold and mostly dark during the winter up here, but winter only lasts about five months. I leave 'town' — meaning Valdez, population 4,500, in northeast Prince William Sound — about the end of March to start cruising and don't return until mid-November. Although if you do stretch the season as I like to do, you need to be prepared for anything in terms of extreme weather.

You also need to like the snow to be in Alaska. Those who aren't familiar with the stuff may not realize that it's better

than rain. Valdez get about 300 inches of snow a year — which if piled up all at once would be higher than the top of my mast. In fact, we're #1 when it comes to snowfall in the United States, and the town in New York that is #2 doesn't even come close. Coastal Alaska is much warmer than the interior, with



PAUL MAY

Paul is a hardy soul, though, and claims Alaska is the grandest spot on earth.

average daytime temps in the winter being 20 to 30 degrees — which is just right for playing in the white stuff. Snow on the deck is also great insulation.

I spent 20 years splitting my time between sailing the Bay

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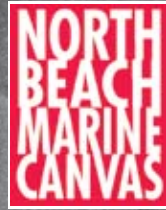
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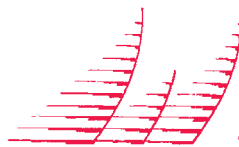
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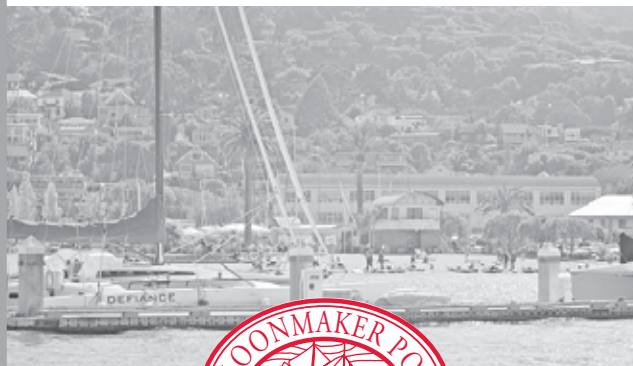
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LETTERS

and climbing the Sierra before sailing out the Gate for the last time in the fall of '90. I cruised the Hawaiian Islands for six months, then sailed for Kodiak on May 1, '91. It was a 25-day upwind sail. Climbing mountains is much more convenient for me here in Alaska, as the mountains are only a short paddle away. And when I'm done, I paddle back to my floating home rather than a tent.

I've been to Mexico. In fact, I purchased my new *Accomplice*, which is a Vancouver 32 pilothouse that I found in *Latitude's Classy Classifieds*, in Mazatlan. I spent two months preparing the boat when I bought her in '06, but Mazatlan was just too hot for me. After all, it was over 70 degrees every day. So I sailed her 4,400 miles — without motoring — to Port Townsend. After continuing the refit, I sailed the rest of the way home to Valdez. All of this was done solo, as my mate has her own sailboat. Can't have two captains on just one boat, can you? In fact, she's the woman seen shoveling the snow in the photo. It can't get any better than that.

Paul May

Accomplice, Vancouver 32
Valdez, Prince William Sound, Alaska

↑↓ **MAI TAI'S LOSS WAS INDEED PREVENTABLE**

I read with incredulity the story of the loss of *Mai Tai*, John Gardner's Catalina 27, at the entrance to Channel Islands Harbor on the evening of November 20. Most unbelievable to me was that a skipper would publish a tale of such folly for the world to read.

The statement that *Mai Tai* would still be sailing if the Harbormaster's office at Santa Barbara hadn't turned him away in the face of a weather threat belies an inexperience and an evident immaturity on the part of the skipper that is totally incompatible with good seamanship and ocean sailing. He is lucky they got ashore. Indeed, *Mai Tai's* loss was preventable had Mr. Gardner had simply re-entered Santa Barbara Harbor and worked something out with the Harbormaster's office — something the woman at the counter had suggested.

Indeed, *Mai Tai's* loss was also preventable had Mr. Gardner prepared himself and his crew to enter an unfamiliar harbor at night with following winds and seas. Mr. Gardner stated that due to rough conditions, "We were too busy to really look closely at the charts." Too busy? By the way, weather buoy #46053, which is 12 miles southwest of Santa Barbara, recorded evening wind waves of 3.3 feet at 4 seconds, a dominant wave height near 4 feet at 12 seconds, and wind speed at 13.6 knots from the west at 7:50 p.m. on the night in question. Sure, these probably weren't fun conditions on a 56-degree night, but neither were they excessively rough.

In fact, *Mai Tai's* loss was preventable had Mr. Gardner simply tried to fire up his engine well before entering the breakwater area. He would have then discovered that he had no back-up plan if he encountered trouble when sailing downwind into the entrance. Moreover, experience and caution would have demanded that his engine be run periodically in transit to ensure that the starting battery had an adequate charge when he needed to start the engine at the harbor entrance.

Had Mr. Gardner known that he couldn't start his engine, perhaps this would have occasioned a closer look at his chart, at which point he would have discovered the location of the shoal buoys, and the need to favor the breakwater side of the channel. He might have even considered alternatives, such as requesting a tow into the harbor. (Did he have a VHF, and did it work?)

Indeed, *Mai Tai's* loss was preventable in multiple ways, each directly under the control of its skipper. Of course, I

IRC 2... 1st
PHRF Division 1... 2nd
PHRF Division 2... 2nd
PHRF Division 4... 1st
PHRF Division 8... 1, 2
PHRF Division 9... 1, 2
Multi... 3rd

Key West Race Week
IRC 1... 1, 2
Farr 40... 1, 3
Melges 32... 1, 2
IRC 2... 1, 3
Melges 24... 1, 2*
J/105... 1*, 2, 3*
J/80... 1*, 2, 3
PHRF 1... 1, 2
PHRF 2... 3rd
PHRF 3... 3rd

Miami Grand Prix
IRC... 1, 2, 3
Farr 40... 1, 2, 3
Melges 32... 1, 2, 3

Farr 40 NAs ...1, 2, 3

Milwaukee Bay Boat of the Year
Section 1... 1, 2, 3*
Section 2... 1, 2
Section 3... 2, 3
Tartan 10... 2, 3

Chicago Verve Cup
Farr 40... 1st
GL 70... 1, 3*
PHRF 1... 2, 3
PHRF 2... 2nd*
PHRF 3... 2nd
PHRF 4... 2nd
PHRF 5... 1, 2, 3
PHRF 6... 1st
PHRF 7... 1, 2, 3
Tartan 10... 1*, 2, 3
Beneteau 36.7... 2nd
Beneteau 40.7... 2nd
J/105... 2nd
J/109... 2nd

Melges 32 Worlds ...1, 2, 3

Boat of the Year (PIP)
Beneteau 40.7... 1st
Beneteau 36.7... 1, 3
PHRF 3... 1st
PHRF 2... 2nd
PHRF 1... 1*, 2

Boat of the Year (BOUY)
Beneteau 40.7... 1, 2
Beneteau 36.7... 1, 3*
PHRF 3... 1st
PHRF 2... 1st
PHRF 1... 1, 2, 3
Tartan 10... 2*, 3

Boat of the Year (Overall)
Tartan 10... 2, 3
PHRF... 2, 3

Int'l 8 Metre World Cup
Moderns... 1, 2
Classics... 1, 2

West Coast Farr 40 Champs...1, 2

Eggemoggin Reach
Class B... 1st

Rolex Maxi Regatta ...2nd

NYYC Leukemia Cup
PHRF E... 1st

Chicago NOOD
Beneteau 40.7... 1, 3*
GL 36... 1st
Farr 40... 1, 3
T/10... 1, 2
Level 35... 1, 3
PHRF 1... 2, 3
PHRF 2... 2, 3
PHRF 3... 1st
PHRF 4... 1, 2, 3

NYAC Annual Regatta
Swan 42... 1st
IRC 1... 1, 2, 3
IRC 2... 1, 2
IRC 6... 2nd
J/105... 3rd
CRF 1... 1, 2

Canada's Cup
Farr 40... 1, 2

2010 PHRF NE Champs
Class 1R... 1st
Class 2R... 2nd
Class 3R... 1st

Bermuda Race
Overall in Fleet... 1st
St. David's Class 3 ORR... 1st
St. David's Class 3 IRC... 1st
St. David's Class 2 IRC... 3rd
St. David's Class 8 IRC... 3rd

GLSS 2010 Chicago-Mackinac Is. Solo
Michigan Division... 1, 3
Superior Division... 1st
Green Bay Division... 1st

Racine Hook Race
PHRF 1... 1, 2, 3*
PHRF 3... 1*, 3
PHRF 4... 1, 2*

M & M YC "100-Miller"
Div. 1 Overall... 1, 2, 3
Div. 1, Section 1... 1, 2, 3
Div. 1, Section 2... 1*, 2, 3
Div. 2, Section 1... 1*, 2

Newport-Cabo Race
ORR 'D'... 3rd

San Diego-Oceanside
PHRF 3... 1st

San Diego-Puerto Vallarta
Div 1... 1st
Div 3... 3rd

Chicago YAC Race to Mackinac
Mackinac Cup... 1, 2*
Chicago-Mackinac Trophy... 1, 2
Double Handed Division... 1, 2*, 3
Cruising Division... 1st
Turbo... 1, 2
GL 70... 1*, 2*
J/105... 3rd
Beneteau 36.7... 2, 3
Tartan 10... 1, 2
Multihull 1... 1, 2, 3
Section 2... 1, 2, 3
Section 3... 1st
Section 4... 1st*
Section 5... 1, 2, 3
Section 6... 2, 3

Flying Scot Regatta - Championship Div ... 1st
-Challenger Div ... 1st
Ensign Nationals ... 1, 2
Interclub Nationals ... 1st
Interclub Mids ... 1st
Interlake Nationals ... 1st
J105 Annapolis NOOD ... 1st

J105 Key West RW ... 1st
J105 SCYA Mids ... 1st
J22 NAs ... 1st
J22 Midwinters ... 1st
J22 Annapolis NOOD ... 1st

J24 Nationals ... 1st
J24 NAs ... 1st
J24 Midwinters ... 1st
J24 Annapolis Nood ... 1st
J80 Europeans ... 1st
J80 Ahmanson Cup ... 1st
J80 Key West RW ... 1st
Lightning NAs ... 1st
Lightning Southern Circuit: Miami ... 1st
Lightning Southern Circuit: Savannah ... 1st
Lightning Womens North Americans ... 1st
Lightning Masters North Americans ... 1st
Lightning Junior North Americans ... 1st
MC Scow Nats ... 1st
MC Scow Blue Chip Championship ... 1st
MC Scow ILYA Cha ... 1st

Melges 17 Spring ... 1st
Melges 20 Autumn ... 1st
Melges 24 Winter ... 1st
Melges 24 K Week ... 1st
Melges 30 ... 1st
Melges ... 1st
Mobja ... 1st
Opt ... 1st
Op ... 1st

Buccaneer Nation Champs ... 1st
C Scow Nationals
C Scow Tans Up Regatta ... 1st
Coronado's Americans
Daysailer N
E Scow ILYA ... 1st
E Scow ... 1st
E Scow Michig ... 1st
Eiche ... 1st
Eiche ... 1st
Eiche ... 1st

Scowpile Lighthouse Challenge Regatta
PHRF A0... 2, 3
PHRF A0... 2, 3
PHRF A1... 1, 2
Beneteau 36.7... 1
PHRF A2... 1, 2
J/35... 1, 3
J/30... 1st
PHRF B... 1, 3
SYSCO Sp
J-24 Fleet...
Cal 20 Fle...
Cruising I...
SYCO
A1 Fleet...
B Fleet...
C2 F...
E F...
S J...

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LETTERS

empathize with Mr. Gardner on the loss of his yacht, but in the end, the only culprit was 'operator error'.

Ray Wilson
King's Gambit, Bavaria 38E
Long Beach

↑↓ CORRUPTION ISN'T RAMPANT IN MEXICO

We had a problem with corruption only once during our two years of cruising in Mexico. When we arrived in Cabo with the '01 Ha-Ha, the Immigration Officer sent us to the bank to not only pay our fee, but to get 100 pesos for him to process our paperwork. The 100 pesos, about \$8 U.S., went straight into his pocket.

Mary Lou Oliver
Cappuccino, Ericson 38
San Ramon

Mary — That's not an uncommon scam. Veteran cruisers know that if you always insist on getting a receipt from an official, the fee is almost always waived.

The ironic thing is that Americans visiting Mexico for the first time are often, out of ignorance, complicit in the perpetuation of mordita. When stopped by an officer for some driving infraction, you will be told that you need to give the officer your driver's license to insure that you'll show up at the police station the next day to pay your fine. This is the normal process. Yet some Americans are so ignorant and fearful, they try to give the officer \$20. If he won't take that, they offer \$50. And if they don't take that, they insist on him taking \$100, just so he won't take their license. Give him the license, go to the police station the next day, pay your \$10, and get your license back.

↑↓ COASTIE BOARDINGS AT THE DOCK

I used to sail out of Coyote Point in the South Bay, but am now out of Cabrillo Beach in Southern California. I have a question about Coast Guard boardings. I'm aware that there is no constitutional protection from your boat's being boarded by the Coast Guard while afloat, but what if your vessel is in her slip? Is it then considered to be private property?

Dan Borders
Rancho Palos Verdes

Dan — To review the entire issue, boats do not have the Fourth Amendment protection against illegal search and seizure as a result of United States Code, Title 14, § 89. That code states, "The Coast Guard may make inquiries, examinations, inspections, searches, seizures, and arrests upon the high seas and waters over which the United States has jurisdiction, for the prevention, detection, and suppression of violations of laws of the United States. For such purposes, commissioned, warrant, and petty officers may at any time go on board any vessel subject to the jurisdiction, or to the operation of any law, of the United States, address inquiries to those on board, examine the ship's documents and papers, and examine, inspect, and search the vessel and use all necessary force to compel compliance."

So to answer two frequently asked questions, it's correct that boats don't have the Fourth Amendment protections enjoyed by things like houses and cars, and yes, the U.S. Coast Guard can board U.S.-registered boats anywhere on the high seas — which includes the middle of the Indian Ocean, the deep South Pacific, the Arctic Sea — not just in U.S. territorial waters. They can also board foreign-flagged vessels anywhere on the high seas that they believe are bound for the United States, but that's quite a different issue.

As for whether the Coast Guard can board your vessel while

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— Meghan Cleary and Prescott Harvey,
Velega, Westwind 35 (Young Sun35)

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LETTERS

she's in her slip, the Coast Guard's LTJG Jeremy Pichette tells us: "When determining whether the Coast Guard has the legal jurisdiction to conduct operations, three elements must exist: 1) Substantive law, 2) Vessel status/flag, and 3) Location. Each element can be broken down as such: Substantive law can include an array of U.S. laws but most often the Coast Guard is enforcing drug, fisheries, environmental/pollution, and coastal security laws among many others. For vessel status/flag, as it relates to your reader's letter, if it's a U.S.-flagged vessel, this element is met. And lastly, location — assuming your reader moors his vessel or is under way within internal waters, territorial sea, international waters, or foreign territorial seas given authorization from that coastal state, this element is met. In short, as long as all three elements listed above are met, the Coast Guard has the jurisdiction to board that vessel while underway or moored."

By the way, we hope your boat is "afloat," too.

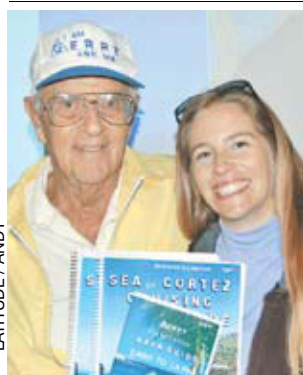
↑↓ MALICKA IS FOR SALE

I saw a For Sale sign posted on the late Gerry Cunningham's Ranger 30 *Malicka* at Marina Seca down here in Mexico. It's the boat he used to chart the Sea of Cortez for his various cruising guides. I know there are other cruising books that might be more current, but Cunningham's guides are still the classics, and hold lots of memories of a bygone era for us older cruisers. Back in the day, we depended on his guides to find the anchorages he so meticulously sketched.

Anyway, *Malicka* is for sale for just \$500. Someone should purchase her and use her as the basis for a museum, to which other artifacts from cruising the Sea in the '80s and '90s could be added, before they all succumb to ravages of time.

Jim Barden
Ann Marie, Morgan 28
Las Cadenas, Sonora, Mexico

Jim — Gerry's boat was actually a Rawson 30 named *Birinci Mevki* — Turkish for 'First Class'. He bought the bare hull, then designed and built the rest of the boat himself. Gerry's granddaughter, Heather Cunningham, noted that, after Gerry's passing



LATITUDE / ANDY

Gerry's granddaughter Heather still supplies Gerry's guides.

a few months ago, one possibility that was considered was to sink *Birinci Mevki* to create an artificial reef for divers. They even cleaned everything that could be a hazard off the boat so it could be used for that purpose.

Gerry lived a long and satisfying life, and was a smiling fixture at all the various boat shows and crew list parties. He cruised the Sea of Cortez for over 50 years, and to our knowledge created the first accurate navigation charts and cruising guide to that area. Gerry was proud to have personally visited every anchorage in his guides with *Birinci Mevki*, and there are over 250 of them. Cunningham constantly updated his guides, and there are currently three volumes available but now only in electronic form (PDF and CD). The guides cover 630 miles of the Sea of Cortez shore along with 125 GPS positions. Though the website is no longer active, cruisers can still order Gerry's guides by contacting Heather at (408) 568-4352.

As for a museum dedicated to cruising the Sea of Cortez in the '80s and '90s, we frankly don't think there is that much

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LETTERS

interest. Besides, there are still a lot of us museum pieces, both two-legged and keeled versions, still around today.

↑↓ **FOND MEMORIES OF PASAQUINOS**

I just read David Kory's November issue letter about strange foods he and others have eaten. This was something of a blast from the past for us, as we lived in Bissau for a time. The little birds Kory was served are actually a Portuguese import — Bissau was Portuguese Guinea until '74 — called *pasaquinos*. While there, we crunched through piles of the little buggers, often along with rock oysters, another fine dish.

For the record, the country is now called Guinea-Bissau, with a population of just under half a million, and Bissau is the capital. Guinea is the next country down from Guinea-Bissau on the Gulf of Guinea, with Conakry being the capital. Lusafone Africa took a real pounding when the Portuguese folded up their tents in '75 and left. The living conditions in Guinea-Bassau are fairly tough, but the people are friendly and generous.

We have lived in all the Portuguese ex-colonies in Africa, and were married in Praia, Cape Verde Islands. If I remember correctly, the Cape Verdes were under the jurisdiction of Guinea-Bissau at the time.

Thank you, *Latitude*, for a good read every month. By the way, we now qualify as members of the 'Over 30 Club'. As of this month, we will have owned our Polaris 30 *African Rover*, since new, for 30 years.

Barbara & Jon Sand
African Rover, Polaris 43
Alameda

Barbara and Jon — Thanks for the kind words, and for becoming members of the Over 30 Club. We thought we had a pretty good handle on countries of the world that border an ocean, but most of the west coast of Africa is a mystery to us.

↑↓ **JOIN THE CLUB, THEN ANOTHER, THEN ANOTHER**

I've been reading *Latitude's* comments about yacht clubs with interest. I have been sailing for over 30 years, and have spent eight of those years as a member of three different yacht clubs. Each of the clubs had a different focus, and, as my interest in sailing changed over the years, it was appropriate for me to change clubs as well.

What I realize now, as a result of reflecting back on your comments, is that the times that I have been connected to a yacht club have been the most enjoyable years of my sailing career. So I would encourage *Latitude* readers who have never been affiliated with a yacht club, or are not currently in one, to give it a try. And if they're in a club that's not fitting their needs, or if they're losing interest, they should look around for one that more closely matches their current boating interests.

My experience has been that yacht club members are usually very friendly, you share the same hobby that makes them genuinely interested in yours, and they want to hear about your stories and adventures. They can also be a wonderful resource for sailing/boating information and maintenance tips, possible crew members to lend you a hand, or just to enjoy a day on the water with like-minded folks. Most of these clubs are simply about having fun.

There's not much downside to joining a club, and if you're like me, you could find a whole new set of really wonderful friends, and a new focus for fun and adventure in your life.

Phil Helman
Wind Dancer, Hunter 46
Oakland YC



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LETTERS

Phil — We're glad you enjoyed our December Sightings article on yacht clubs offering specials for new members. For the record, we belong to one yacht club in California and another in the Caribbean, and five years ago we started a third in Mexico. And through races, various events, and reciprocal privileges, we enjoy visiting a lot of other yacht clubs over the course of a year, from the likes of the mighty and prestigious St. Francis YC, to the humble but happy American Legion YC in Newport Beach.

Yacht clubs as are different as can be, from snooty to ultra casual. And they have very different orientations, from sailboat racing to powerboating to fishing to equal combinations of all three. And yes, there are also clubs that primarily exist as inexpensive places for their members to get smashed.

As you point out, yacht clubs are very different, so you want to pick carefully. Fortunately, people can call any club and ask about membership and a tour. Most clubs would be thrilled at the expression of interest. We also agree that as one's interests change, one might be better served by a different club.

↑↓ "PERKINS IS 'GREENWASHING' YOU"

I think *Latitude* should have been a little more critical of Tom Perkins' claim that his charter passage aboard the 289-ft *Maltese Falcon*, which he had built for himself, from Gibraltar to St. Barth was "totally 'green'." As the editors of *Latitude* have pointed out in the past, *Maltese Falcon* is an amazing piece of technology and a fine-looking vessel. When she was berthed near Pier 39, I rode down to gawk and daydream a bit. But she's also an amazing example of personal excess.

While Perkins is entitled to spend his money however he desires, his wealth should not exempt him from being held accountable for the accuracy of his statements. When you take something that is clearly bad for the environment, but try to disguise it as being eco-friendly, the popular term is 'greenwashing'. It's like those people who build a 9,000-sq ft



PETER LYONS / WWW.LYONSIMAGING.COM

Some people question whether boats such as 'Maltese Falcon' could ever go green.

vacation home, throw some solar panels on the top, put a Prius in the driveway, and say it's all 'green'. There are some interesting comparisons between Perkins' trip and some of those made by other contributors to that same December issue of *Latitude*. Bob Smith, for example, who twice sailed his 45-ft cat 2,500 miles from Puerto Vallarta to Vancouver without motoring. He can label himself 'green' all he wants. Then there was Lee Johnson, who reported that his 28-ft S2 burns 0.35 gallons of fuel per hour when motoring. All things considered, that's pretty 'green'. *Falcon* burned nearly 3,000 gallons of fuel on a 16-day passage to run just the generators, which means that Johnson could have motored his boat around the planet twice on the same amount of fuel.

Peter Connor
Hana Ho, Catalina 30
San Francisco

Peter — The way we see things, most of us in the First World are wastrels. For example, based on personal behavior and



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LETTERS

government policy, you'd think that we in the United States had at long last achieved energy independence. After all, despite the fact that for 30 years Volkswagen has offered reliable and comfortable passenger cars that get 55 miles to the gallons, the average MPG for cars in the U.S. is still about half that. Yet wait until you hear all the pissing and moaning when gas reaches \$4.50/gallon again. Or take water. According to the American Water Works Association Research Foundation, the average per capita daily water use in the United States is 171.8 gallons, 60 of it being indoors, almost two-thirds of it being outdoors. Ridiculous. Proportionally, how much would each of us have to save in order for the water shortage in the Central Valley not to have claimed so much farmland and so many agricultural jobs?

Of course, there is wasting and there is wasting of Biblical proportions. The day after we received your letter, we received an email from Tom Perkins, so we'll let him defend his claim.

↑↓ GREENER THAN YOU ARE, DUDE

It was interesting for me to read the responses to my 'green passage' on *Maltese Falcon* — 3,900 miles without using the engines, just the generators.



LATITUDE / RICHARD

Tom Perkins, with Doña, at the helm of his old boat.

Some readers thought that the generators' consumption of 11,000 liters of fuel for the passage was too much, even though there was zero use of the main engines. According to Gerry Dijkstra, *Falcon's* designer, the average eco-point consumption for a U.S. citizen is 2,000 per year. For a crew of 20 people on *Falcon's* 16-day passage, the eco-point consumption was 1,800. If these 20 people had just been sitting around at home, their eco point consumption would have been 1,818. That makes life when sailing aboard the

289-ft yacht 'greener' than passive existence ashore — and one hell of a lot more fun.

Tom Perkins, former owner and recent charterer of *Maltese Falcon*, 289-ft Dyna-Rig Belvedere

↑↓ WANTED: BILLIE 'BONES'

I am trying to link up with Billie 'Bones' Pringle, whom I used to know from my sailing days in the Caribbean. I see you had a post from him in '09, and wonder if you've heard from him since, or if you have an email address for him.

Erica Breslau
doctorbres@hotmail.com

Erica — As a rule, we don't honor requests such as yours for two reasons: 1) We don't have the space, and 2) for all we know, you're working for *The Man*, and Billie 'Bones' is on the lam. We're making an exception because Billie 'Bones' is such a cool name and names like that belong in print more often. By our printing your email address, he can get in touch with you if he so chooses.

Anybody else out there know of any other great sailing names that ought to find their way into print?

↑↓ ALL THE GEAR, ALL THE TIME

What the hell is the publisher of *Latitude* thinking? I'm referring to the part of his January 10 *Lectronic Latitude* item in which he wrote: "Riding our little Honda dirt bike, which

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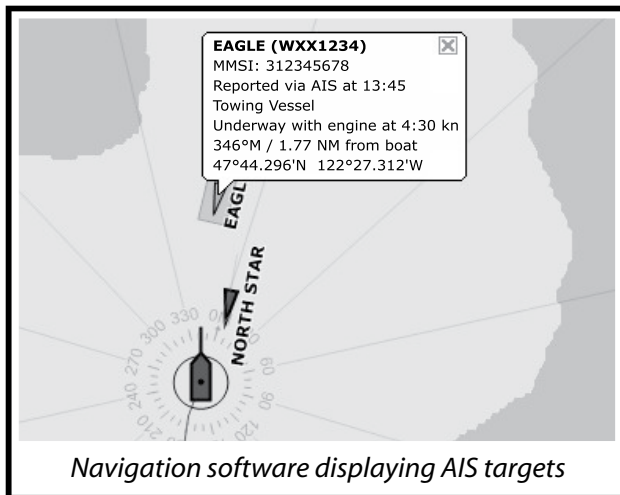
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LETTERS

hasn't been registered in years, but which doesn't seem to bother any of the police in Mexico, on the warm jungle roads at 9 a.m. in shorts, a T-shirt, and flip-flops was, as you might imagine, lovely."

By his own admission, the publisher had seen the aftermath of a motorcycle accident that very morning, one that I'm



LATITUDE / DONA DE MALLORCA

The Wanderer, with his Senda 125, in the French West Indies countryside, making a run to patisseries.

sure could have been much worse. Riding around in shorts and flip-flops is insanity, and I speak from the experience of 35 years of riding motorcycles. I once severed my Achilles tendon because I was not wearing proper foot wear and had a wreck. Twenty years later, I hit a buzzard with my helmet while going 40 mph just south of Acapulco. Without the helmet, at the very least I would have probably lost teeth and broken my nose.

I've been a reader of *Latitude* from the first issue in '77, and cannot remember thinking your ideas were off too many times. Well, the idea of getting a flying dinghy was a bad idea, but you had enough sense to give that one up. Riding in flip-flops is a huge mistake. We experienced riders have an acronym A.T.G.A.T.T., which stands for All the Gear, All the Time. Do your loyal readers a favor and be more careful. A least wear a helmet and sturdy footwear.

Jeff Coult
Arctic Traveller, Defever 49
Juneau, Alaska

Jeff— We apologize for not making ourselves more clear, for we always wear a helmet and carbon-fiber reinforced gloves. After all, if we can't think or type, we're even more worthless than normal.

We didn't ride motorcycles from the time our children were born until we turned 60 because we believed it was irresponsible. Having provided for our kids, we figure that the rest of our life is largely ours. We also figure that all of life — sailing included — is a

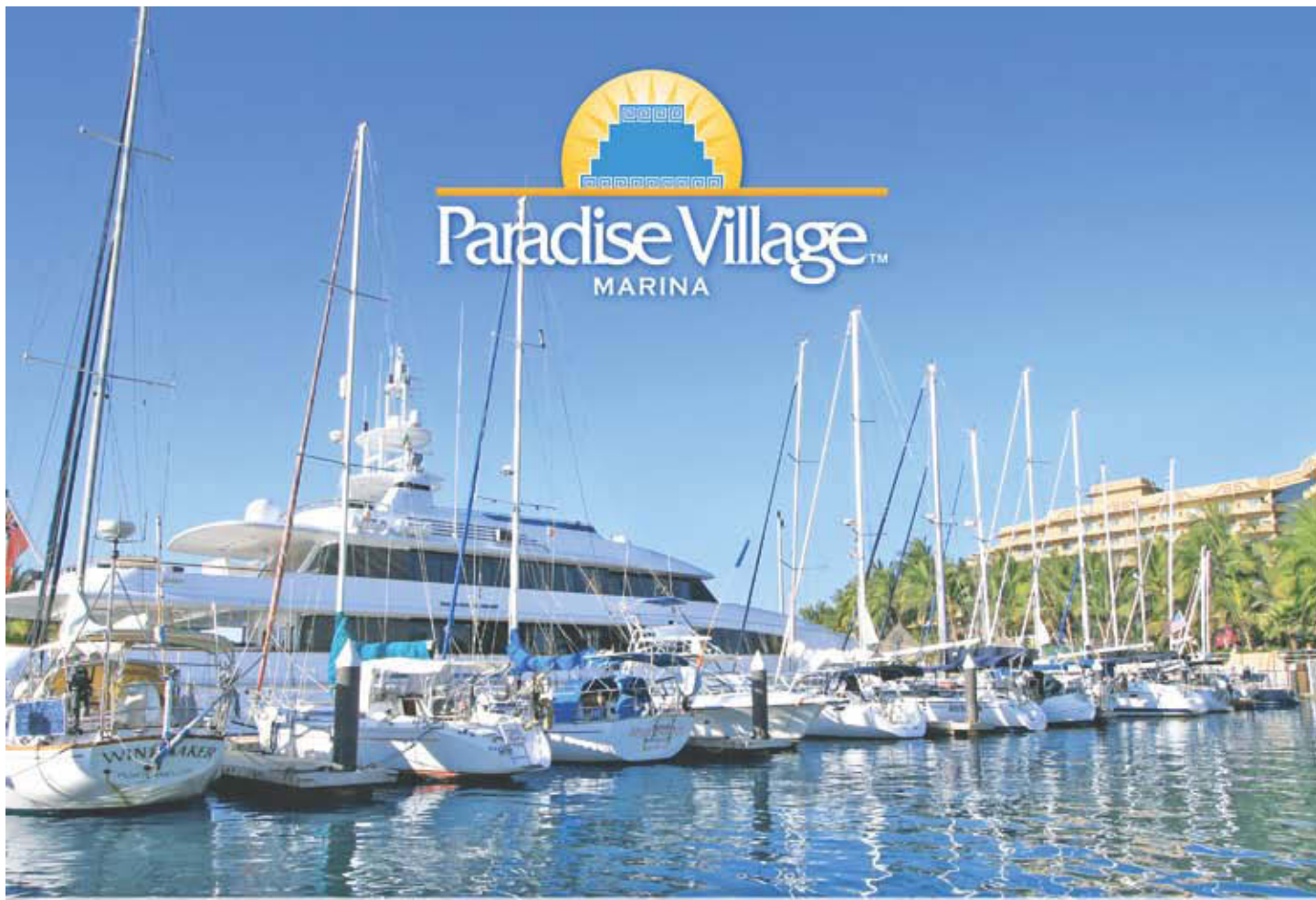


Maybe we'll trade in our little dirt bike for a flying dinghy. What a great way to get aerial shots of your boat!

included — is a calculated risk. So after a morning swim off the back of 'ti Profligate in St. Barth, we think there's no better way to start the day than hopping on our Senda 125 CC and taking the back and mountain roads to the patisserie with all the cute French girls in Lorient. And after a morning swim in Punta Mita, we like to ride our little Honda along the jungle-shrouded road to Sayulita for coffee and treats. It's not as safe as staying in our bunk in our boat, but we understand the risk/reward and accept it. And we'll try to be as careful as we can.



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LETTERS

We hate to say it, but we've kind of been getting interested in those flying dinghies again. Think of the great photos of anchorages and boats we could take. And thanks for caring.

WATCH THOSE WHO WATCH YOUR BOAT

The Wanderer was wise not to recommend Joe Blow (fictitious name) to be crew on my boat after the Ha-Ha. When I returned to my boat, which I had left in his care at Puertos Los Cabos, I found the following:

- 1) Both holding tanks overflowing into the bilge.
- 2) The Zodiac inflatable missing.
- 3) A substantial amount of cash taken.
- 4) Expensive turning blocks missing.
- 5) Tools missing.
- 6) Empty beer bottles stuffed into the cabinets.

As a result, I reported this fellow to the Mexican Police — to whom I had to pay a \$50 bribe to make a report. I also reported him to the San Diego Harbor Police, as I believe he has a boat there. And I reported it to my insurance company.

P.S. The Harbormaster also told me that my boat had been taken out sailing twice!

Name Being Withheld By Latitude Northern California

N.B.W.B.L. — We're very sorry about your loss, but we don't feel comfortable publicizing any names because we have no way of knowing the other side of the story. And there is almost always some other side of the story.

The lesson to be learned is that if you have an expensive boat, you need to carefully vet those in whose care you leave her. And no matter who you get to watch over her, it's prudent to ask someone — a berth neighbor or maybe even the harbormaster — to keep an additional eye on things.

Two other observations. If you had to pay \$50 to get a police report, you must have been in a big hurry. If you'd returned a day or two later, and looked to have all the time in the world, we suspect you could have gotten the police report for a fraction of the cost. And what's the point of reporting the incident to the San Diego Harbor Police? What kind of action do you think they can take based on alleged crimes that took place 800 miles away in a foreign country?

Try to look on the bright side. It didn't cost you that much, and you're much wiser.

WHAT A DRAG

We're off to pick up our Jeanneau 45 *Utopia* in Puerto Rico. This may be our last season in the Caribbean, as we're going to try to sell our boat.

I started sailing the Caribbean in '76 with the first *Utopia*, a Morgan Out-Island 36. So I have put in my time down there. This brings me to Bob Dylan's traditional Bequia schooner *Water Pearl*, which I hadn't realized was no more. I first met her captain in the late '70s, right after she was built, I believe as a mail boat and/or light freighter. In '84, I was a co-captain of the Antigua-based Ocean 60 *Ocean Mistral*. We'd picked up a charter group from Mammoth Mountain, and anchored next to *Water Pearl* at Deshaies, Guadeloupe. We had a tough time getting our CQR to hold, but finally felt we were in for the night.

We all went to bed except for one young lady who wasn't tired. She stayed up, often looking over at *Water Pearl*. Around 2 a.m. I sensed there was a strange boat motion. I got up, looked out, and sure enough, *Water Pearl* was right next to us. But something was strange, as I looked around and noticed that I couldn't see any land! I realized that both our boats

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LETTERS

had dragged out to sea. When I asked the young lady why she didn't call me, she said, "Water Pearl was always in the same place, so I never noticed that we were going anywhere."

By the way, I want to join *Latitude's* Missing Digit Club. I lost part of my right index finger in a snow blower accident in '72 when I lived at Mammoth Mountain.

John Tindle
Utopia, Jeanneau 45
Hermosa Beach

John — *The Ocean 60s, Deshaies, boats dragging in the night . . . just those few words bring up countless memories of adventures in the Caribbean. If we're not mistaken, a number of schooners were built on the beach at Bequia, mostly as light trading vessels, but Water Pearl was built specifically for Dylan. But hey, our recollections may have been clouded by the passing of the years and the sipping of Mt. Gay and tonics. If this is indeed your last season in the Caribbean, we hope it's your best.*

↑↓ **GREEN FLASHES ARE COMMON**

I saw the comment in *Loose Lips* in the January issue on Jean Socrates' observation of a green flash.

Contrary to popular notion, they are not uncommon. We see them several times a year, only because we make it a point to look for them on clear days with a sharp horizon (land, sea or sharp-edged clouds), sunset and sunrise.

The coolest one, by far, was sunrise from a cruise ship off



PAUL KAMEN

Keep a sharp eye out on clear days and you might see green flashes more often.

the Sonoma coast on a crystal clear fall morning. I just happened to be looking at the spot where a brilliant but momentary blue flash appeared on the crest of the Sonoma hills, immediately transforming to a bright green flash of a couple of seconds. Even though

I enthusiastically brought it to the attention of my breakfast companions, it was over by the time they turned to look.

I found a great video of a very typical green flash — see it at www.atoptics.co.uk/atoptics/gfvid1.htm. Not only is it out the Golden Gate, a sailboat crosses in front just before it flashes.

Chris Northcutt
San Francisco

↑↓ **THINGS MIGHT NOT BE WHAT THEY SEEM**

I don't know exactly how to put this, but there was a report in *Latitude* during the last year about a "pirate attack" on a boat in Central America that perhaps — I'll be the first to admit that I myself don't know for sure — didn't tell the entire story. But the result of the story was that many cruisers became reluctant to visit the area and/or country.

But if reports to various cruising websites, as well as conversations I've had with what I consider to be reliable cruisers, are true, the robbery was far more a planned and perhaps understandable payback than an unprovoked pirate attack. I do know that many cruisers had been repeatedly disgusted by the behavior of the victim(s) toward what might be called 'eligible' or 'desirable' local women. The fact that the victim(s)

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LETTERS

have been so low-key since the attack would suggest that perhaps there is some credence to this explanation.

Latitude might want to do a more thorough investigation.

I Must Remain Anonymous
Central America

I.M.R.A. — *Latitude would love nothing more to do such an investigation, but we don't have a fraction of the resources that would be required. As such, we have to rely on the courage of cruisers to speak up.*

↑↓TMI

So I was messing around with my computer, and asked Google to notify me when something new related to 'Olson 30' came. I got the following:

"Robert Paul Olson, 30, of Orlando, was arrested by Lake County deputies after making arrangements to have sex with a 14-year-old girl . . ."

I'm sure as hell glad that Robert Olson was arrested, and that, unlike in Japan and Italy, 14 isn't the legal age of consent in the United States. Nonetheless, that's not exactly the kind of 'Olson 30' information that I'd been seeking.

Jeffrey Moore
Santa Cruz

↑↓RUSSIAN SHIPS WON'T BE SOMALI TARGETS

I just watched a video at <http://true-turtle.livejournal.com/85315.html> that shows commandos from the Russian Navy aboard a Somalian pirate ship shortly after the pirates from that ship had captured a Russian oil tanker.

After the Russian Navy commandos freed their compatriots and the tanker, they took the Somali pirates back to their pirate ship, and found many weapons and explosives.

All the commentary in the video is in Russian, so I couldn't understand it. The single exception was when a Somali pirate, who had been shot in the ass and was bleeding, claimed it was a fishing boat. Having discovered all the automatic weapons and explosives on the fishing boat, the Russian responded,

"Why do you lie to me, this isn't any fishing boat."


The Russians departed the pirate ship, apparently leaving the 30 or so Somali crew handcuffed to their ship. Then the Russians blew the ship up with all the pirates on it.

While this video is certainly disturbing, and comments on YouTube say the 29 pirates were blown up with their boat, news reports from '09 indicate they were actually arrested.

The Russians eliminated the pirates and the pirate ship without the bother of lawyers or court proceedings by relying on the anti-piracy laws of the 18th and 19th centuries, which allowed the captain of the rescuing vessel to decide what to do with the pirates. Captains usually ordered the pirates to be hanged.

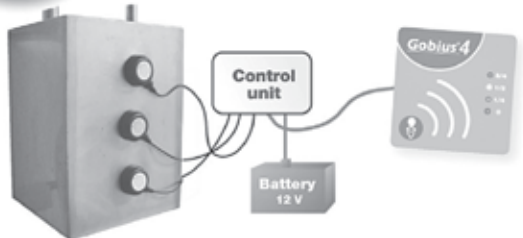
I would imagine that from now on, Russian ships will not be targets for Somali pirates.

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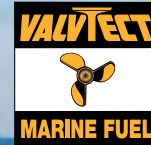
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LETTERS

N.W.B.R. — The jury seems to be out on whether capital punishment is a deterrent to crime, but there can be no doubt that zero is the recidivism rate for dead pirates. In reality, though, the pirates were actually arrested, not blown up. Of course, the Russians probably wouldn't mind if word to the contrary got back to their pirate pals. Then, if the United States and European Union members want to continue with their dainty and squeamish response to pirate threats and attacks, perhaps they could merely equip their merchant vessels with Russian flags and ride on the backs of the Russian bear.

For the record, the Combined Maritime Forces in the region report that pirates in ships made 160 attacks on vessels in '10, an increase of 15 over '09, and that pirates captured 53 ships, up from 51 the year before. The Somali pirates now hunt prey much further offshore instead of just in the Horn of Africa region.

↑↓ SEA DIAMOND OOZED ELEGANCE AND COMFORT

I loved the January 12 *Lectronic* story on Cita Litt's restored 90-ft Rhodes-designed *Sea Diamond*. Having grown up weekending on my parents' powerboat in Newport Beach and out at Catalina, particularly at White's, we used to see her often. I remember *Sea Diamond* as being the most beautiful boat that I'd ever seen, as she oozed elegance, seaworthiness and comfort.

At my very young age, *Sea Diamond* also infused me with an appreciation of motorsailers. To this day, I don't understand why they aren't more popular. I love racing, speed sailing, and sweet sailing boats, but the realist in me understands that we all have the iron gennies going more than we'd like to admit, and many of us have had all the sun we need. So why are boat designers so resistant to drawing and developing motorsailers? Catamarans aside, are there really so few sailors who want to sail while in a warm and protected house/cockpit? That said, I would certainly enjoy 'working out on the open' on the foredeck of *Sea Diamond*.

I grew up on powerboats and 'progressed' to sail. Nonetheless, I could never understand the 'raggers vs stinkpot' war. It all comes down to the fact that we all enjoy being on the water. Personally, I love 'soul sailing' the most, and cherish the moment the engine is turned off. Furthermore, I don't feel whole on a boat without a rig. To have several means of propulsion in my quiver — be it a motor, sails, oars, paddles or electric — lends a sense of security whenever I'm on the water. And I appreciate the seamanship of those who know how to use what they



'Cita', with her dramatic bow. See page 94 for more on this beautiful yacht.

LATITUDE / RICHARD



Goose is a member of the Potter Yachters group, which sends in occasional — but always entertaining — reports on their escapades.

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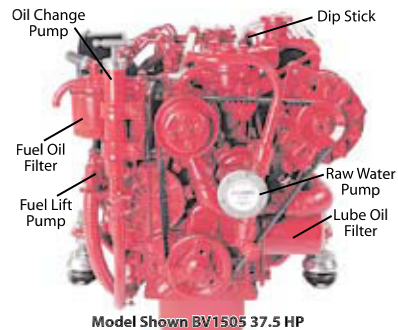
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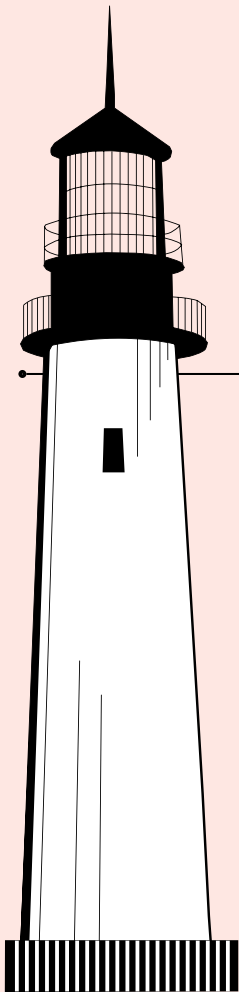
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LETTERS

have to be self-sufficient.

With the exception of a few beauties like *Sea Diamond*, and the undeniable success of the MacGregors — which do have a few positive attributes — nobody seems too interested in motorsailers. It's a shame.

My current sailboat is a highly modified '66 West Wight Potter 14, modified in the sense that she has twin rudders and her



GOOSE GOSSMAN

But he's moving on up to a Fisher 30.

Honda 15 will push her along at 8 to 10 knots. Nonetheless, we got 6th overall in last year's Cruiser's Challenge, which is an annual regatta off Monterey for trailer sailors. We also got 4th overall in last year's Delta Dinghy Ditch Race, during which time we averaged over 8 knots for several hours, despite having tweaked the mast and having to limp to the finish. When the wind and tides on the Bay make bashing to weather less than fun in a 14-footer, I simply turn the key for the outboard, dump the main, pop up the dodger, and continue on.

I recently rescued a Fisher 30 Pilothouse motorsailer which has been stranded for the last decade on a horse ranch. She looks a bit like *Sea Diamond's* little sister, and will provide comfy and warm viewing of the America's Cup on San Francisco Bay. I don't know why there aren't more of these kinds of boats around.

Jim 'Goose' Gossman
Gale, West Wight Potter 14
Eroica, Fisher 30 PH
Benicia

Jim — Sea Diamond really does ooze elegance, doesn't she? While there aren't a lot of motorsailers anywhere, there are more of them on the East Coast than the West Coast, and, we imagine, more in the drizzly Northwest than in California.

We agree with you that we don't feel 'whole' on a boat that doesn't have some kind of redundant propulsion system, preferably sail. The worst scenario of all would be to be on a larger single-engine motoryacht that loses power, because the crew is then helpless to take care of themselves. God, we'd hate that. Well, we suppose there could something worse, and that would be to be on a vessel that had both power and sail and lost the ability to power, whose crew felt incapable of sailing the boat to shelter. This happened with a Ha-Ha participant two years ago in mild conditions, and the ensuing calls for help from the ketch greatly disturbed Patsy Verhoeven as well as other members of the fleet.

Verhoeven, who has sailed the entire length of all her Ha-Ha's with her Portland- and La Paz-based Gulfstar 50 Talion, was so miffed by what she considered to be a lack of seamanship that she took it upon herself and her crew to make special provisions for the most recent Ha-Ha. "If anyone got on the radio and asked for a tow to the next port, we were going to track them down, put some of my crew on their boat, and have my crew teach them how to sail their darn boat," she said. "We weren't going to do this to humiliate them or show off, but rather to teach them how to be more self-sufficient, and therefore less of a danger to themselves and others while on the water."

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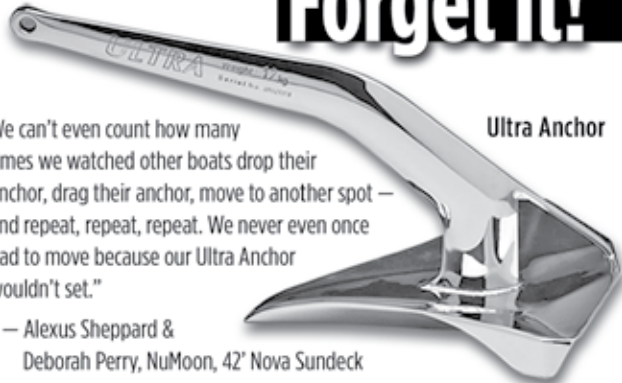


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LETTERS

We're not quite as hard-assed as Patsy is about towing, but speaking as the Grand Poobah, if somebody can't sail their boat downwind to the next port in mild conditions, they should consider themselves to be not qualified for the Ha-Ha.



LATITUDE / RICHARD

Patsy 'no, we won't tow you, but we will show you how to sail your boat' Verhoeven in party mode.

We have some very good friends who own powerboats, and appreciate that both powerboaters and sailors love being on the water. We're not trying to start a squabble, but we nonetheless think there are some differences between the two groups. One is ecological. Even in the case of sailors who do a lot of motoring in light-air areas, such as parts of Mexico, sailboats tend to be more fuel-efficient than motoryachts. Second, it seems to us that sailors tend to be younger, more lively, and more physical than those who cruise on powerboats. In addition, a lifelong delivery skipper who has done both the Ha-Ha and the FUBAR — the latter being a biennial variation of the Ha-Ha — told us he found two big differences between the two events. The first was that the FUBAR apparently has 'rescue' boats in case a member of their 'sail-less' fleet loses power and needs a tow. Compare that, he said, with the TransPac, Pacific Cup, Singlehanded TransPac, Vic-Maui, the transAtlantic races, the races to Mexico, the Ha-Ha, the Atlantic Rally for Cruisers, and the Caribbean 1500, none of which has ever had a rescue boat, and all of which expect participants to be both self-sufficient and prepared for problems. The second difference the delivery skipper noticed is that there wasn't as much socializing in the FUBAR. "At the end of each leg, people would mingle a little, but mostly stick to themselves. There was none of the tremendous socializing that occurs in the Ha-Ha."

Mind you, we've never done a FUBAR, have absolutely nothing against the event or any of the participants, and wish them and the event the very best. These are just the observations that a participant wanted to share with us.

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It makes no difference to us if you have a 90-ft motorsailer, a 14-ft West Wight Potter, or a 50-ft trawler, just as long as you enjoy yourself, share your joy with others, and be as nice to the ocean as you can be.

WHICH STEVE BROWN?

On page 54 of the December issue, Bob Lorenzi wrote about a singlehander named Steve Brown who was lost off the coast of California in '03 following his second circumnavigation. I hadn't read about it at the time, but was this the Steve Brown who is/was the son of Jim Brown, designer of the Searunner trimarans? I'm curious, as that Steve Brown caught a passage with us from Key West to the Cayman Islands on our Brown Searunner 37 *Samuel S. Lewis* in the mid-'80s.

Bob Lanham
Planet Earth

Bob — We doubt that it was the same Steve Brown for two reasons: 1) It seems unlikely that the son of multihull designer would do a circumnavigation in a vessel as slow as a Bingham 32, and 2) The Steve Brown in question circumnavigated the first time from '85 to '89.

The then-54-year-old Brown went missing in July of '03 on a passage from San Diego to Morro Bay. His last log entry was made on July 8, and 20 days later his NorWest 33 was found drifting 800 miles off the coast with nobody aboard.

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LETTERS

↑↓ SAN BLAS IS ALWAYS A DELIGHT

It has always been a tradition for me to stop at historic San Blas after making the crossing from Baja, and this year was no different. It's great to spend time with old friends and tour the area, if for no other reason than to see what's changed.

This year a group of us spent a day at the Singlar Shipyard and Marina San Blas up the estuary. What we found was one of the cleanest facilities that we've seen in a long while, and the courtesy we experienced was overwhelming. The



LATITUDE / RICHARD

yard has a 50-ton lift and way more than reasonable lay-day charges, and it allows you to work on your own boat. This is something that some yards in Mexico don't allow you to do, and I think it's a plus.

The large and clean San Blas Singlar yard.

The real big plus comes when you fuel up. The fuel prices are the same that you would be charged at any Pemex station in Mexico, with a 10% fee for tying up. Based on my experience, it's a very good deal.

The San Blas bar/estuary has always had a reputation for navigation issues so the marina will send a boat out to guide you across the bar and up the river to the marina. It goes without saying that it's best done shortly before high tide. The yard manager, Raul Lopez, speaks perfect English, and can be reached on Channel 74 VHF.

And while I know many readers have hoped to never hear about the following subject again, they might nonetheless be interested. In using Channel 74 to communicate with the marina, we discovered we had a 'radio stalker'. Yep, good old Norm Goldie, a.k.a. Jama. Over the years it's always been my practice to ignore what I've considered to be Norm's delusional nonsense, and just enjoy San Blas and the surrounding areas. However, this year he was a bit overwhelming, coming on the air at least three times a day — we call it The Jama Hour — beginning his broadcast with a five-minute dissertation regarding the ongoing conspiracies against him.

Some of us checked on Goldie's often-made claim that he's some kind of official representative for some level of the Mexican government. Local officials and the Port Captain assured us that there is no evidence to support it.

Our next step was to ask the U.S. Consulate General in Guadalajara if Norm represented the U.S. government in any official or non-official capacity. You won't believe it, but we got a letter saying that he does! Norm Goldie is now, in fact, a warden for the U.S. Consulate General in Guadalajara, which means he acts as a liaison between the Consulate office and the American community in San Blas. A warden is a United States citizen who volunteers to assist the Consulate by rapidly disseminating official U.S. government information to other U.S. citizens, especially in times of emergency. However, wardens are only to contact U.S. citizens if those citizens have registered with the U.S. Consulate.

The Consulate asked if I had any specific concerns about Mr. Goldie. I told them that there might be a few areas in which Mr. Goldie may be overstepping his role. And unfortunately, because of his long history of acrimonious interfacing with many Americans, the Consulate could issue a 'Warden Message' that the world was coming to an end, but nobody would



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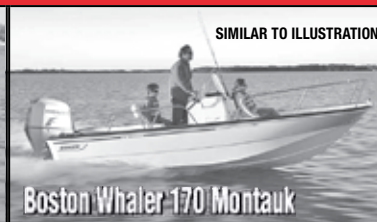
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LETTERS

believe Goldie.

Harry Hazzard
Distant Drum, Beneteau Idylle 51
San Diego

Harry — We'd heard secondhand that Goldie had recently gained some kind of relationship with the Consulate and that, as a result, he'd toned down his behavior on the VHF. Maybe it didn't last.

Our congratulations to Warden Goldie, as we're sure he's very proud about his new title. On the other hand, we know that a lot of cruisers are going to wonder who is doing the vetting for wardens at the U.S. Consulate in Guadalajara. As we've written before, Goldie has long been a very controversial figure in the cruising community, loved by some, loathed by others.

To give readers some context, Hazzard has done, if we're not mistaken, six Ha-Ha's with his Beneteau, and cruised Mexico extensively. So he's no 'new kid in town'.

↑↓ BRINGING BACK FOND MEMORIES

In the January 10 *Lectronic*, the Wanderer wrote the following photo caption: "This blanco hotel on the southeastern shore of Santiago Bay has to be one of the largest between Puerto Vallarta and Acapulco. The cove in front of it is a lee shore anchorage in the afternoon, but if you've got a good hook, there shouldn't be a problem with dragging."

That caption sure took me back! I lived in Mexico for four years when I was a kid, and we spent a summer on that very beach, La Audencia, which is just over the hump of the



LATITUDE / RICHARD

The La Audencia Hotel is an exception to what's normally found on the coast of Mexico.

small peninsula from Las Hadas. There was no hotel there at the time, only a ramshackle trailer park. We parked our trailer right on the wall on the beach. I have incredibly fond memories of the place from back then, as the bay was pristine. When my wife Alisa and I cruised Mexico in '93-'94, we came around the corner with our Shannon 38 *Points Beyond*, and I was heartbroken to see that monstrous hotel. Ugh!

By the way, the scenes from the movie *10*, in which Bo Derek is ogled while running down the beach in ultra-slow motion, were actually shot at La Audencia, not next door at Las Hadas.

Devan Mullins
Points Beyond, Shannon 38
Newport Beach

Devan — It occurs to us that people who haven't cruised Mexico might get the impression that the coast is heavily populated, particularly after all the development of the last 10 years. But with the exception of the few big cities, nothing could be farther from the truth on Baja or on the mainland coast. There are miles and miles and miles and miles of pristine beaches with nobody around. While most of it is open roadstead that might not always be suitable for overnight anchoring, it's also true of many well-protected places such as Chamela Bay. So all is not lost.

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LETTERS

↑↓ **THE BOY BEHIND THE GATE IS OUT**

As you know, good books take longer than expected to complete. But I'm happy to announce that my new book, *The*



COURTESY JULIA

Larry Jacobson and Ken Smith circumnavigated aboard 'Julia'.

Boy Behind the Gate, should be available by the end of January. In the book, I celebrate that Ken Smith, my partner, and I become the first openly gay couple to sail around the world. In so doing, we broke stereotypes during our six-year journey. Except in a few countries in the Middle East, we flew the rainbow flag all the way around the world, and celebrated who we were.

I think my book is an important one not only because of our accomplishment, but also because of the way we handled being gay.

The Boy Behind the Gate is as much the story of a journey through life as a journey around the world, but its audience shouldn't be limited to any given sexual orientation. My theme is that anybody can make his or her dream come true.



COURTESY JULIA

My many short stories in the book are about taking risks, facing our fears, taking action, persevering, and living life to the fullest. I also share the real story of cruising, which is that there are both ups and downs.

My book is 360 pages, with 32 pages of four-color photographs. It will be available everywhere,

The couple only took down their rainbow flag in a few countries during their trip.

from Amazon to bookstores. I like to think that my writing is clean and tight, particularly after its evolution through two professional editors, and that *Latitude* readers will enjoy it.

Larry Jacobson
Julia, Stevens 50 cutter
San Francisco

Larry — We actually don't know how long it takes to complete a good book, because we've never had the guts to try to write one. We wish you every success.

↑↓ **OUR JOURNEY HAS COME TO AN END . . . FOR NOW**

We on the *Blind Circumnavigation* haven't updated our status in quite some time, and that's because Pam Habek and I have been grappling with some very difficult questions and made some major decisions.

We were in Vanuatu when Pam had to be rushed to Australia because she was diagnosed with a retinal tear and hemorrhage in her right eye. She eventually had two surgical procedures and made many visits to a retinal specialist. While Pam wasn't able to get a concrete answer to the cause of the sudden vision loss — perhaps the result of a fall, genetics, or fate — or regain the sight she lost, her vision at least stabilized.

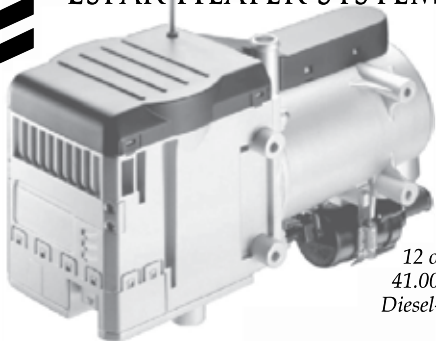
But the result is that she reevaluated her life and her goals. "The voyage thus far was the highlight of my life," she said, "but with the delays from my surgeries, and the overall length

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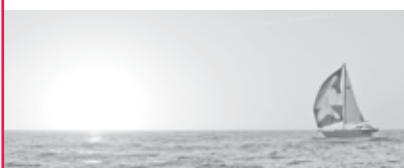
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LETTERS

of the voyage to date, I was feeling both a financial strain and a desire to resume life on land." Pam told me she wished to make Australia her new home, and had already found employment with Northcott Disability Services, an Australian non-profit.

While Pam convalesced and found her new path, I returned to the United States to work as a consultant and plan for the continuation of the circumnavigation. But I had a number of hard decisions to make as well. Thankful for the adventures



COURTESY STARSHIP

Pam and Scott's circumnavigation plans may be on hold, but they're not dead.

I'd shared with Pam, as well as having been in awe of her dedication to the trip and her raw bravery, and happy for her being able to make a new start in Australia, I had to decide whether to continue without her or seek out a new visually-impaired sailing partner. Fate intervened over the months I mulled over the decision, for while in the States I was offered a position with the U.S. Department of State providing on-site technical support for their disabled employees around the world. It meant that I would not only continue to see the world, but I would help

pave the way for the hiring of many more disabled employees in international high profile positions.

It all came as a surprise to me, as I wasn't looking for employment. But it was a rare opportunity. I finally decided that the voyage Pam and I had accomplished — the first legally blind couple to sail across the Pacific Ocean — was something that we'd done as a team. And that I would rather we bask together in the satisfaction of having done that, than continue on without my partner. As a result, I decided that our 17,000-mile passage should stand alone.

Today, I am seeing the world in a very different way. I'm sitting at a desk in a hotel in Brunei, and own a small condo in Alexandria, Virginia. But I know that my adventurous side is only in remission, for I'm already thinking about a sail across the Atlantic, or perhaps from New York to San Francisco, with a crew of cross-disabled sailors, hopefully to include Pam.

Finally, we want to thank our supporters. While we two legally blind sailors crossed the Pacific independently, we didn't do it alone. Many of you were there with us, no matter if you guided us into tricky anchorages, spoke to us via satphone during storms, encouraged us via SailMail, or just thought good thoughts about us. Although there are far too many people to thank individually, we would like to single out Captain Arnstein Mustad for special recognition, as it was his kind and disciplined instruction that gave us the core skills that surely kept us alive. We thank him and everyone from the bottom of our hearts.

Scott Duncan
 Starship, Pearson 390
 Alexandria, VA

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.

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double bullets for van lieu

Brad Van Liew made it two-for-two in the Velux 5 Oceans when he arrived in Wellington, New Zealand, on the morning of January 16. The 42-year-old Southern California native, who now calls Charleston, South Carolina home, sailed 7,682 miles from Cape Town in 30d, 9h, 49m at an average speed of 10.53 knots. The veteran of two previous editions of the race, when it was known as the B.O.C. Challenge and Around

Alone, put his leg win in historical perspective.

"It hasn't really sunk in yet," Van Liew said upon hitting the dock. "It's really good to be here. I've now done five Southern Ocean legs and this one was by far the hardest. The weather we experienced was different from any other I have ever seen down there. The leg started with a delay and then took longer than

anyone expected — it's been an unbelievable challenge. The hardest part was missing Christmas with my kids and the best part is, without a doubt, arriving in Wellington."

Van Liew and his Eco 60 *Le Pingouin* took the western route into the finish, transiting the Cook Strait. Second place Zbigniew 'Gutek' Gutkowski on *Operon Racing* took the long way around, up the eastern coast of New Zealand's South Island, setting up a relatively dramatic finish less than a day behind Van Liew — a marked contrast to Leg One, where days, and even weeks, separated the fleet as they made their way to Cape Town.

"This was a really close leg," Van Liew said. "What was really neat from a competition point of view was that it was so close. For a small fleet it's great to have such competitive racing. The four of us really have become fierce competitors. I'm happy to have a chunk of a lead because Gutek and the others are getting determined!"

Van Liew picked up 12 points for the leg win, plus another three bonus points for having the fastest passage between a set of virtual timing gates in the Southern Ocean. He now firmly takes the overall race lead. Gutkowski retains second overall, while Canadian Derek Hatfield lies in third after a close third-place finish on Leg Two. Briton Chris Stanmore Major had yet to finish as of this writing.

With the fleet winnowed down to just four boats after the retirement of tenacious Belgian Christophe Bullens — who overcame a bevy of misfortunes to even get to the start of Leg Two — Leg Three, from Wellington to Punta Del Este, Uruguay, figures to be every bit the challenge of its predecessor. As of this writing, the start date for Leg Three had yet to be announced, but you should be able to find all the pertinent info by the time you read this at www.velux5oceans.com.

— rob

dcm sends it

It's 3 a.m. on day three of last September's Melges 32 Worlds and *Warp*th Bowman Morgan Gutenkunst is headed home to get some much-needed sleep. But he's not leaving the Marina District after a long night of partying, he's leaving a boatyard after spending the last nine hours working on a competing boat. Why would the Mill Valley native be working on a competitor's boat? Because he's one third of a new Bay Area boatshop: DCM Enterprises.

continued on outside column of next sightings page

name that

In the January issue of *Latitude*, we ran a sneaky little quiz in *Sightings*. The only mention of it was in this photo's cap-



LATITUDE / LADONNA

Van Liew's '*Le Pingouin*' flying into the Wellington, New Zealand, finish for a Leg 2 win and perfect race score so far. Not only did the 42-year-old American take the 12 points for the leg win, he also notched another three bonus points for having the fastest time through the virtual timing gate.



AINHOA SANCHEZ / VELUX 5 OCEANS

Brad Van Liew was thrilled to place first in Leg Two, and even more thrilled to be reunited with his family.



gross glob

tion that ran on page 78 in conjunction with a story on a bottom paint study. "The first reader who can correctly identify this slimy, squishy glob that was dangling from our depth sounder wins a *Latitude* hat," it read.

Alameda's Gary Henry was the first to respond — on January 2! — identifying the disgusting snot bubble as a tunicate. Hot on his heels was Alice Watts, First Mate of *Alma*, who also claimed the goo was a tunicate. Their answers were confirmed by Sarah Cohen and Brita Larsson, students of San Francisco State's Romberg Tiburon Laboratory: "It's a solitary tunicate (*Styela* sp.) covered with a colonial tunicate (*Botrylloides* sp.)." Thanks to everyone who played!

— *ladonna*

dcm — cont'd

Gutenkunst is leaving behind his two partners, Dan Malpas and Campbell Rivers, who are still laminating a repair of a two-foot diameter hole in the bottom of Briton Joe Woods' *Red*, caused when a sudden wipeout in the last race of the day sent the spinnaker pole of Michael Dominguez's trailing *Bronco* spearing through the bottom of *Red*'s hull, adjacent to the rudder.

While other crews have been out tearing it up in the bars, the trio have been grinding away the damaged hull, taking what was a jagged, crumpled mess of fiberglass and foam core, and turning it into a seamless repair that's been vacuum bagged, faired and painted with matching white epoxy. By the time the sun comes up, the only thing remaining before *Red* gets relaunched is for the epoxy to cure. Getting a guy who'd traveled 7,000 miles for the event back on the water without missing a race after a devastating collision is all in a night's work for the proprietors of a high-end racing boatshop.

While the *Red* repair was a "house call," taking place at a Bay Area boatyard, Malpas, Rivers and Gutenkunst have a shop of their own that they moved into in April of last year. After a few years of doing

continued on outside column of next sightings page



ANHUA SANCHEZ / VELUX 5 OCEANS

SIGHTINGS

dcm — cont'd

this kind of work — including fabricating composite parts like chain-plates — Rivers was ready to have a shop to call his own. And so, it turned out, were Malpas and Gutenkunst. Malpas had been building high-end custom homes with his dad Bill after double-majoring in Literature/Jazz at UC Santa Cruz, and Gutenkunst was finishing up a construction management degree at Chico State. So the trio incorporated DCM, got the necessary licenses, and got on with it.

"We just kept looking around and thinking, 'We do this stuff better than anyone around here,'" the typically unabashed Rivers said. "We just decided to send it."

Lying in the heart of Richmond's notorious Iron Triangle — quite literally the wrong side of the tracks — the shop is smack dab in an area that should be the poster child for 'industrial urban blight'. Crack-heads and hookers patrol the streets outside the razor wire-rimmed fence, and waiting outside for one of the three to open the gate to the parking area — you don't want to park your car on the street — is

continued on outside column of next sightings page

the mystery

Every experienced sailor knows that sailing on a schedule is a risky prospect, especially when the voyage covers a long distance. When family members don't hear from their loved ones by their estimated arrival date, worry sets in. And if the boat lacks long-distance radios or satphones, there's no way for its crew to tell shoreside contacts that they're alive and well.

Such was the case with the 'mysterious disappearance' of the 38-ft catamaran *Pineapple* last month. News outlets around the world picked up the story that the boat with five Americans aboard was a few days overdue after a 1,500-

continued in middle column of next sightings page



SPREAD: SARA PROCTOR / SAILFASTPHOTO '10; INSET: COURTESY DCM ENTERPRISES

of pineapple



PHILIPPINE COAST GUARD

'Pineapple's crew, looking tanned and none the worse for wear, got debriefed about their newsworthy delivery trip by the Philippine Coast Guard.

dcm — cont'd

something to be avoided, even during the day. But the price of rent is right for their 60' x 30' two-story shop, and its proximity to many of the Bay's bigger boatyards means that projects they can't transport to the location are close enough to work on without losing a bunch of time traveling.

The first product to come from their new shop was a set of halyards for Tony Pohl's Farr 40 *Twisted*. From there it's been a whirlwind of projects, including IRC-optimizing a second keel and a removable IRC interior for the same boat, and building parts like a carbon fiber bowsprit for Skip and Jody McCormack's Farr 30 *Trunk Monkey*. Both before and after the Melges 32 Worlds, they were doing all kinds of work for various programs, and they've found other work through Rivers' connections established during the 1.5 years he helped build and race Tom Hill's R/P 75 *Titan XIV* on the East Coast.

With the help of Malpas' dad, they moved on to making custom metal parts like halyard lock flippers and boom vang tangs made out of stainless steel and aluminum. The elder Malpas, who spent a decade as a machinist before getting into building custom homes 30 years ago, set them up with all of his old machinists' tools, including a gigantic mill that had been sitting idle for years.

To this they've added a lathe and a set of fully-featured spray guns, which they use in a bona fide environmentally-friendly spray booth big enough to fit a Moore 24. They've also acquired an oven complete with the precise temperature controls necessary to bake pre-preg carbon fiber parts like rudders and keel foils. Hovering over the shop is a loft with office space and large tables and racks for managing rolls of fiberglass and carbon fiber cloth. Downstairs, custom carbon fiber winch handle pockets will soon be going into production, popped out from locally-sourced, CNC-machined aluminum tooling.

With the exception of the mill, they've assembled this impressive array of equipment entirely on the proceeds of their work so far and Rivers and Gutenkunst's professional sailing, which includes Chip Megeath's ass-kicking R/P 45 *Criminal Mischief*. In fact, all three were part of the team that made three 300-mile-plus days and a 397-mile whopper in last year's Pac Cup. For Gutenkunst, pro sailing has also involved traveling the world to sail RC 44s with Paul Cayard.

The trio have been too busy with one project after another to do anything like implement a comprehensive web marketing strategy, and for the rarefied and typically lean world focusing only on high-end racing applications, word of mouth is king. Nonetheless, you can find their website at www.dcmenterprises.net.

— rob

waking dreamers

One of the most wonderful things about heading out over the horizon on a sailboat is that, despite any plans you may have made, you never really know where you're going to end up, or what opportunities might come your way. We can't think of a better illustration of that line of thought than the story of Ben and Lisa Newton.

Unlike most world cruisers, they didn't spend years of dreaming, planning, and preparing before heading out into blue water. In fact, they really hadn't done any sailing at all when the cruising bug bit

continued on outside column of next sightings page

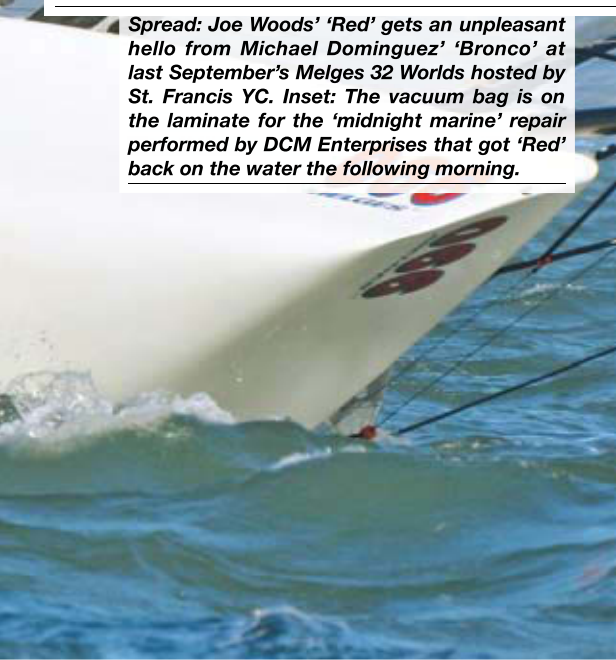


LATITUDE / ROB

If they ever get a break from their endless stream of projects, Dan Malpas, Maggie the guard dog, Morgan Gutenkunst and Campbell Rivers will be flying the DCM Enterprises burgee from this '55 Chevy chop-top.



Spread: Joe Woods' 'Red' gets an unpleasant hello from Michael Dominguez' 'Bronco' at last September's Melges 32 Worlds hosted by St. Francis YC. Inset: The vacuum bag is on the laminate for the 'midnight marine' repair performed by DCM Enterprises that got 'Red' back on the water the following morning.



dreamers — cont'd

— and bit hard. As Ben explains, in the summer of '01 they were in Hana, Hawaii, enjoying a much-needed respite from their frantic Bay Area lifestyle when he looked out at the boats sailing by and the notion suddenly hit him: "Fuck it. Let's get married, sell everything and go sailing!" Although Lisa probably wasn't sure if he was really serious, she said "Sure!" At the time, they were 31 and 26, respectively.



COURTESY WAKING DREAM

The 'waking dreamers', Ben and Lisa Newton must pinch themselves every day.

"The next year was the craziest year of our lives," she recalls. They were faced with disposing of nearly all of their possessions, selling two houses, and doing something with Ben's two businesses. He eventually gave one to his employees and sold the other.

Before taking the complete battery of lessons — sailing almost daily — at Club Nautique, the full extent of their combined sailing knowledge came from Ben's having crewed on a few casual daysails. Apparently, though, they took to sailing like ducks to water, and were soon shopping for a boat of their own. Acknowledging their inexperience, they thought a stout pilothouse design would offer them an extra measure of security.

"I really knew nothing about boats," admits Ben, "so I started researching designs that I liked." They eventually settled on a Canadian-built Stan Huntingford design called a Cooper 42, and began an extensive series of upgrades while living aboard at Alameda's Marina Village.

Before setting out through the Golden Gate the next year, they christened her *Waking Dream*. Their cruising skills may have steadily improved that first year, but they still faced many challenges — not the least of which was riding out 2003's Hurricane *Marty* in the Sea of Cortez. When they heard it was headed toward them, they sailed 40 miles out of their way to get clear of it, but still almost got nailed while taking refuge in the Bahia de Los Angeles. "It was magnificent the way everybody worked together in the effort to save neighboring boats," recalls Lisa. *Marty* proved to be the most destructive storm ever to hit the Mexican cruising fleet, wrecking at least 80 boats.

Perhaps that's why Ben and Lisa decided to take a break from the cruising life not long afterward. They put the boat on the hard in San Carlos and backpacked around Central America for five months.

In the winter of '04 they decided to take the big leap, and set sail from Cabo for French Polynesia. Their 23-day crossing was remarkably mellow, as if they were, well, in a 'waking dream'. "We were lucky," recalls Ben. "We didn't see any nasty weather. It was mostly a downwind sleigh ride doing eight knots with the jib poled out and no main." Twice they went for more than a week without having to make a sail change. Of their landfall in the Marquesas, Lisa wrote: "The scent of the earth, flowers and fruit was a delight to the senses, accompanied by amazing visuals."

After Polynesia, they'd intended to go north to explore the Marshall Islands, rather than follow the typical cruiser milk run to New Zealand, but a family emergency caused the young sailors to look for a hurricane hole where they could leave the boat for a while. That's one of the things that brought them to Neiafu, in Tonga's Vava'u

continued on outside column of next sightings page

pineapple

mile passage from Guam to Cebu in the Philippines. We ran a short item in the January 21 edition of *'Lectronic Latitude*, as we often do when we receive a report about overdue vessels, but why the international media became so interested was the real mystery.

Both the Philippine and U.S. Coast Guards spent several days searching for the cat with no result. On January 23, the lone female crewmember aboard *Pineapple* was able to make a cell phone call to her husband with the news that the boat had sustained a damaged rudder in rough weather, so the crew used the boom to create a makeshift emergency rudder. This, of course, decreased their speed,



— cont'd

but they claimed that they were never in serious danger. *Pineapple* reportedly made it into port the next day under her own power with her delivery crew safely aboard.

After they were located, the crew's names were released: Joe Gamec, Prandy Pratz, Steven Blanton, Chris Bell, and Corey Goldhorn — who just happens to be the son of Major General Donald J. Goldhorn, former Adjutant General of the Guam National Guard. We assume that solves the 'mystery' of why the international press gave the case so much attention. In any event, we're all relieved that they arrived safely.

— *ladonna*

dreamers — cont'd

group, probably the best hurricane hole in the tropical South Pacific. They fell in love with it almost immediately.

After six years there, they still consider Vava'u to be their tropical Shangri-la, due to its warm, friendly people, minimal development and unspoiled waters. During their time there, they've started several businesses to keep a little cash flowing, and were instrumental in conceiving and running the annual Vava'u Regatta and Festival. But these days their main interest is building a minimalist retreat on a tiny island they leased with a Tongan family. Although they do have modern communications gear and solar-supplied electricity, the idea is to make their garden compound as simple, self-sufficient and sustainable as possible. "At some point we woke up to the idea that this is what life is supposed to be like," says Ben.

They still have *Waking Dream*, by the way. In fact, they keep her moored right out in front of the island, and use her often to explore the dozens of idyllic anchorages nearby. Nice life, eh?

— *andy*



January brought lovely winter weather — and boats with it — back to the Bay. Counter-clockwise from above: 'War Path' flashes a peace sign; Cece didn't stand a chance on a day like this; 'Bay Wolf' howls in the breeze; family time aboard is always a treat; who needs crew when you have friends like this?; the sun shone on her namesake, 'Sunrisa'.



farewell to a local legend

When Sausalito's Harold Sommer slipped his cable December 21, at age 85, sailors in the Bay Area and around the globe lost a mighty good friend. Widely known as the man who restored the 85-ft German pilot schooner *Wander Bird* in Sausalito, Harold was a very kind guy, a mentor to many, and an amazing walking font of maritime knowledge and history.

Harold was the best sort of godfather, the go-to guy for jobs, for finding the best help if it had to do with boats, for learning how to do things right on a vessel. He was better than any school. Without fanfare, formality or intimidation, he made it possible for scores of eager young people to learn the ways of a shipwright, joiner, rigger and boat handler. His projects attracted those hungry to learn, old master craftsmen and newcomers alike, including Sausalito's Billy Martinelli and Port Townsend's Kit Africa.

On December 29, some 300 of Harold's admirers crowded into the Spaulding Center for Wooden Boats to remember their friend after he died of complications from pneumonia. His memorial was an eye-

continued on outside column of next sightings page

learn to sail

There are all sorts of reasons that summer is the prime time for kids to take sailing lessons, but as staffers at several San Francisco Bay sailing institutions will tell you, there are also some strong arguments for learning the ropes during the winter months.

Veteran racers often recommend that newbies learn the subtleties of on-the-water competition during midwinter races because, unless it's storming, winds are light, waters are flat, and the action is slower. The same is true of taking sailing classes during the winter months. True, students have to layer up a bit more, but learning to sail in light air is much, much less intimidating to newcomers — espe-



SPREAD: LATITUDE / JR; INSET: COURTESY SOMMER FAMILY

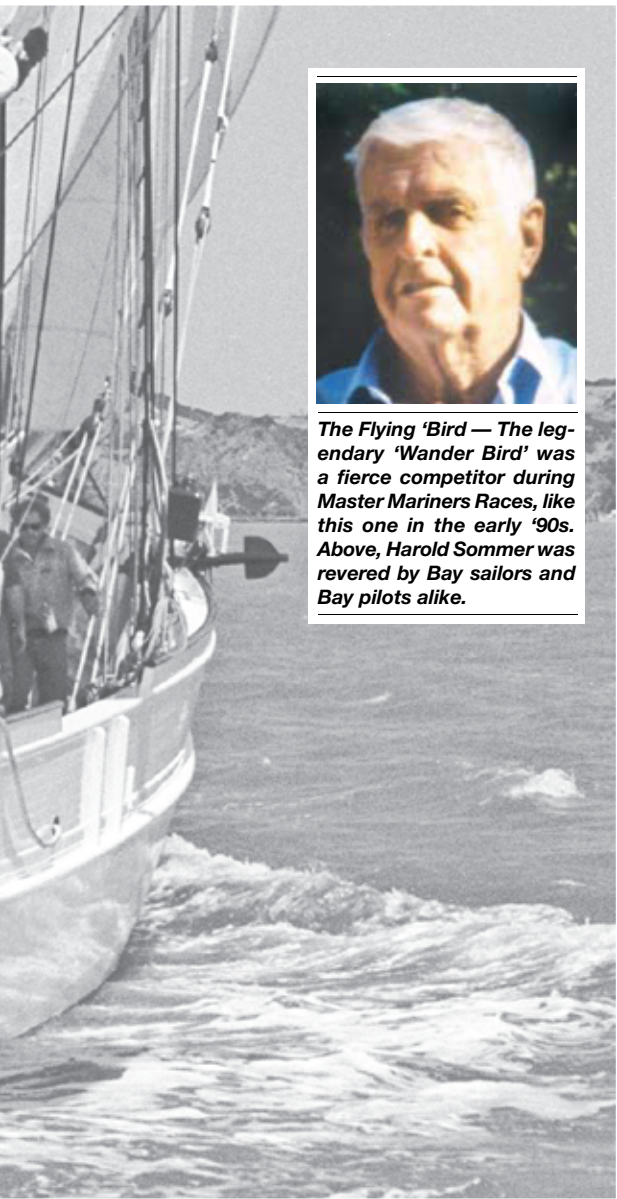
— in the winter

cially those who didn't grow up around the water.

Compared to the fast-action of high-wind sailing, maneuvers during winter-time seem to take place in slo-mo, giving neophytes extra reaction time. Students are typically less nervous sailing in light air, and playing the gentle puffs of winter will give them a more acute sense of the subtle nuances of sail trim.

So who's offering such courses? Virtually all local sailing clubs offer adult programs year-round. (For a complete list, see the article *Bay Area Charter Boats & Bareboats* in the *Features* section of www.latitude38.com). But as far as we

continued in middle column of next sightings page



The Flying 'Bird' — The legendary 'Wander Bird' was a fierce competitor during Master Mariners Races, like this one in the early '90s. Above, Harold Sommer was revered by Bay sailors and Bay pilots alike.

farewell — cont'd

opener for some who'd known Harold mostly in Sausalito for *Wander Bird* — which was built in 1883 for Kaiser Wilhelm's North Sea pilot service, and is now back in Germany as the Hamburg Maritime Museum's centerpiece — and earlier restorations of the gaff sloop *Freda*. And before that, the steam launch *Restless*. He also did a lot of the early volunteer restoration of the old San Francisco Maritime Museum's square-rigger *Balclutha*.

Born in October 1925, Harold grew up in Alameda where, as a kid, he played aboard sailing ships left to rot in the Alameda mud after steam replaced commercial sail. Out of high school, he began his career with Crowley Maritime, starting in Red Stack tug engine rooms as a wiper in the final days of steam. He left tugs to serve in the Navy during WWII, then returned to what became a 49-year career with Red Stack, working his way up to senior tugboat skipper on San Francisco Bay. It's said he assisted 12,000 ships into and out of berths without significant incident, but with a sense of humor: If it looked as if you were going to crunch a dock, he advised his mates, "Pull on the whistle and keep on pulling." To warn people? "No, so they won't hear the sound of exploding timbers."

Harold taught the finer points of tug and ship handling to many of today's Bay Area tug skippers and bar pilots, who clearly revered the man. Tom Crowley, his top boss, treasured Harold so highly that his retirement present was a tugboat — a small one that needed restoration. Harold fixed her up, painted her in Red Stack livery, and named her *Alert*. She was seen often in recent years plying the Bay, the wild-catter taking jobs too small for the big boats he used to run.

Harold and his projects attracted some heavy-hitters. Aviator and best-selling writer Ernie Gann bought Harold's restored steam launch *Restless* and donated the spar timbers to the *Wander Bird*. Sailor-actor Sterling Hayden was a frequent visitor aboard the schooner and donated the *Bird's* big iron wheel with her name cast into its rim. Irving Johnson even paid a couple of visits. Others of note were frequently aboard the boat, all admirers of our quietly competent friend who treated everyone he liked the same, famous or not.

A bar pilot at the Spaulding memorial told Harold's middle son, Roy, "There are 11 San Francisco Bar Pilots I can see in this room. There are others who are working or they'd be here, too. I see 19 tugboat or ship captains here, plus a similar number of engineers, and I'd guess there are as many not here only because they're working. There's enough ship-handling talent in this room to move the world."

"He was great to work for," added Sausalito's Billy Martinelli. "When you worked with Harold, you always got a lesson in how to do things right, you got a sea story, and you got a meal. He kept a \$20 bill in a chess set and told you it was there if you needed it; and if you needed a place to stay, he had a bunk for you."

Harold is survived by his wife Annalise, sons Webb, Roy and Ross (the latter of whom owns Richardson Bay Boatworks), a flock of grandchildren, and a dog named Molly.

The day after his memorial, Billy Martinelli and I ran Harold's tug, *Alert*, from Spaulding's back to its berth. We detoured down Sausalito's waterfront and back, and felt a great void. Sausalito just wasn't the same without Harold Robert Sommer.

— brooks townes



Sausalito sailors may recognize this mural in Clipper Yacht Harbor's parking lot, but many don't know it's a portrait of Harold Sommer.

JOHN SKORIAK

***neraida* knocked down at cape horn**

Jeanne Socrates' nonstop solo circumnavigation plans were dealt a blow on January 5 when her UK-based Najad 380 *Nereida* suffered a knockdown on her approach to Cape Horn. She survived the ordeal without injury but her boom was snapped in two, the top of her dodger was torn off, her windvane and roller furler were damaged, and the interior was turned topsy-turvy, among other things.

The ever-unflappable Socrates, 68, says that conditions had deteriorated enough that day to cause her to heave to. "By midday, with occasional waves hitting us and washing the decks, I was beginning to feel decidedly concerned, with the wind back up to 35-37 knots and forecast to increase, and big seas to match. We hove to with triple-reefed mains'l and stays'l. We were well-heel'd, and there were plenty of big seas, then suddenly, near 2:30 p.m., while I was fortunately leaning against a wall in the head, all hell let loose. Everything that could move was relocated to the starboard side of the cabin. Water was pouring in from under the sliding hatch and there was chaos everywhere."



COURTESY NEREIDA

'Nereida' will get a new boom before Jeanne sets off to finish her solo circumnavigation.

Socrates went on to report that, after *Nereida* righted, she found the instruments were dead and she couldn't budge the main companionway hatch. She climbed out of the aft cabin companionway only to find that the boom had been broken in half and the top to her hard windscreen had been washed away. A bag of wet halyards lying on the hatch was removed and entry into the main cabin was restored.

"We were still beam-on to oncoming seas . . . not good. I tried everything to head downwind — a bit of genoa plus some stays'l. I downed the remaining main and tried to tie it but that got dangerous in the big seas running, so I was forced to abandon that. Later, I decided to reduce all sail since the series drogue shouldn't need any. The furling line on the stays'l broke. The sail unfurled totally and flapped madly and violently — the whole boat shook with the violence. I had to lower it and keep it inboard and low and together in the strong wind — not easy. As it flapped, it caught the carbon fiber whisker pole and broke it in half. Things were going from bad to worse!"

Nereida's interior didn't fare much better: "The chart table lid had clearly been flung open and its contents had been thrown across to the galley to mix with spilled items there, including toiletries from the head — wet paper all over."

Socrates contacted the Chilean Navy and Falmouth Coast Guard to inform them of her situation. A fishing vessel arrived on scene to offer assistance, but Socrates was ultimately able to get things aboard *Nereida* stabilized enough to start her engine.

After a night of rest tucked into an anchorage due north of Cape Horn, Socrates motorsailed *Nereida* 100 miles to Ushuaia, Argentina, where she began the arduous process of sorting out the boat and making repairs. Though Ushuaia is extremely remote and has little in the way of boat gear, Socrates reports that locals and cruisers passing through have been more than helpful in not only assisting with repairs, but also getting small parts flown in with visitors. A replacement boom and parts for her windscreen are expected to arrive some time this month, after which she hopes to be ready to leave. "Sometimes I think things are going well, other times I wonder if I'll manage to ever get away with adequate repairs effected," she said. "I just have to keep plugging away and trying to stay positive."

You can follow Jeanne's progress at www.svnereida.com.

— ladonna

learn to sail

know only a few organizations offer winter instruction to kids:

- Encinal YC — (510) 769-0221
- Richmond YC — (510) 237-2821
- Oakland Parks & Rec — (510) 238-2196
- Treasure Island Sailing Center — (415) 421-2225
- Marinship Sea Scout Program — (415) 956-5700
- San Francisco Sea Scout Program — (415) 517-3943

As we've seen in recent weeks, there are plenty of breaks between winter storms when you could comfortably get out on the



— cont'd

water for a glorious sail. So there's really no need for you — or your kids — to spend the winter months stuck on the couch. See you out there.

— andy



Learning to sail on the Bay in the winter can be much less intimidating for many new sailors because the wind is usually lighter. Now there's no excuse to be a couch potato in February.

the loss of mia

We can think of few worse ways to end a year than to lose your boat. Sadly, Victoria, B.C.-based Paul Smulders and Julie Newton, who were interviewed for last October's *Passing Thru* article, lost their beloved — and beautiful — 43-ft Laurent Giles-designed, Moody & Sons-built woody, *Mia II*, on a remote Baja beach at San Jose on the night of December 28.

Paul and Julie, who called *Mia* home, have sailed together for many thousands of bluewater miles — from B.C. to Cape Horn and back between '05 and '08 — and Paul has many more thousands of miles under his keel. As *Mia* was not insured — few 50-year-old wooden boats are — the couple were extremely conscientious about their boat's safety. *Mia* boasted a 60-lb CQR and 250 feet of 3/8" chain as her primary anchoring set-up, a set-up that had held them snugly at anchor during many previous blows.

continued on outside column of next sightings page



SPREAD: LATITUDE / ANDY; INSETS: LATITUDE / LADONNA

SIGHTINGS

mia — cont'd

Around 4 p.m. on December 28, Paul and Julie pulled into a little nook on Baja's rugged Pacific coast. "Three of our cruising guides said it was a good fair-weather anchorage," Julie told *Latitude* later. "Since the weather was dead calm, we thought we'd be okay." Having spent the day at the helm, Julie went below for a nap after they'd anchored *Mia*. "Guess I'm on anchor watch," joked Paul.

Around 8 p.m., Julie remembers Paul waking her to tell her they had to leave. The weather gods had flipped a switch and what was once a calm spot to spend the night had become an insane washing machine — almost instantaneously. "I've never seen a storm come up so fast," Julie said. "The wind was blowing out of the south at 25-35 and the seas were huge. Rain was falling sideways!"

Indeed, after writing about the loss of *Mia* in *'Lectronic Latitude*, we received an email from Duane and Kim Guillot who reported that their Long Beach-based Yorktown 33 *Lost Cajun* was dismantled in the same weather that hit *Mia*. "We were caught between Cabo Colonet and Punta San Isidro," they wrote. "It came up out of nowhere and

continued on outside column of next sightings page

heavyweights talk

The godparents of the cruising community, Lin and Larry Pardey, are embarking on a West Coast seminar tour next month to introduce Lin's latest book, *Bull Canyon—A Boatbuilder, a Writer and Other Wildlife*. The book details the couple's life ashore while homesteading and building the 29-ft *Taleisin* in California's remote Bull Canyon, and sounds like a must-read for Pardey fans.

You can find a full list of their upcoming talks in this month's *Calendar*, but the premiere event will be the book's launch party on March 25 at Spaulding Wooden Boat Center in Sausalito. Non-members pay \$10, but what a small price to pay for such an epic event! RSVP to info@



Clockwise from below: Julie and Paul aboard the bristol 'Mia II' during their stay in Richardson Bay; 'Mia's all-teak hull couldn't stand up to Baja's rocks; a bird had built a nest on the solar panel powering the point's nav marker; 'Mia's interior soon filled with things no boat's interior should see; Paul and Julie's 'salvadores' — Jorge, Santos and Chanook.



SPREAD: LATITUDE / LADONNA; ALL OTHERS: JULIE NEWTON

about heavy weather

spauldingcenter.org.

Another well-respected cruiser, Beth Leonard, will be giving two 'webinars' this month through the South Seas Cruising Association's online learning center, South Seas U. Leonard will be hosting a two-part 'talk' on Heavy Weather Management on February 17 and 24 at a cost of \$90 for both for non-members.

South Seas U. actually offers a wide variety of cruising webinars — from Cruising with Pets to Marine Refrigeration — throughout the year. Course fees range between \$25-\$100 for non-members (membership in SSCA is just \$55). Find out more at *www.sevenseasu.com*.

— *ladonna*



mia — cont'd

we were hit with 20-ft seas and 40-knot winds. Our boom snapped, then shortly thereafter our forestay went, then a few hours later — around 2:30 a.m. — our mast fell. We called the Mexican Navy and they wouldn't come!" The couple reported that they strapped the mast to the starboard side of their boat and limped back to Ensenada. "We're just glad we survived."

Back on *Mia*, Julie took the helm while Paul worked the hydraulic windlass. Unable to see anything around her — including Paul — in the moonless night, Julie strained to hear Paul's commands. "Do 210," he shouted, so Julie did her best to keep *Mia's* bucking bow pointed to 210 degrees. Unfortunately, that jumping around caused the anchor chain to jump, too — right off the bow roller and onto a big bronze panama cleat where it promptly became stuck. As a result, the windlass was overstressed and a hydraulic fluid hose belowdeck blew.

"It's never just one thing that causes a situation like this," Julie noted. "It's a cascade effect — one thing leads to another and another. If a bird hadn't built a nest on the solar panel for the point's nav light, we could have gotten our bearings. If we'd replaced the plastic hose with copper, it wouldn't have blown. If we hadn't accepted the slightly smaller bow roller instead of insisting on the correct size, the chain wouldn't have jumped. It's never just one thing."

As Paul humped the remaining chain and rode aboard *Mia* as quickly as he could, Julie watched the number on the depth sounder fall. "I just watched it go '10', '9', '8' — then we were aground." Paul tried to power off but the monstrous winds and seas were relentless, pinning them to shore. They'd come to rest on a sandy patch of beach, so even though *Mia* was being pounded on the hard-packed sand, she was holding up. It was only 9 p.m.

Though they couldn't see a thing in the pitch black night — "We've been in tricky situations before, but I've never felt as if we were in a void like that," said Julie — Paul wanted to try to get ashore to do what he could to secure *Mia*. "It was not wise to get into the dinghy," Julie says now. The little hard dink that had seen them around the Pacific was being tossed around on the waves as the couple boarded. Then, as they tried to navigate the roiling surf, one of the oars snapped in half. "We're so lucky Paul had tied the dinghy to *Mia*," said Julie. As it was, it took every last bit of strength to pull themselves back to the boat and onto the foredeck, where they huddled under a sail for the rest of the night while the boat was pounded.

Immediately following the grounding, Paul and Julie tried to get the attention of the mile-distant fishing camp they'd seen earlier in the day. "We shot off a few flares but no one came," Julie said. "I wanted to make some noise, so I grabbed two pot lids and started banging them together. I did that for about an hour before remembering that we have ship's bells. In a situation like that, you just don't think very clearly." Julie also spent hours calling *maydays* on the VHF, but no one responded.

At some point during the seemingly eternal night, the wind switched from south to northwesterly. "*Mia* could have taken the pounding on the sand," Julie noted. "But when the wind switched, she was pushed onto some rocks and she just couldn't handle that." They didn't know what kind of damage she'd sustained but they could hear and feel her all-teak hull being smashed, and they knew it was the end for *Mia*.

Dawn finally arrived, and along with it, Paul and Julie's *salvadores*



LATITUDE / LADONNA

Paul and Julie paused their previous cruise so Julie could get breast cancer treatment. Seems as if they've been through enough.

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SIGHTINGS

mia — cont'd

— the local fishermen. The couple tied a line to a fender and sent it flying toward shore. One man tied the line to his truck and pulled it taut, allowing the pair to pull themselves ashore hand-over-hand. With the tide too high to begin salvaging gear, the fishermen took Paul and Julie back to their camp, fed them, and gave them warm, dry clothes. They also explained why they hadn't responded to Paul's flares: they thought they were from *narcos* — drug runners — who occasionally make drops there.

By 10 a.m., the tide had receded and the work began. Four trucks and a dozen people arrived to help ferry gear back to the camp while the boat was accessible. This continued for three exhausting days until *Mia* was fairly well stripped. But as they started sorting through their stuff, Paul and Julie noticed that quite a bit of it was missing. "We were hand-bombing the gear off *Mia*," recalled Julie, "and it was going into this truck and that truck — some of it was never seen again. You think they're helping you, but you're really helping them to steal your stuff."

Despite the sour taste left in their mouths by the missing equipment, Paul and Julie say they're thankful for the hospitality shown to them by the fishermen and their families, especially Graciano Gerardo Gomez — affectionately known as 'Chanook' — the patriarch of the camp. A few days later, Chanook even ferried the couple and a load of their most valuable gear to Ensenada — a three-hour drive over a primitive road and another five hours on Hwy 1 — and was instrumental in helping them get the rest of their gear out of San Jose.

Once in Ensenada, Paul and Julie were welcomed like family at Baja Naval, where they'd hauled out before heading down the coast. "The owner's son, Diego, offered us storage space and Guillermo Sarabia, the manager, is letting us stay on his little 32-ft wooden boat for as long as we need," Julie told us. "We really can't stress enough how grateful we are to Baja Naval — we're overwhelmed by their generosity. And don't give me any crap about Mexico being dangerous, especially Baja. Ten people got shot in Vancouver, but I feel completely safe walking down the street here. Sure, there are some places where the cartel violence is bad, but that's not here."

As for what Paul and Julie are going to do now, they don't have an answer. "We're still in shock," explained Julie. They may buy a camper to live in while they figure out their next move, or they may find a boat already in Mexico and continue their cruising. Nothing's certain at this point, but as Paul observed, "In the concert of life, no one gets a program."

— *ladonna*

youngest circumnavigator?

Solo circumnavigating by teenage sailors has been a hot topic in recent years — in both the mainstream and yachting press. And the latest would-be record breaker, Dutch 15-year-old Laura Dekker, set sail just a few months ago aboard her 38-ft Jeanneau Gin Fizz *Guppy*.

But with all the excitement generated from recent solo attempts, we can't remember anyone ever addressing the question of who was the youngest non-solo circumnavigator. That issue came up recently when Curtis Cizek asked that he and his family be added to *Latitude 38's* official West Coast Circumnavigator's List. You see, Curtis and

his wife Lettie set sail in '82 aboard their 42-ft wooden ketch *Rough & Ready* when their daughter Eulalie (Lee) was only three and a half months old. She was only four and a half when the family returned

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sailors' bodies

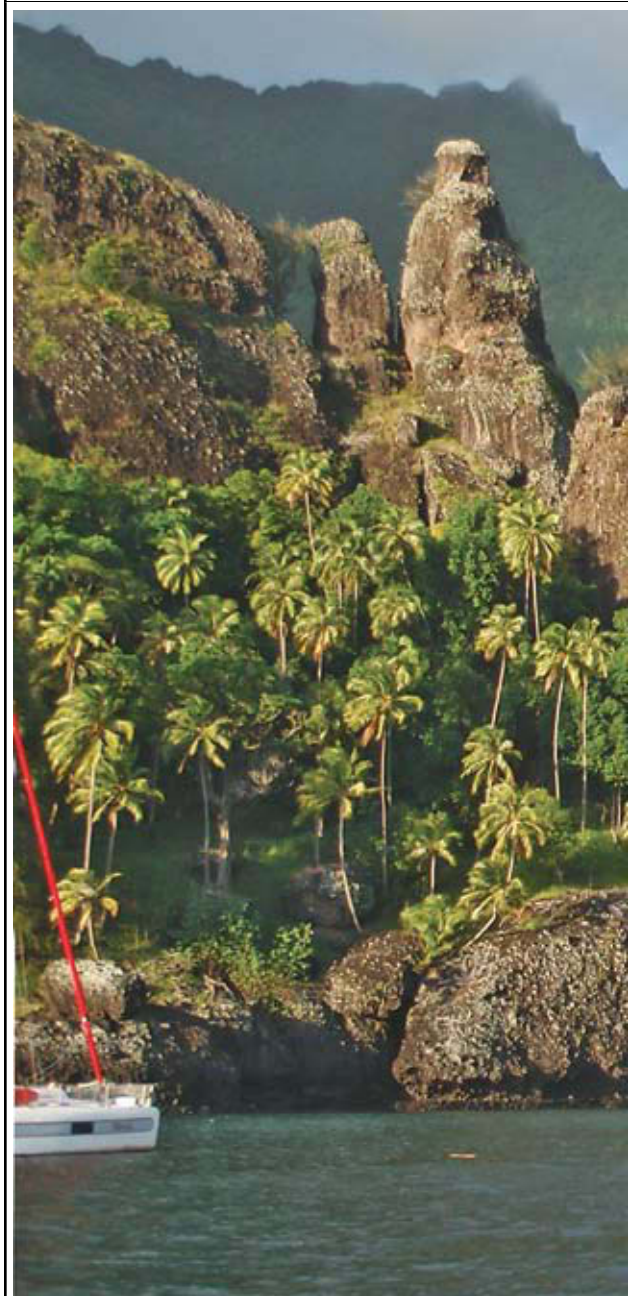
On December 25, two weeks after he fell off his Island Packet *Kachina*, the body of Casey Speed, 28, was recovered. As reported previously, Speed and his wife Lucinda — who were tenants at Sausalito Yacht Harbor — were anchored in Richardson Bay when the reportedly intoxicated Speed fell overboard. A seven-hour, multi-agency search that night proved fruitless.

His body was spotted in the Strawberry wetlands by a local bird watcher near sunset on Christmas Day. According to the Marin County Coroner, Speed died of

COURTESY ROUGH & READY



'Rough & Ready' in her heyday.



are recovered

drowning.

Just two days later in Santa Cruz, the body of Roy Wittrup, 64, was found floating in Santa Cruz Harbor near his Ericson 32. According to the *Santa Cruz Sentinel*, Wittrup, who lived aboard his boat for part of the year, was last seen at a local bar. The Santa Cruz County Coroner found he'd also died of drowning.

There's no way to determine if alcohol played a role in either death, but these sailors' tragic passings are grim reminders to always be careful near the water.

— *ladonna*

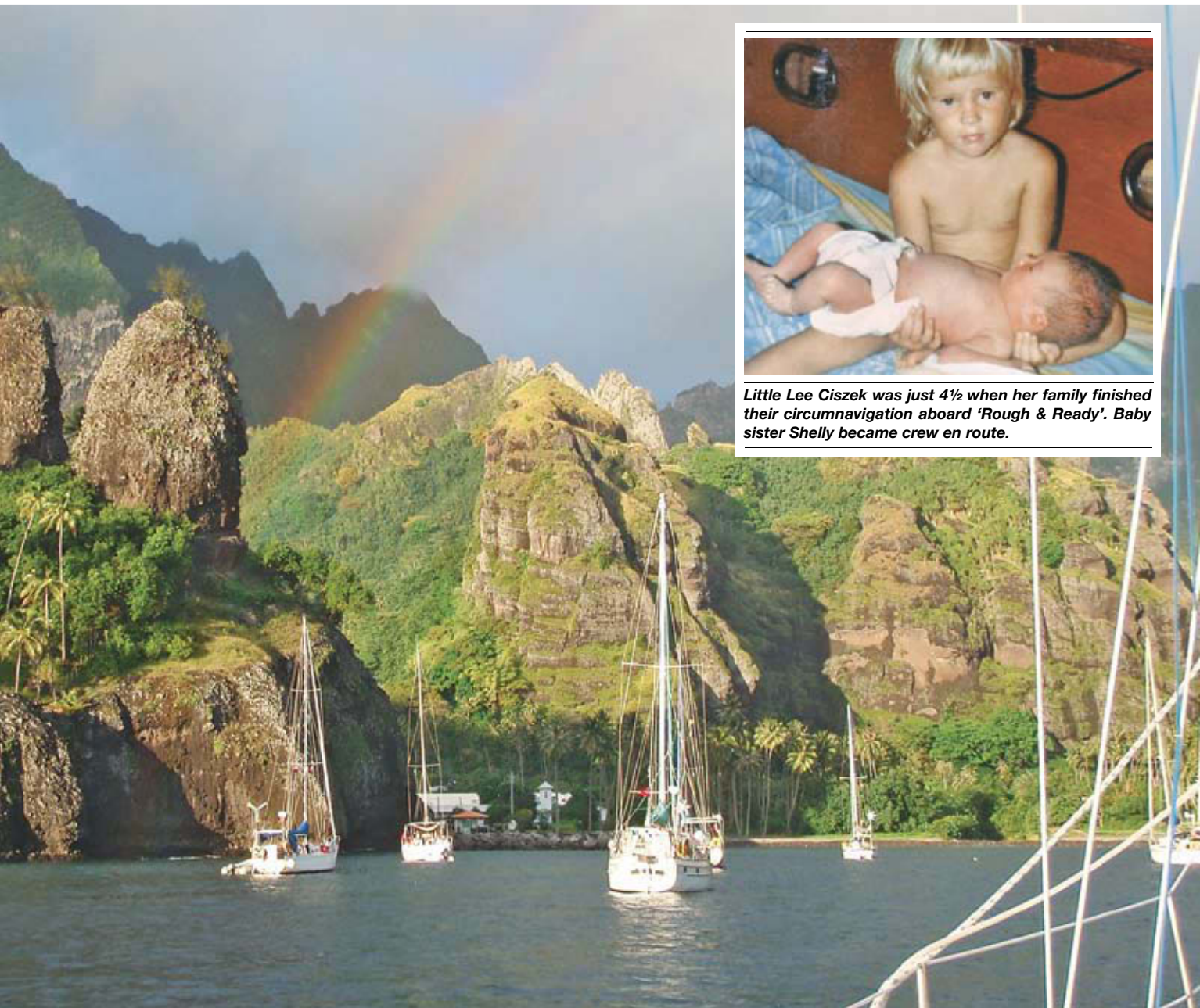
youngest — cont'd

in '86. Lee's younger sister, Shelly, was born en route, but did not do a complete circumnavigation.

So we'll put it to you, our readers: Does anyone out there in *Latitude*land know of a West Coast circumnavigator who returned from circling the globe when younger than Lee (4½)? For this distinction, we should note, we're not concerned with nonstop voyages, rounding the five capes, crossing antipodal points in opposite hemispheres, or any of that finicky stuff. Any little tyke who has rounded the globe on a sailboat from the West Coast to the West Coast, via either canals or capes and in either direction, is eligible.

Please email andy@latitude38.com with info, and send along some high-resolution photos from the cruise, if possible. As keepers of the West Coast Circumnavigators List, this is info we ought to know.

— *andy*



Little Lee Ciszek was just 4½ when her family finished their circumnavigation aboard 'Rough & Ready'. Baby sister Shelly became crew en route.

SPREAD: COURTESY PUERTO SEGURO; INSET: COURTESY ROUGH & READY