

# Latitude 38

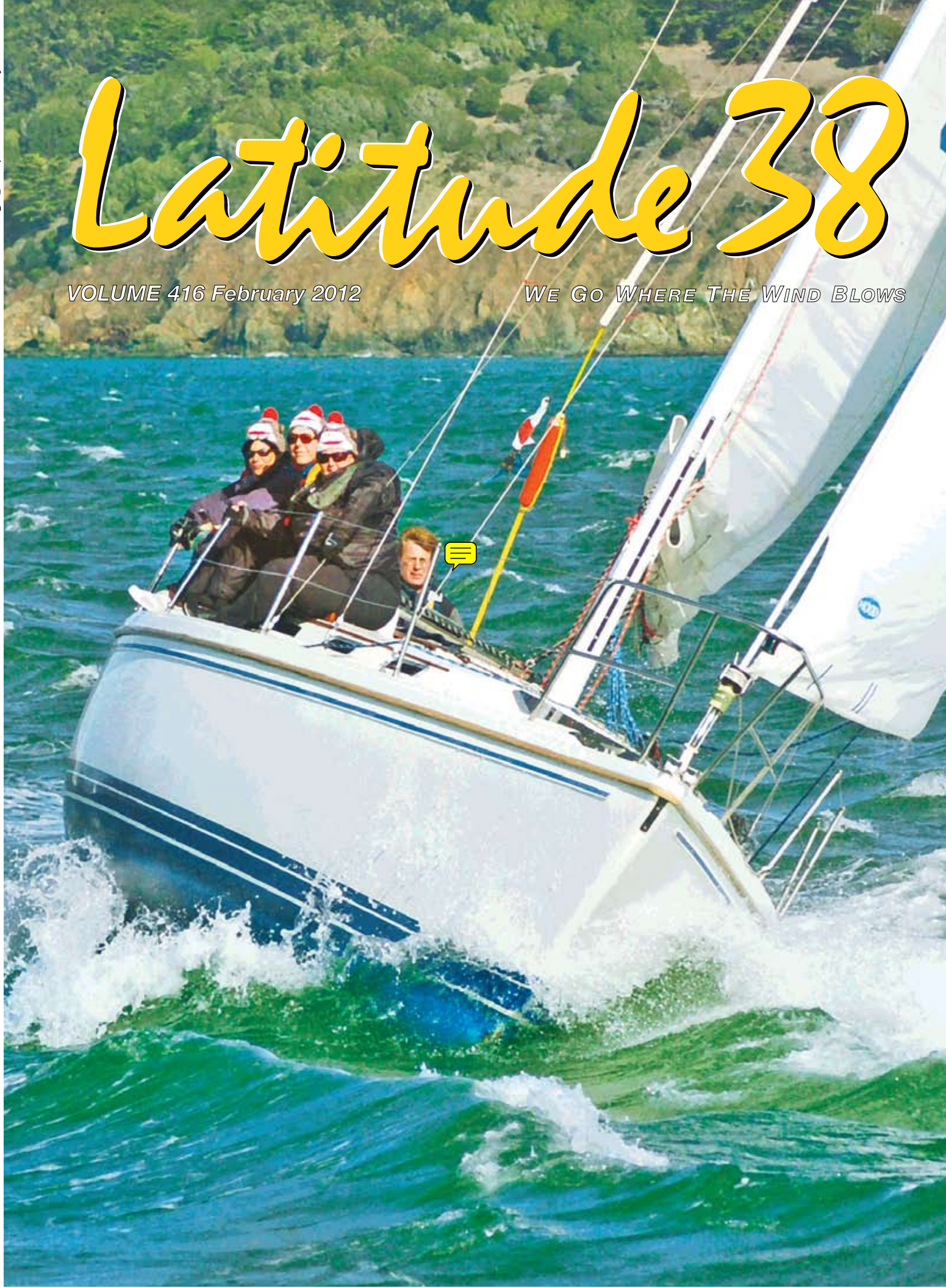
VOLUME 416 February 2012

WE GO WHERE THE WIND BLOWS

Latitude 38

FEBRUARY 2012

VOLUME 416





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Cover: It's not a coincidence that 'reef' is spelled almost like 'relief', so when you need relief from being overpowered, reef early and often.

Photo: *Latitude/Andy*

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

## SELECT BROKERAGE



44' Spencer S-1330, 1976 \$111,000



Island Packet 45, 1999 \$235,000



Island Packet 380, 1999 \$228,000

### SAIL

54'	Moody	2001	\$633,000
47'	Beneteau 473	2005	279,000
47'	Vagabond	1983	185,000
45'	Island Packet 465	2008	475,000
45'	Island Packet	1999	235,000
44'	Spencer S-1330	1976	111,000
41'	Dehler DS	1998	169,900
41'	Tartan 4100	1996	215,000
40'	Beneteau	2009	208,500
40'	Beneteau	2008	185,000
39'	Beneteau 393	2006	139,000
39'	Cal Mk II	1980	57,000
38'	Island Packet 380	1999	228,000
38'	Island Packet 38	1993	119,000
38'	Ericson 38-200	1988	69,000
37'	Tartan 3700	2002	195,000
37'	Tartan 37	1982	65,000
37'	Island Packet 370 cutter	2004	293,000
37'	Pacific Seacraft yawl	1984	129,000
36'	Hunter sloop	2004	110,000
36'	Beneteau 361	2000	99,500
36'	CS Merlin	1988	52,000
36'	Pearson 36-II	1985	57,900
36'	Islander	1977	49,500
35'	Dehler 35 cws	1996	82,000
34'	C&B Marine Tiffany Jayne	1982	29,000
33'	Hunter 33.5 sloop	1992	40,000
33'	Hunter 33 sloop	2005	89,000
33'	Yamaha	1979	22,000
32'	Beneteau 323	2006	90,000
32'	J/32	1997	84,900
32'	Westail	1976	64,400
30'	Beneteau First 305	1988	35,000
28'	Alerion Express	2008	114,000
28'	Alerion Express	2002	87,000
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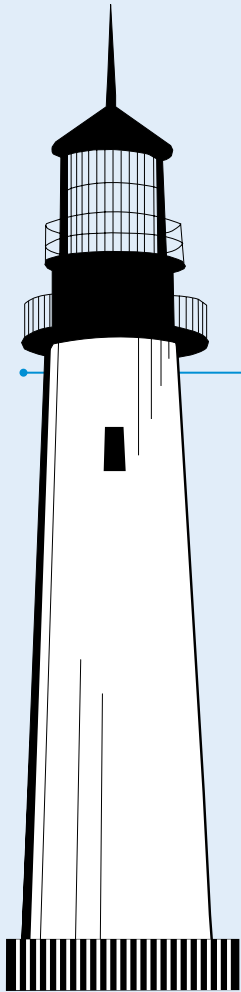
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Current issue = \$6 ea.

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# CALENDAR

## Non-Race

**Jan. 27-Feb. 5** — Seattle Boat Show Indoors + Afloat at CenturyLink Field & Event Center and South Lake Union. The largest boat show on the West Coast. Visit [www.seattleboatshow.com](http://www.seattleboatshow.com) for more info.

**Feb. 1-29** — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$20. All YCs' members welcome. More info under the 'Events' tab at [www.stfyc.com](http://www.stfyc.com).

**Feb. 2, 1901** — Passenger ship *Rio de Janeiro* struck Mile Rock off San Francisco's Golden Gate and sank, taking 128 of the 209 lives aboard with her.

**Feb. 2** — Club Nautique's Winter Seminar Series continues with 'Racing Tactics, Tips & Tricks' by Kame Richards in Alameda, 6-8 p.m. Seminars run at the same time at alternating locations (A=Alameda, S=Sausalito). \$10 members/\$15 non-members. **2/16**: An Evening with Jim DeWitt (S); **3/1**: 'Overboard Recovery' by Joe Brandt (A); **3/15**: 'Onboard Cooking with Caribbean Style' by Master Chef Chuck Dell'Ario. Info, (510) 865-4700 or [www.clubnautique.net](http://www.clubnautique.net).

**Feb. 4** — 23rd Annual Women's Sailing Convention at Bahia Corinthian YC in Corona del Mar, \$175. Info, [www.scya.org](http://www.scya.org).

**Feb. 4 & 5** — Baja Ha-Ha Assistant Poobah 'Banjo Andy' Turpin will present Ha-Ha and Pacific Puddle Jump seminars back-to-back on both days at the Seattle Boat Show. See [www.seattleboatshow.com](http://www.seattleboatshow.com) for times.

**Feb. 5** — Chinese Whispers: Golden Gate, a storytelling project highlighting folk memories about the maritime aspects of Chinese immigrants on the Bay. Held on *Eureka* at SF Maritime National Historical Park's Hyde St. Pier, 3-5 p.m. Free. Info, [www.chinese-whispers.org](http://www.chinese-whispers.org).

**Feb. 5-26** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Feb. 7** — Adventure Ocean Quest film at the Bay Model in Sausalito, 6-7 p.m. German filmmakers explore the mysteries of our oceans. Donations welcome. Info, (415) 332-3871.

**Feb. 7** — Sail under a full moon on a Tuesday night.

**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](http://www.singlesailors.org) or (510) 233-1064.

**Feb. 9** — The America's Cup & the U.S. Coast Guard presentation at Encinal YC, 7 p.m. Learn about the racing areas, safety zone restrictions and more. Free. Info, [rearcommandore@encinal.org](mailto:rearcommandore@encinal.org).

**Feb. 10-22** — *Lady Washington* and *Hawaiian Chieftain* kick off their Northern California tour in Oakland with tours, educational programs, and Adventure sails. **2/24-3/7**: Redwood City; **3/9-19**: San Francisco; **3/21-4/2**: Sausalito; **4/4-9**: Bodega Bay; **4/12-18**: Eureka; **4/20-30**: Crescent City. See [www.historicalseaport.org](http://www.historicalseaport.org) for a full schedule.

**Feb. 11** — North U. Trim Tour is a one-day course teaching the latest in sail trim. The first seminar is in Marina del Rey at Del Rey YC. All seminars run 9 a.m.-4:30 p.m. **2/25**: San Francisco; **3/25**: Anacortes, WA; **3/31**: Seattle, WA (Cruising & Seamanship Seminar); **3/31**: Vancouver, BC; **4/1**: Seattle, WA; **4/1**: Vancouver, BC (Cruising & Seamanship); **4/21**: Coos Bay, OR. \$85-115. Info, [www.northu.com](http://www.northu.com).

**Feb. 11** — US Sailing Race Management seminar at Encinal YC. Limited space. \$50 for US Sailing members, \$90 for others. Info, (510) 459-5566 or [lwestland@tricommercial.com](mailto:lwestland@tricommercial.com).

**Feb. 12** — The final installment of 'So You Wanna Crew on a Sailboat' seminar series at San Jose West Marine, 1-2 p.m. Info, (408) 246-1147.

**Feb. 13-20** — Lake Havasu Pocket Cruiser Rendezvous. A



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- Catalina 470, 1999 ..... 225,000
- Catalina Morgan 440, 2005..... **NEW LISTING!** 290,000
- Catalina 42, 2000 ..... **NEW LISTING!** 169,900
- Catalina 400 MkII, 2001 ..... 159,000
- Catalina 400, 1995 ..... **NEW LISTING!** 160,000
- Catalina 36 MkII, 2002..... **NEW LISTING!** 114,000
- Catalina 36 MkII, 2001 ..... 98,500

- Catalina 36 Tall Rig, 1985 .....51,000
- Catalina 350, 2005 ..... 133,000
- Catalina 34, 1989 ..... **NEW LISTING!** 49,300
- Catalina 30, 1984 ..... **NEW LISTING!** 29,000
- Catalina 250, 1997 ..... **NEW LISTING!** 15,000
- Preowned Sailing Yachts at Our Docks**
- Moody 42 DS, 2001 ..... 249,000
- C&C 41, 1984 .....59,000
- Beneteau Oceanis 373, 2005 .....137,000
- C&C 38, 1979 .....45,000
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- Ranger 27 Tug, 2011 ..... **DISCOUNTS!** 159,937
- Ranger 21-EC Tug, 2011 ..... **NEW LISTING!** 49,937
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## CALENDAR

great excuse to get your trailer sailer on the water, plus you'll sail under the London Bridge! Info, [www.sailhavas.com](http://www.sailhavas.com).

**Feb. 14** — Whether it's Krug Clos d'Ambonay or Cook's, a bottle of bubbly, a box of truffles, and a dozen roses make the cabin of nearly any boat romantic for your Valentine.

**Feb. 15** — Islands of San Francisco Bay slide show by photographer James Martin at Corinthian YC, 7 p.m. Free. Call Modern Sailing at (415) 331-8250 or CYC at (415) 435-4771 for info.

**Feb. 18** — Singlehanded TransPac race seminar #5 is actually a cruise-in at Encinal YC. Tour race vets' boats and bring your own boat for show and tell. For more about the race or future seminars, go to [www.sfbaysss.org](http://www.sfbaysss.org).

**Feb. 25** — Celebrate the re-opening of the Bay Model after two years of construction at a gala! A new roof, 2,500 solar panels, structural work and a remodel make this Bay Area icon a must-see. Call for times. Info, (415) 332-3871.

**Feb. 25-26** — US Sailing Safety at Sea Seminar in Seattle. The two-day event meets requirements for offshore racers, and is perfect for all offshore sailors. Great timing for those sailing in the Singlehanded TransPac, Pacific Cup or Vic-Maui this summer. \$150 per person (\$250 for couples). Info, [seminars@thesailingfoundation.org](mailto:seminars@thesailingfoundation.org).

**Feb. 26** — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**Feb. 28** — The North Sails/Easom Rigging Lecture Series continues with Eric Goetz from custom race boat builder Goetz Custom Boats at South Beach YC, 7-8:30 p.m. Free. Info, [www.southbeachyc.org](http://www.southbeachyc.org) or [bill@3dl.northsails.com](mailto:bill@3dl.northsails.com).

**Feb. 29** — Take the Leap Day off to go sailing!

**February, 1982** — It Was Thirty Years ago from the *Sightings* piece 'mile rock to look like candy cane':

The Coast Guard has decided that the Mile Rock light structure looks kind of bland in plain old white. They'll freshen it

up this spring with some orange stripes.

We'd written the Coast Guard suggesting a pastoral scene. Perhaps a mural with cows, fruit trees, and a large vegetable garden would be appreciated



LATITUDE / LADONNA

**Sailors in this summer's Singlehanded TransPac and Pacific Cup Races will sail past a candy-cane striped Mile Rock, thanks to a 30-year-old painting scheme.**

by those coming in after many days at sea. Apparently the Coast Guard didn't think much of our idea.

**Mar. 3** — Sail a Small Boat Day. Free rides in a variety of different small sailboats at Richmond YC, 10 a.m.-3:30 p.m. Wear something warm and waterproof, and bring a PFD and change of clothes. Info, [www.richmondyc.org](http://www.richmondyc.org).

**Mar. 7** — In-the-water liferaft training class by Sal's Inflatables, 3:30-5 p.m. at Golden Gate YC, just before the Crew List Party. \$39. Reservations and info, (510) 522-1824.

**Mar. 7** — *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](http://www.latitude38.com) for details.

**Mar. 8** — OYRA Season Kick-Off Party & Skippers Meeting at Berkeley YC, 7 p.m. Info, [www.yra.org](http://www.yra.org).

**Mar. 8-11** — San Francisco Ocean Film Festival celebrates the sea with films that increase awareness. \$12 per program or

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Beneteau 370, 1991  
\$65,000



WestSail 32, 1977  
\$62,500



30' Cape Dory Cutter, 1982  
\$45,000



30' Albin Ballad, 1978  
\$25,000



Catalina 34, 1986  
\$39,000



36' Catalina MkII, 2002  
\$112,000



34' Legacy, 2003  
\$270,000



40' Cape Dory Explorer, 1993  
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## CALENDAR

\$85 for a Film Program Pass. Info, [www.oceanfilmfest.org](http://www.oceanfilmfest.org).

**Mar. 10-Apr. 29** — The 3rd Annual Cruisers Rally to El Salvador starts in Mexico and meanders 'rally style' to Bahia del Sol in El Salvador. No entry fee and no whining! Info, [el-salvadorrally.blogspot.com](http://el-salvadorrally.blogspot.com).

**Apr. 12-15** — Strictly Sail Pacific at Jack London Square. Info, [www.strictlysailpacific.com](http://www.strictlysailpacific.com).

### Racing

**Feb. 4** — Double Up & Back. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Feb. 4** — Perry Cup/Midwinter. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Feb. 11-12** — Londerville Cup, HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Feb. 25** — Island YC's Sadie Hawkins Race on the Estuary. Woman skipper, full crew. Chowder challenge afterward. Info, [iycracing@yahoo.com](mailto:iycracing@yahoo.com).

**Feb. 25** — Singlehanded #1. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Feb. 26** — Midwinter Champion of Champions. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Mar. 1-4** — Heineken Regatta, St. Maarten, West Indies. One of the world's great fun regattas — and some of the wildest parties. Info, [www.heinekenregatta.com](http://www.heinekenregatta.com).

**Mar. 3** — John Pitcher Memorial. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Mar. 3-4** — California Dreamin'. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Mar. 4** — Spring 1 & 2 PHRF. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Mar. 9** — Guadalupe Island Race, a biennial single- or doublehanded race from Marina del Rey that uses Baja's Guadalupe Island as a turning mark. Serves as a qualifier for this summer's Singlehanded TransPac. Info, [www.pssala.com](http://www.pssala.com).

**Mar. 10** — Mercury Series #1. EYC, [www.encinal.org](http://www.encinal.org).

**Mar. 10** — Spring Dinghy. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Mar. 10-11** — Big Daddy Regatta, a don't-miss Bay Area classic. RYC, (510) 237-2821 or [www.richmondyc.org](http://www.richmondyc.org).

**Mar. 17** — Get out of the Gate in the YRA-OYRA Lightship. StFYC, [www.yra.org](http://www.yra.org).

**Mar. 24** — If you missed your first chance to get out of the Gate, join Island YC's Doublehanded Lightship. Proceeds benefit United Cerebral Palsy. Info, [www.iyc.org](http://www.iyc.org).

**Mar. 31** — If the Lightship is peanuts to you, don't miss BAMA's Doublehanded Farallones. Info, [www.sfbama.org](http://www.sfbama.org).

**May 12** — If you prefer solitude, hit up the Singlehanded Farallones. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**June 30** — If that's not enough for you, test your mettle in the Singlehanded TransPac, a 2,120-mile slide from the Bay to Hawaii. SSS, [www.singlehandedtranspac.com](http://www.singlehandedtranspac.com).

**July 16** — And if you'd like to share the adventure with friends, the Pacific Cup is for you. Info, [www.pacificcup.org](http://www.pacificcup.org).

### Midwinter Regattas

**BERKELEY YC** — Midwinters: 2/11-12. Chowder Races: Sundays through March except when it conflicts with above. Bobbi, (925) 939-9885 or [bobbi@jfcbat.com](mailto:bobbi@jfcbat.com).

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

**CORINTHIAN YC** — Midwinters: 2/18-19. Michael, [racing@cyg.org](mailto:racing@cyg.org).

**ENCINAL YC** — Jack Frost Series: 2/25, 3/24. Info, [rearcommadore@encinal.org](mailto:rearcommadore@encinal.org).

**GOLDEN GATE YC** — Manuel Fagundes Seaweed Soup Series: 2/4, 3/3. Gary, (916) 363-4566 or [grsalvo@pacbell.net](mailto:grsalvo@pacbell.net)

**HALF MOON BAY YC** — Midwinters: 2/26, 3/18. Info, [www.hmbyc.org](http://www.hmbyc.org).

**ISLAND YC** — Estuary Midwinters: 2/12, 3/11. John, (510) 521-2980 or [iycracing@yahoo.com](mailto:iycracing@yahoo.com).

**LAKE MERRITT SC** — Robinson Memorial Midwinters: 2/11, 3/11. Vickie, (510) 236-8098.

**OAKLAND YC** — Sunday Brunch Series: 2/5, 2/19, 3/4.

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55' Tayana, 1988, <i>Samadhi V</i> .....	\$249,000	40' J/120, '00, <i>Dayenu</i> .....	\$174,900	35' J/35C, '91*.....	\$89,000
53' J/160, '01, <i>Mandalay</i> .....	\$579,000	40' Summit, '08, <i>Soozal</i> .....	\$579,000	34' J/34, '85, <i>The Zoo</i> *.....	\$29,900
52' Santa Cruz, '99, <i>Renegade</i> .....	\$495,000	40' Olson, <i>Elka</i> .....	SOLD	34' MJM 34z, '05*.....	Reduced \$299,000
52' Santa Cruz, '98, <i>Hula</i> .....	SOLD	38' Sabre 386, '08, <i>Kuai</i> .....	SOLD	33' J/100, Hull #9, '05, <i>Brilliant</i> .....	\$84,900
52' TransPac with IRC mods, '03, <i>Braveheart</i> *.....	\$499,000	38' Sabre 38 MkI, '84.....	SOLD	33' Back Cove, '08.....	\$269,000
50' Bakewell-White, '02, <i>Brisa</i> .....	\$615,000	38' Pearson True North*.....	\$239,900	32' J/32, '02, <i>Tango</i> .....	SOLD
48' J/145, Hull #9, '03*.....	\$675,000	36' J/109, '03*.....	\$189,000	30' Mull custom, '74, <i>The Shadow</i> .....	\$40,000
48' 1D48, '96, <i>Chaya</i> .....	\$99,000	36' J/36, '82.....	\$59,000	30' Olson 911S, '89, <i>Halcyon</i> .....	SOLD
47' Valiant, '81, <i>Sunchase</i> .....	\$90,000	36' Islander 36, '72, <i>Absolute</i> .....	\$40,000	30' Olson 30, '79.....	SOLD
44' J/44, '90, <i>Phantom</i> .....	New Listing \$239,000	35' J/105, '02, Hull #581, <i>Business Time</i> .....	\$99,000	30' Peterson Half Ton*.....	Reduced \$19,900
44' Kernan, <i>Wasabi</i> .....	SOLD	35' J/105, '02, Hull #520, <i>Sea Room</i> .....	SOLD	29' MJM 29z, '07*.....	\$269,000
44' Wauquiez 43 Pilot Station*.....	\$299,000	35' J/105, '01, Hull #463, <i>Trickster</i> .....	SOLD	28' Alerion Express, '02*.....	Reduced \$59,500
43' J/130, '96*.....	\$184,000	35' J/105, '01, Hull #405, <i>Swoosh</i> .....	SOLD	28' Islander, '79*.....	\$16,900
43' Custom C&C, '73.....	\$299,000	35' J/105, '01, Hull #400, <i>Lulu</i> .....	\$105,000	26' J/80, '01, <i>Whiplash</i> .....	\$32,000
41' J/124, '05.....	\$239,000	35' J/105, '00, Hull #347, <i>Bald Eagle</i> .....	\$99,000	26' J/80, '01*.....	\$32,900
40' Pacific Seacraft, '99, <i>DreamKeeper</i> .....	\$314,900	35' J/105, '99, <i>Life Is Good</i> *.....	\$73,900	26' J/80, '04, <i>Heart Attack</i> .....	SOLD
40' J/120, '02, <i>Alchera</i> .....	\$195,000	35' J/105, '92, Hull #44, <i>Orion</i> .....	SOLD		

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## CALENDAR

John, (510) 366-1476 or [j\\_tuma@comcast.net](mailto:j_tuma@comcast.net)

**REGATTAPRO** — Midwinters: 2/11. Jeff, (415) 595-8364 or [jzarwell@regattapro.com](mailto:jzarwell@regattapro.com).

**RICHMOND YC** — Small Boat Midwinters: 2/5, 3/4. Opti Midwinters: 2/4, 3/3. Bob, [bbranstad@gmail.com](mailto:bbranstad@gmail.com).

**SANTA CRUZ YC** — Midwinters: 2/18, 3/17. Info, (831) 425-0690.

**SAUSALITO YC** — Sunday Midwinters: 2/5, 3/4. Dave Borton, (415) 302-7084 or [race@sausalitoyachtclub.org](mailto:race@sausalitoyachtclub.org).

**SEQUOIA YC** — Winter Series: 2/11, 3/17. Redwood Cup: 2/5, 3/11. Info, [www.sequoiayc.org](http://www.sequoiayc.org).

**SOUTH BEACH YC** — Island Fever Midwinters: 2/18, 3/17. Info, [www.southbeachyc.org](http://www.southbeachyc.org).

**TIBURON YC** — Midwinters: 2/11, 3/10. Rob, [race@tyc.org](mailto:race@tyc.org).

**VALLEJO YC** — Tiny Robbins Midwinters: 2/4. Info, [www.vyc.org](http://www.vyc.org) or (707) 643-1254.

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

### February Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
2/04Sat	0224/3.0	0823/6.0	1528/-0.1	2238/4.6
2/05Sun	0309/2.8	0910/6.2	1603/-0.3	2309/4.9
2/11Sat	0150/6.0	0742/1.0	1400/5.1	1941/0.9
2/12Sun	0230/6.1	0842/0.8	1506/4.5	2028/1.5
2/18Sat	0216/2.6	0824/6.3	1513/-0.4	2217/5.1
2/19Sun	0311/2.3	0919/6.3	1556/-0.4	2255/5.3
2/20Mon	0400/2.0	1009/6.2	1634/-0.3	2329/5.5
2/25Sat	0122/5.6	0727/1.1	1346/4.6	1921/1.5
2/26Sun	0152/5.5	0812/1.1	1437/4.2	1957/2.0

### February Weekend Currents

date/day	slack	max	slack	max
2/04Sat	1020 2355	0121/1.7E 1335/4.4E	0438 1742	0729/2.4F 2045/3.3F
2/05Sun	1104	0206/2.1E 1418/4.7E	0522 1819	0813/2.7F 2119/3.6F
2/11Sat	0959 2205	0023/3.6F 1252/3.2F	0333 1559	0626/4.1E 1846/3.6E
2/12Sun	1102 2254	0109/3.3F 1352/3.0F	0415 1707	0716/4.2E 1940/2.9E
2/18Sat	1010 2337	0124/2.2E 1330/4.7E	0428 1724	0724/2.9F 2034/3.9F
2/19Sun	1104	0214/2.6E 1419/4.8E	0521 1809	0817/3.2F 2116/4.0F
2/20Mon	0017 1153	0255/2.9E 1502/4.7E	0609 1850	0904/3.3F 2152/4.0F
2/25Sat	0945 2146	0003/2.9F 1232/2.7F	0309 1542	0558/3.6E 1817/2.9E
2/26Sun	1034 2223	0040/2.5F 1320/2.4F	0343 1635	0640/3.5E 1902/2.4E

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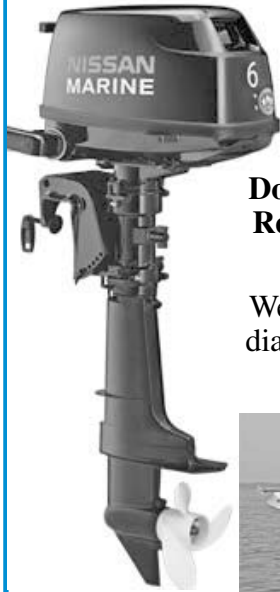


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## LETTERS

### ↑↓ **THE MAN IN THE WATER REEKED OF ALCOHOL**

At around 5:30 p.m. on New Year's Eve, I went down to a yacht harbor in Marin County to grab a forgotten item from my boat. When I got to the base of the ramp, I noticed a man trying to help an older, heavy-set man out of the water. Apparently the man in the water had unsuccessfully tried to make it down the ramp using a walker because of a recent hip injury.

I hurried down to help. Despite the cold saltwater dunking, the man reeked of alcohol. I could smell it before we even had him out of the water. Remembering the death of sailmaker Rui Luis from heart failure last June after he fell into the water, we had a passerby call 911 as soon as we got the man out of the water. The good Samaritan and I managed to get the man to his nearby boat so he could change into dry clothes and warm up.

Once the paramedics arrived, the other man and I felt the victim was in good hands, so we grabbed a long boat hook and used it to pull the man's walker out of the water. We also found a six-pack of beer that had apparently fallen out of the man's hands or walker and landed on the dock. I threw it in the trash.

In '08, one of my dock neighbors at Marina Village in Alameda fell off his boat in the middle of the night. I had walked by his boat after midnight — not long before he fell in and died — and saw him in the cockpit. He was totally inebriated. For what it's worth, he was a pilot for a major U.S. airline.

There's been a lot of talk about the need for ladders and other means of getting people out of the water around marinas. I think getting people into Alcoholics Anonymous or other rehab programs might do more than any number of ladders to prevent drowning deaths in marinas.

I also think marinas should start evicting tenants who frequently become inebriated. Maybe the threat of losing their boat slip will help people limit their consumption of alcohol.

Name Withheld By Request  
Sausalito

*Readers — We don't know how often alcohol is a factor when people fall into the water from a dock or boat and drown, but we suspect it's tragically frequent. So while we think ladders at marinas are a great idea, we agree with N.W.B.R. that they are not going to be the entire solution. We would also like to make it clear that alcohol consumption was not in any way a factor in Rui Luis's tragic death.*

*By the way, we edited this letter on January 17, the day after Jennifer Heather, 40, drowned at about 3:15 p.m. in a very narrow fairway of Southern California's Huntington Harbor that is chock-a-block with houses on both sides. It's unclear how she came to be in the water.*

### ↑↓ **THE CAPTAIN SHOULD ALWAYS HAVE THE FINAL SAY**

Latitude got it right in the January 18 edition of *Letronic* when you disagreed with the British Registrar's decision about who was responsible for the loss of life after a yacht delivery captain knowingly took off into forecasted storm conditions. The Registrar ruled that the yacht delivery company, based thousands of miles away in England, was responsible and that the captain, who knowingly sailed into those bad conditions, wasn't even 1% responsible.

Perhaps the Registrar's ruling was affected by the fact that there had been a similar incident with another Reliance Yacht Management delivery skipper in the middle of the Atlantic just two months before. Who knows, maybe the court decided to punish Reliance as an employer? But the reasoning of the court always offers a fascinating insight into cases that go





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## LETTERS

against common maritime law.

As both a maritime lawyer and a delivery skipper, I believe the captain should always have the final say on when to leave port. That's why I have made that stipulation an important part of my standard delivery contract. Not only do I retain the right to make the decision, but I have built in the amount I am to be paid for laydays because of either having to fix an unseaworthy item on the boat or because I have to wait for a weather system to pass.

It makes me sad to read about lives lost because a captain makes a bad choice not only for himself/herself, but for the other crewmembers, when he/she had the alternative to walk away. Someone would have to be desperate for a job to risk their life and that of others when the chips were stacked against them.

Linda Newland  
Port Townsend, WA

*Readers — Linda Newland has done a number of singlehanded and crewed crossings to Hawaii, and to our knowledge is one of only three Northern Californians to have singlehanded to Japan.*

*If you're interested in what we said, flip over to page 68 in Sightings for the complete text.*

### ↑↓ DIANA CHALLENGED THE SKIPPER'S DECISION

I think there is evidence that delivery skipper John Anstess wasn't considering his crew's safety when he set sail on the delivery of *Cat Shot* in December of '06. I clearly recall Diana Jessie — the well-respected Northern California circumnavigator who recently passed away — telling me and some dockmates about a conversation she had with Anstess before he headed north from San Francisco. He had come into Waypoint Marine to purchase a chart, although not a detailed one, of Northern California waters. During a conversation with Diana, he told her of his plans to head north. She challenged his decision knowing, as did he, that there was a big storm on the horizon. From what I understand, Anstess' two crew were not experienced sailors.

I wasn't surprised when I learned that the cat had flipped and all three aboard had died.

I can imagine a skipper going against the weather — and knowledgeable advice — only once. If he made it through alive with nothing worse than the crap being scared out of him, he could consider himself lucky.

You can call me a 'fair weather sailor', but I say shame on Anstess.

As for my dear friend Diana Jessie, may she rest in peace.

Karen Crowe  
Sogno d'Oro, Pearson 422  
Alameda

### ↑↓ "THEY SHOULD SHARE THE BLAME"

I don't completely agree with your view. Yes, I see your point about delivery captains' having the responsibility to themselves and their crew to decide if they will sail into bad weather. However, as you can see from the example you used, Reliance Yacht Management has a pattern of pressuring delivery captains into unsafe conditions. Maybe the responsibilities should be shared by Reliance and the delivery captain.

Ray Chang  
Blossom, Pearson Triton  
Alameda



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## LETTERS

*Ray — We respect your differing opinion. Nonetheless, we believe that only one person can make the final decisions on a boat, and that person has to be the captain.*

*By the way, we've received a credible report that the delivery skipper who died crossing the North Atlantic for Reliance in the winter made the decision to sail that far north. We hope to get permission to release all the details on that tragedy for the next issue, as they are quite illuminating.*

### ↑↓ DOESN'T RELIEVE THE SKIPPER OF HIS DUTIES

Hear, hear to *Latitude's* comments on a skipper's responsibilities on deliveries — which are no different than at any other time: responsibility to life, limb and vessel — which, by the way, belongs to an owner, not a delivery company — in that order.

Shame indeed on Reliance Yacht Management, too, and a fine be on their heads if their pressure tactics were real and significant. However, this still doesn't relieve the skipper of his obligations. May that message of responsibility be deeply internalized by all skippers.

Tim Dick  
Sausalito / Honolulu

### ↑↓ JUST FOLLOWING ORDERS'?

*Latitude's* recommended "F--k you!" to a yacht delivery company that pressures a delivery captain to set sail in terrible weather is the only legitimate response. Whether endangering your own life or that of others, there is absolutely no defense to 'just following orders'. The moment one compromises, the fault becomes shared, as should the unfortunate penalty.

John McNeill  
Yankee  
San Francisco

### ↑↓ TRANSPARENCY IN LEGAL PROCEEDINGS

My balanced view is that it would first be the captain's responsibility, but if it can be shown that the company issued unsafe directions with the threat of financial penalty, then the company is at least 50% responsible for what happened. And perhaps 100% if the captain and crew die as a result.

Tom Dalglish  
Waverly, Islander Freeport 41  
Seattle, WA

*Tom — It would have been nice if the Registrar had released the evidence of "pressure." After all, what's wrong with a little transparency in legal proceedings?*

*Given that international law states that a captain is in "ultimate command" of the vessel, and is "responsible for its safe and efficient operation, including navigation," it's our opinion that the delivery company would have had to apply an inordinate amount of pressure — as we mentioned, a knife to the throat of the captain's mother — for the captain not to be responsible. If it was merely a case of the company offering the captain a 50% bonus if he took off into the storm, we think the captain bears full responsibility.*

### ↑↓ STRANGE STUFF AT SEA AT NIGHT

In the December 28 *Lectronic*, you mentioned that Brian Thompson on the Jules Verne record-setting 131-ft trimaran *Banque Populaire* saw a light in the Southern Ocean that none of the very experienced crew could explain. You then asked if readers had seen similar mysteries when sailing at night. I have.

During an evening sail from Marina del Rey to Catalina Island on my Cal 25, I saw some strange and eerie figures.

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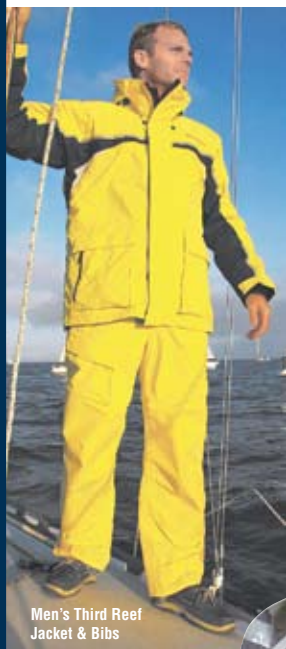


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## LETTERS

The first was a grotesque face looking up at me from below the surface of the water. Its tongue was sticking out at me. Next I saw faces looking up at me from both sides of my boat,



DAN BURBANK / ISS

and for several minutes at a time. They were Day-Glo blue in color, but also translucent. Then some of these people poked their heads out of the water and smiled at me.

If that wasn't enough, some of the people came out of the water and started running back and forth on the surface of the water in my boat's path. Some of these glowing people were close enough to touch, while others ran off and disappeared into the dark horizon. Their images were very clear, and I could make out quite a bit of detail.

**The 'Banque Populaire V' crew undoubtedly witnessed Comet Lovejoy — a.k.a., The Christmas Comet.**

The figures didn't come across as threatening, but playful instead. I didn't have the urge to jump out of the boat and run after them, but I was happy enough to watch them frolicking around in front of my boat. This 'show' seemed to go on for quite a while, until something snapped me out of it.

For the record, I hadn't been taking any medications or drinking any alcohol.

Don Feld  
Healing Lightly, Cal 25  
Marina del Rey

*Readers — It is widely believed that what Thompson and his fellow crewmembers saw on Christmas night was the newly discovered Comet Lovejoy.*

### ↑↓ **HAVING GONE TO COLLEGE IN THE '60S . . .**

In the spring of '92, we did a practice run from San Francisco to Monterey aboard the Freedom 44 cat ketch *Ivory Goose* in preparation for the Pacific Cup. I was alone in the cockpit for the midnight to 4 a.m. watch. I was well-rested and full of coffee, so I wasn't worried about becoming drowsy. We just happened to be beta-testing an early Trimble Navigation GPS system that was hooked into the steering, so I didn't have to hand steer or worry about our heading.

Around 3:30 a.m. I was jolted upright by the sight of a racing boat on port tack coming on strong from starboard to port across our bow. Although the boat was showing no lights, I could tell that she was really heeling over, and there were three members of the crew on the rail with their backs to me. One of them had blond hair. Their helmsman was looking away from us, so I started screaming and tried to muscle the wheel to turn our boat down. But as the Trimble unit was in control, I couldn't turn the boat. Just as we were about to T-bone the other boat, she was no longer there. Nothing.

It was the most believable hallucination I've ever experienced. And I went to college in the '60s.

Fred Walter  
Healdsburg

### ↑↓ **THE UNEXPLAINABLE**

It was about 10 p.m. on a late August night in '08, and we were sailing about 12 miles offshore about 30 miles south of Pt. Sur. It was very windy, with gusts to 40 knots. About this time our entire crew of four observed a shining area in the

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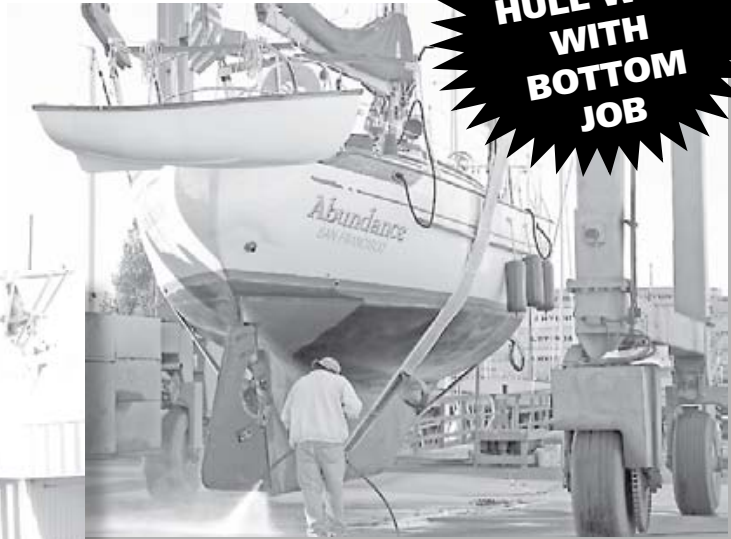
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## LETTERS

cloud cover as if there were a full moon. But there wasn't a full moon. The light was about 75 degrees above the horizon, and constant enough to steer by. It stayed there all night, so it wasn't the moon. We never could figure it out.

Lawrence Riley  
 Arowana, Diva 39  
 Richmond YC

### ↑↓ SPARKS LIKE FROM A ROMAN CANDLE

We left Marina del Rey bound for San Diego at midnight on a Friday in early November of '93. There was no wind. At 2 a.m., having rounded Palos Verdes Point, I saw this very bright white light from what I assumed was a boat. It seemed to come from the surface of the water about a mile just off our port bow. It was moving swiftly across our bow from left to right, appeared to be on fire, and was shooting out sparks like a roman candle. For the next two minutes, it continued its course toward the western horizon at what I estimated to be something in excess of 100 knots. I could not see any running lights or an outline of the boat. I can think of no rational explanation for what I saw.

Devan Mullin  
 Points Beyond, Shannon 38 ketch  
 Newport Beach / Key West, FL

### ↑↓ WIND IN THE RIGGING

I didn't see it, but the strangest thing I ever heard at night was an Italian men's chorus serenading me. It was a lovely treat to help the time pass, and I never did figure out the source. Wind in the rigging?

Bill Fleetwood  
 Blue Banana, Gulfstar 50  
 Monterey / Cartagena, Spain

### ↑↓ STRANGE STUFF NOT SEEN AT SEA

This is not about the strangest thing I've seen on the ocean, but rather the strangest thing I *didn't* see. We were on our way from Los Frailes to Cabo with a dead diesel. About 20 miles from Cabo, in a mill pond-like sea, we noticed that even though we had six knots of apparent wind from astern, and the boat was maintaining steerage, the GPS indicated that our boat speed over the bottom was 0.0 knots. Wow, we figured, it must be a strong current against us. But something just didn't feel right, so we turned the boat around 180 degrees. Now we had six knots of wind coming over the bow, there was a substantial current coming from astern, and our speed over the bottom was still 0.0 knots!

Perplexed, we got out the back-up GPS. It produced the same 0.0 reading. We were getting a little weirded out, so we turned the boat 90 degrees in one direction, then the other. We still had six knots apparent from the east, significant current from the west, but no movement over the bottom. Our chart indicated that we were in 2,000 feet of water, so we certainly weren't aground. We considered putting someone over the side to see if perhaps we were hung up on a fishing net or a long line, but the speed of the current past the hull made this a risk we didn't want to take on the open ocean.

By then we had some light from the coming dawn, so we launched the dinghy, and keeping it secured to the boat, looked to see if there was anything unusual in the very clear water. Nada. And mind you, we could easily see the silhouette of our keel and rudder. Our next trick was to pass a line completely beneath the boat. Taking a 40-ft length of light line, weighted in the middle with a shaft zinc, we led it under the bow and passed the ends down each side under the entire



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## LETTERS

length of the boat. Again *nada!*

So there we sat, trying to assure ourselves we were not hallucinating. Hell, we had run out of drugs months before and we don't drink at sea, so what was going on? We will never know, because as suddenly as whatever was happening, it went away. Our boat began sailing, albeit slowly, in the now very light breeze toward Cabo San Lucas. (Close with sound of theme from "The Twilight Zone.")

I swear it's all true.

Jimmie Zinn  
Dry Martini, Morgan 38  
Richmond YC

*Readers — We received a number of 'strange things seen at night at sea', so we're saving a few for next month.*

### ↑↓ DEEP PREJUDICE AGAINST YOUNG PEOPLE

I love *Latitude*, but I'm dismayed at the lack of even the slightest mention about 16-year-old Laura Dekker's incredible effort to become the youngest person to complete a circumnavigation. I realize you have a deep prejudice against young people attempting/accomplishing such feats, but her maturity and skill at managing to get a 38-ft ketch alone around the world is noteworthy. The fact that you intentionally ignore this girl and her accomplishment does not go without notice.

Rich Johnson  
Washington

*Rich — We haven't ignored Ms. Dekker's attempt, as we've written about it a number of times. But you're correct, we intentionally haven't gone out of our way to celebrate it.*

### ↑↓ HOPE THE SHRINK CAN HELP WITH OUR DISORDER

I'm writing with regard to the comment that appeared in the January 11 *Lectronic* regarding 16-year-old solo circumnavigator Laura Dekker: "All we know is that the perception of the bar for singlehanded around the world will be lowered as soon as Dekker reaches St. Martin because it will be "so easy that even a 16-year-old girl can do it."

The person who made that comment ought to have his head examined, as it has to be one of the most stupid opinions I've ever run across in your rag. Why not acknowledge that Laura is a superb sailor? Are you jealous? Misogynist? Have an anti-youth disorder? You know damn well the seamanship and courage it takes to brave the ocean alone, regardless of your age or gender. Why disgrace your otherwise wonderful magazine with such belittling twaddle?

Michael Childs  
Sparrow, 30-ft Seychelles gaff ketch  
Wilmington

*Michael — Please read the 'Lectronic item more carefully. Start with the second line of the second paragraph where we wrote: "... we admire Dekker's resolve, courage and skill." We don't believe that expresses jealousy or misogyny.*

*And if you read the last line of the piece again, you'll notice*

WWW.LAURADDEKKER.NL



**Dekker, 16, completed her solo circumnavigation in St. Martin on January 21.**



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## LETTERS

that we didn't write that doing a singlehanded solo circumnavigation was so easy that even a 16-year-old girl could do it — but rather that it would be the perception many people would take away. You might call it the 'Jordan Romero Effect', after the Big Bear resident who, 18 months ago, scaled Mt. Everest at the tender age of 13.

In a curious way, both Romero and Dekker have diminished their respective accomplishments, because they proved that a 13-year-old boy could indeed climb Everest, and that a 16-year-old girl could indeed solo circumnavigate. And on their first attempts! This is going to be puzzling to lay people who don't understand how critical favorable weather is to success in both climbing and sailing. Who would argue that far better climbers than young Romero have died trying to scale Everest, and that far better sailors than Dekker have died trying to sail around the world alone? In most cases it was a matter of the deceased's having been confronted by much worse weather.

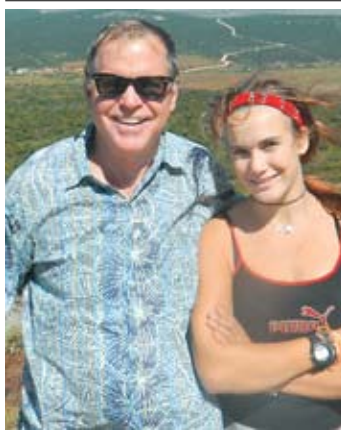
### ↑↓ LAURA CONSIDERS GUPPY TO BE HER HOME

Initially I was in agreement with *Latitude's* strong position against age-based sailing records. After all, one only needs to think of the problems endured later in life by child movie stars and Olympic gymnasts pushed by their parents. But I changed my mind when I serendipitously met Laura Dekker while in Port Elizabeth, South Africa. I found her to be competent and self-reliant. Furthermore, she insisted that the idea of a solo circumnavigation was hers alone.

No matter how much youth sailing records are discouraged, there will probably be youngsters who will continue to try to set them. As *Latitude* correctly points out, that doesn't make it right. But when there is a person of competence, such as Laura, she should be recognized for her accomplishment.

I first saw Dekker from afar at Durban, South Africa. The marina gate-keepers pointed out her 38-ft Jeanneau Gin Fizz *Guppy* to me. "Did you know," they said with reverence and wide eyes, "that a 16-year-old girl sailed that boat all the way across the Indian Ocean by herself?" It had taken 47 days, and she'd previously sailed across the Atlantic and the Pacific oceans. I actually wasn't aware of these accomplishments at the time, as I'd been sailing myself and hadn't followed her story.

During the next weather window, my crew and I sailed down



COURTESY JOHN COLBY

**John Colby enjoyed helping Laura during her stay in South Africa.**

the coast to Port Elizabeth, where we ended up berthing next to Dekker and *Guppy* at the yacht club. Since we'd rented a car to visit the Addo Elephant Preserve, I asked Laura, who hadn't visited any preserves, if she wanted to come with us.

It wasn't long before Laura took over the car navigator's job from my crew Craig, who was bungling it. When Laura later asked me if I thought it was safe for her to walk from the yacht club into town, I decided to err on the side of caution by saying no. The result was that I spent several days taking her shopping, to internet cafes, and to do laundry. She even ended up hanging out and having dinners aboard my boat — and always had second helpings. She even



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## LETTERS

joined four Americans and three Germans for Thanksgiving dinner.

As *Latitude* has often said, one of the great things about cruising is that great friendships are made very quickly, despite diverse backgrounds and age differences. Like most friendships, particularly those with a 48-year age difference, Laura's



**John reports Laura was a typical teenager, finding "adult" activities boring and annoying.**

and mine is based on mutual respect. There is no question that Laura is a teen, as she finds certain adult things to be "boring" or "annoying."

However, when topics such as sailing, passagemaking and weather at sea come up, her whole demeanor changes. She becomes serious and her voice lowers. It's as if she's suddenly transformed into a mature sailor.

Laura's upbringing has not been ideal, as her parents — who were independent by their mid-teens — moved around a lot. Laura was born in New Zealand, but even though she hasn't lived there in many years, she flies the Kiwi flag on *Guppy*. When asked where she considers home, "*Guppy*" was her answer. Few of us would want our children to have had her upbringing.

But if Laura is under pressure — and she certainly is — it is self-imposed. She just wants to finish the damn trip so she can be free to take crew with her if she wants.

There is no question that Laura's youth record attempt generates interest. *Guppy* was initially asked to dock next to the Volvo Race boats in Cape Town. But she was asked to move her boat after it drew more attention than did the Volvo boats. But she was invited — and she accepted — to do a day race aboard one of the Volvo boats.

Laura is a public relations person's nightmare. When the Port Elizabeth YC secretary told her that a local television person wanted to see her, Laura had a one-word response: "No!" Laura does sell a weekly column to a Dutch newspaper, and Santa Cruz documentary film maker Jillian Schlesinger meets her at various ports around the world to get footage. But the local press interest in ports can be overwhelming, and even her documentary crew frustrates her. One of the first things she told me in Simon's Town was what a pain it was to have a cameraman and sound guy around.

Laura and I left Port Elizabeth together, and initially motorsailed into winds that gusted to 28 knots when leaving the large bay. Laura told me over the VHF that water was somehow coming in, and her main salon cushions and books had gotten soaked. "But I'm okay!" she added in a cheerful voice. The next day she tore away some paneling and found the source of the leak under the amidships cleat. A cleat had been torn loose by the heavy surge in Port Elizabeth. She got out the sealant and fixed it.

Laura told me that while in the Indian Ocean, one of the ubiquitous southern swells had collided with other swells to knock *Guppy* down and fill her cockpit. There was no panic or concern on Laura's part. She simply got her camera and filmed the water sloshing around until it drained out. Laurence Gonzales, the author of *Deep Survival*, would probably call Laura the ultimate survivalist, as she is able to step

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## LETTERS

outside problems and not be overwhelmed by them.

I write this several days before Christmas and note that Laura will be alone at sea on Christmas Day as well as New Year's Day. That is determination!

I think her around-the-world goal and sailing is carrying her through adolescence with flying colors. And her competence and knowledge are carrying her safely around the world. Even old guys have had childhood dreams of sailing around the world. Some are just able to fulfill those dreams at an earlier age.

John Colby  
Iris, Hylas 42  
Portland, OR

*John — Thanks for the interesting first-hand report. We think we can all agree that what Laura has accomplished is tremendous. Yet it's not something we're going to go out of our way to celebrate or encourage. There are three reasons:*

*1) Such stunts — and we do consider them to be stunts — will merely encourage ever-younger kids in search of fame and money. And at what age do child sailors become 'too young'? Is it twelve? Ten? Seven? 2) We don't believe someone in their mid-teens has the mental capacity or life experience to intelligently evaluate whether a solo circumnavigation is a risk worth taking. And 3) what do age-based sailing records prove anyway? We'll grant you confidence, determination and perseverance. On the other hand, we'll wager that any number of junior sailors could sail circles around a lot of the age-based record holders and record seekers. The thing that would impress us is if any of the age-based record holders, at age 18, were able to demonstrate superior sailing skills in head-to-head competition — say a 1,000-mile singlehanded race — with their peers.*

*You describe Dekker as the "ultimate survivalist" because she was calm enough to film water draining out of her cockpit after a knockdown and because she was brave — or whatever — enough to be offshore on Christmas and New Year's Day? Give us a break. Ultimate survival is being able to remain calm enough to live through a crossfire when outnumbered in Afghanistan. Or when you have to gnaw your arm off to get free of a boulder that's trapped you during a solo climb in the middle of nowhere. Or when you grow up in some violence-torn, drought-ridden Third World country where there isn't enough food to eat.*

*Yes, we're impressed with what Dekker has done, but there's no way of knowing whether any number of her sailing peers could have done the same thing. For the record — pardon the bad pun — the World Speed Sailing Record Council does not recognize age-based sailing records. Neither does the Fédération Aéronautique Internationale, which oversees aviation records.*

### ↑↓ THE WORLD ACCORDING TO LATITUDE

I want to thank *Latitude* for not hyping teens setting age records for sailing around the world. You have a great outlook on sailing and life in general. Thanks for being out there.

Pat Gilhooly  
Corpus Christi, TX

*Pat — Thank you. That said, we want to remind everyone that we just express our opinions; it's not as if we're handing down Gospel Truth from on high. So feel free to rip into us.*

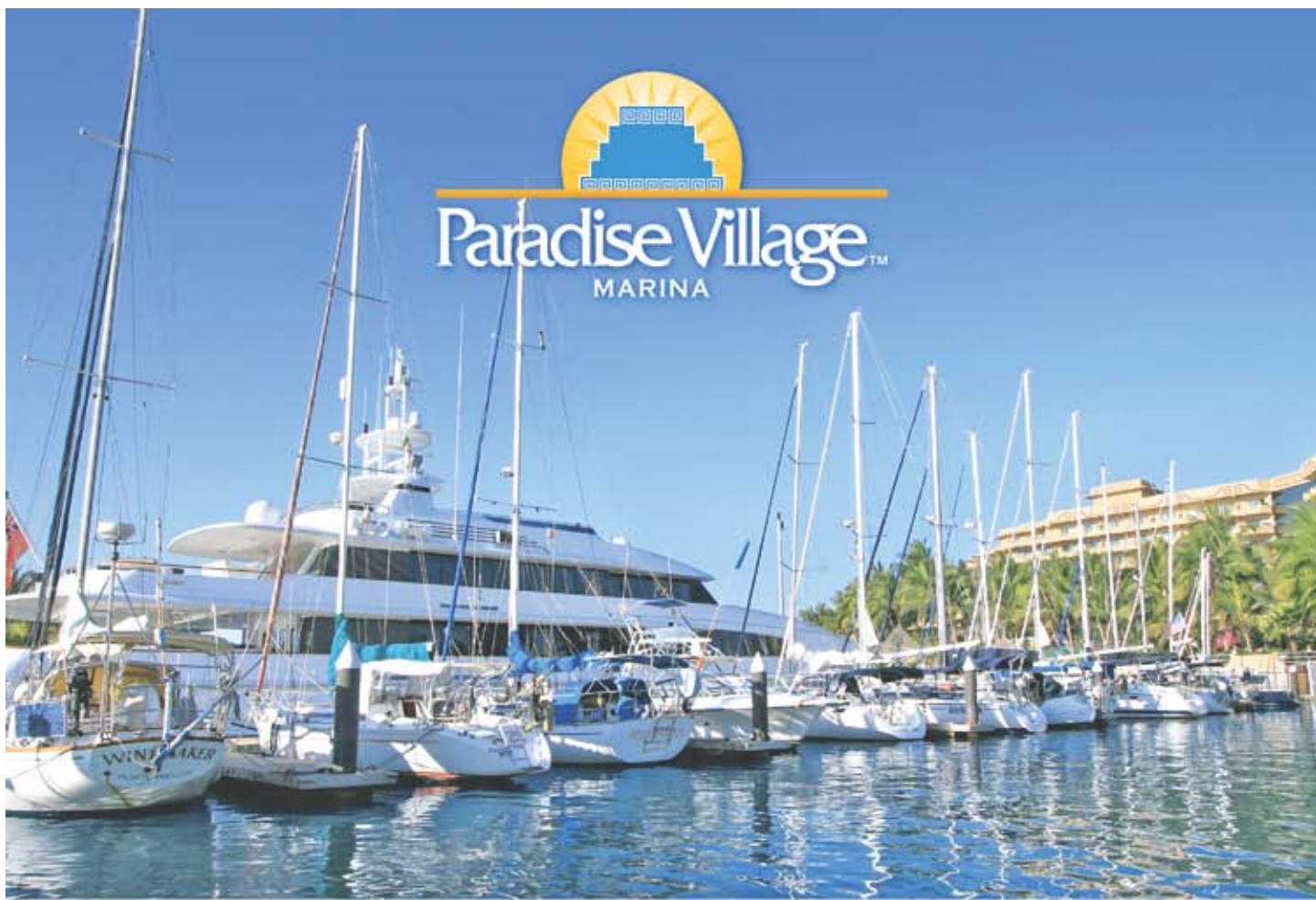
### ↑↓ "GIMME A BIG MAC"

I took the accompanying photo of a MacGregor 65 rotting away in Moss Landing. Didn't she belong to boatyard owner





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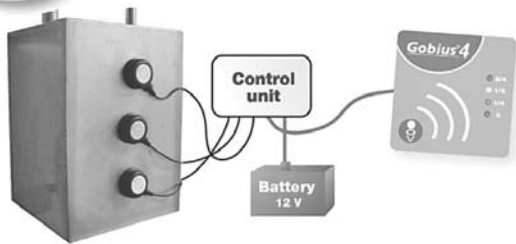
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## LETTERS

Hal Nelson back in the '80s? Who would let a boat go like this?

Tom Van Dyke  
*en pointe*, Searunner 31  
San Francisco



TOM VAN DYKE

**Could this really be Hal Nelson's old MacGregor 65? The answer is no.**

Tom — According to Carl Nelson, that is/was not his father's old Black-jack, which Hal modified as heavily as he raced her. Since the 65s were built of fiberglass, it's unlikely Andiamo is "rotting away." In fact, there may be a deal there some-

where for a person with an abundance of elbow grease.

The Mac 65s hit the yachting industry like a bombshell when introduced in the '80s, as they originally sold for about \$115,000 — or about what just the raw materials were rumored to cost for a Santa Cruz 50. Approximately 100 of the 'Big Macs' were built during the eight-year run that ended in '95. Improbably, production of the 65s was stopped not because of lack of buyer demand, but rather to dedicate the entire five-acre MacGregor site to building the water-ballasted, trailerable MacGregor 26Ms, for which there was insatiable demand.

Criticized by some as being lightly built, the skinny Mac 65s nonetheless established some important race records, even in head-to-head competition with more expensive and highly regarded Santa Cruz and N/M 70s. In '85, for instance, Dick and Camille Daniels's Joss averaged 10.5 knots for 1,150 miles to beat all competitors in the Los Angeles to Puerto Vallarta

Race. Five of the first seven boats to finish that race were Mac65s. Joss's record stood for 19 years — nearly an eternity — before being eclipsed by Doug Baker's Long Beach-based Andrews 80 Magnitude 80.

While the stock 65s perhaps weren't rugged enough for extensive rough-weather racing, the Mac 65s were popular with their owners. We know of one fellow who bought a regular model because he couldn't wait to take delivery of his ordered pilothouse version, and happily ended up owning two of them.



COURTESY MACGREGOR YACHTS

**The new MacGregor 70 'Anthem' is ready to sail away for \$250K.**

If we're not mistaken, singlehander Hans Vielhauer of Sonoma did a circumnavigation with a Mac65 before passing. And after some Ha-Ha's and cruising in Mexico, Bob Callaway of Pleasant Harbor, WA, did a Puddle Jump and is apparently still cruising the South Pacific with Braveheart.

According to the MacGregor website, consideration is being given to reintroducing the 65, but in a version lengthened to 70 feet and fitted with a ketch rig. Two have been built, including the company's Anthem, which apparently beat legendary sleds Merlin and Ragtime to the finish line of the Ensenada Race.

MacGregor Yachts was started by Roger MacGregor as part of a Stanford University MBA project in the '60s. The company has subsequently sold over 36,000 sailboats, most of them in smaller sizes, under the Venture and MacGregor brands.

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## LETTERS

### ↑↓ ANOTHER TAKER FOR A SOCAL HA-HA

I'm hoping you've gotten lots of positive response to your October editor's note saying that you would put on a SoCal Ha-Ha if 30 boats were interested. Count us in!

Mike Leneman of MultiMarine hosts a Summer Splash to Catalina from various Southern California ports each September. Last year we had 30 boats, including some large cats and tris. A few of us did some extra Channel Islands ex-



JEFF DUNNAVENT

**'Origami' is ready to roll for a SoCal Ha-Ha.**

ploring before the event and, while anchored off Santa Rosa Island, discussed the fact that the South Coast needs a proper rally event to take advantage of late summer weather and the great National Park. I've spoken with Mike, and he said he'd be happy to coordinate his Splash efforts with a SoCal Ha-Ha, if you're game.

If a SoCal Ha-Ha is really in the works, I'd rally the ocean-going contingent of the Bay Area Multihull Association (BAMA), as it would be a great event for many California sailors who just can't take enough time off to do a Baja Ha-Ha. And count me in as a volunteer to help bring such an event to life.

Greg Carter  
*Origami, F27*  
Sausalito

Greg — Thanks for the offers. There seems to be enough interest, so we're making inquiries with various harbors and government agencies to see what obstacles there might be. Right now we're waiting to learn when Santa Barbara plans to start the dock renovations at Marina 1, which would all but tie up that harbor.

In any event, we'll be happy to coordinate — or at least not conflict — with Mike's Summer Splash, an event we've always wanted to do. We'll keep you posted.

### ↑↓ WANT TO PLAY IT SAFE? THEN STAY AT HOME

As many *Latitude* readers know, Pamela Habek and I were the first two legally blind people to not only do the Ha-Ha, but to sail across the Pacific. The main reason we didn't continue

farther was due to the risk of Pam losing all of her vision after she suffered a sudden torn retina while we were in Vanuatu. It was very difficult for her to quit our attempt at a circumnavigation, but it was the right decision for her.



COURTESY SCOTT DUNCAN

**Pam and Scott assumed the risk of adventure.**

There are many things that trouble me on both sides of the Dennis Howard/Coast Guard incident, but the greatest of these is 'able-bodied' people saying that disabled people should not be allowed to undertake such challenges because it will cost taxpayers money. Any transoceanic voyage is dangerous. It is exactly the challenge and the thrill of the danger that calls so many of us to assume those risks of adventure. If people want to play it safe, they should stay home and huddle in the corner playing Wii.

I only hope that other modern-day adventurers will con-



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## LETTERS

tinue to push the limits in life, even if it is dangerous. After all, this is how Edmund Hillary made it to the summit of Everest, how America placed a flag on the moon, and yes, even how Pam and I stepped onto a dock in Sydney Harbour to hoist a well-deserved schooner of beer.

On a personal note, you may soon see me singlehanded across the Atlantic on a very small boat. The bug has bitten me.

Scott Duncan  
Disability Program Analyst  
U.S. Department of State  
Washington, D.C.

*Scott — Without casting judgment on the Howard case or what you and Pamela accomplished, you don't really believe that all transoceanic voyages are of equal risk, do you? We think the skill of the skipper and crew, the preparation of the boat, and the quality of the construction and maintenance have a lot to do with how voyages turn out. Consider the case of modern 950-ft cruise ships that take thousands of passengers from one great Med port to another. What could possibly go wrong with one of them? Er, wait a minute, maybe that's not such a good example.*

*Our philosophical position is that people who are old enough to understand the risks of more extreme adventures should be able to assume them — as long as they don't count on taxpayers to go to extreme expense to save them or to take over the cost of raising their orphaned children.*

### ↑↓ **OBAMA, ABORTION AND THE ECONOMY ARE ALL THE FAULT OF THE BIKINI**

I found your comments in the January 6 'Lectronic about the four models wearing retro bathing suits for publicity at the opening of the London Boat Show to be worth thinking about. As usual, you prefer to see a maximum amount of female flesh. But you might want to think about this: When the more modest retro-style of bathing suit was the norm, say in the late '40s and '50s, this country was near its peak, socially, morally and in terms of personal happiness. Then came the bikini, which you love so dearly. And what do we have today? Legal murder by abortion, same sex marriage, Obama, perverts, overcrowded jails, an economic mess like never before, and unemployment without solution.

I think that I would prefer a little less skin and a little more morality.

Robert Lockwood  
Celebration, Gulfstar 50  
Alameda



WEBB LOGG

**This isn't as sexually stimulating as it is beautiful.**

*Robert — Fascinating letter. When it comes to bathing suits, our personal preference is for whatever suit best complements a woman's physique and personality, and which she's most comfortable wearing. Since the brain is the biggest and most potent sex organ, more skin certainly doesn't necessarily equate to more stimulation, at least for us. For example, we don't find sleek 20-year-old French girls frolicking in the surf at St. Barth wearing only tiny bikini bottoms to be sexually stimulating, but rather marvelous celebrations of nature and youth. We admire them in the same way we admire beautiful flowers.*



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## LETTERS

*But if we had to pick a favorite suit for an even slightly older woman, it would be a more sophisticated sleeveless one-piece black suit cut high in the thighs to accentuate the legs' length, but also have a nearly turtleneck collar that says the woman is confident enough in her ability to attract attention without feeling the need to resort to 'working the rack'. She might not be the first woman in a crowd who would attract our attention, but all things being equal, she would likely get more appreciative and lasting attention.*

*While we agree with your assessment that civilization is in a downward spiral, we don't agree that the bikini is the cause, or that the things you cited are evidence of the decline. In our estimation, it's the insatiable lust most people have for money, and the almost universal infestation of corruption at all levels of government, that are both the main causes and primary evidence of the decline.*

### ↑↓ THE SOUND OF TWO GROWN MEN GIGGLING

In the late '80s I helped deliver *Nadejda*, a 60-ft steel boat from Moss Landing to San Diego. The Colin Archer design was beautifully outfitted and, because of her great beam, was larger down below than most houses in Pacific Grove. And the aft master stateroom featured a claw-foot bathtub, with a hatch above to keep things from becoming too steamy.

In any event, we departed Monterey Bay in a northwesterly gale and heavy following seas. The weather conditions weren't a concern since the boat was such a tank, but two of the crew became too ill to stand watch for the first leg. Once we rounded Conception and reached flat water, my shipmates miraculously perked up and gave me some needed relief from the helm. At that point Jay, the owner and skipper, invited me to take advantage of the luxury of a bath as a reward for my having stood extra watches. I was all for it, as I had never taken a fresh water shower on a boat before, much less a hot bath!

After easing myself into the warm and soapy water, I closed my eyes and felt a sense of complete relaxation. But it didn't last long. Although I'd heard the sound of two grown men giggling, I didn't open my eyes in time to see the five gallons of icy sea water being dumped down the hatch and onto my head.

Thanks, Jay and Mike; those were good times. But just remember, revenge is best served cold.

Brian Ackerman  
West Wind, 1927 Monterey Clipper  
Moss Landing

### ↑↓ KEEPING THE ADMIRAL HAPPY WITH A BATHTUB

We have a bathtub — or what I call a 'sitz tub' aboard our Deerfoot 62 cutter *Moonshadow*. It is a bit shorter than a home-sized bath, has higher sides, and has a step on one end that is perfect for sitting on. In theory, one could have a relaxing bubble bath in it, but out of reverence for the hard work our watermaker has to do, we've never indulged.

Ironically, the thing we really appreciate about the tub is that it's perfect for taking a shower. You see, we shower every day, no matter if we're on the hook or on a passage. We encourage our crew to do the same. When it's rough, the tub comes in handy because the person taking the shower can sit down and wedge himself in while showering. This can be done even when a stand-up inside shower or a deck shower might be untenable. The tub also helps keep the water going where it should — down the drain as opposed to all over the furniture in the head.

When partially filled, the tub has an endless number of





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## LETTERS

uses, starting with soaking salty foul weather gear, aching feet, questionable fruit and vegetables, laundry, or anything else you can think of when the sea state would not be conducive to the use of a bucket or the galley sink. When it's all done, a flick of the switch gets rid of the water.

A bathtub is definitely a luxurious touch by liveaboard cruising standards, but it is one of those features of the boat that helps keep the Admiral happy. And when the Admiral is happy . . . you know the rest.

By the way, *Moonshadow* remains for sale in Jacksonville, Florida. She's done one very long lap around the planet and is ready to go again. If she doesn't sell by April, we plan to cruise up the East Coast for the summer.

George Backhus & Merima Dzaferi  
*Moonshadow*, Deerfoot 2-62  
Ex-Sausalito / Auckland, N.Z.

### ↑↓ BUT NOT IN SEAS OVER FIVE FEET

Ever had sex in a sailboat sitz tub while doing the Baja Bash? I recommend it. The rougher the better. I'm talking about the sea state, not necessarily the sex.

Anonymous  
Stockton Sailing Club

### ↑↓ MOVING TO ANOTHER PART OF THE HEAD . . .

I recently read an article in another sailing magazine about composting toilets and the Airhead Composting Toilet in particular. On the manufacturer's website they claim no odor, no holding tank, no clogging, fewer breakdowns, less maintenance, easy installation, low cost, good on the environment, no hoses and all that stuff.

It almost sounds too good to be true, so I'd like to hear from someone in the area who has used or still uses a composting toilet. Do they work as well as is claimed, and particularly, are they really virtually odorless?

Gordo Klenk  
*Perigee*, Beneteau 43  
Truckee / Emeryville

Gordo — We'll be as interested as you in the responses.

### ↑↓ WHY NOT REDUCTIO AD ABSURDUM?

In the November *Latitude* there was a reference to philosopher Ludwig Wittgenstein by the publisher in an editorial response, as well as references to quantum mechanics by *Max Ebb* in his column. I don't see that kind of stuff in the downstream sailing rags.

I have always wanted to name a boat *Private Language*, but I've only done so in a parallel universe.

Tony Johnson  
*Whisper*, Catalina 22  
San Francisco

Tony — We're not trying to be 'higher brow than thou', but we did go to college and assume that most of our readers did also. And when we get a letter like the next one, we just can't help ourselves.

To set the record straight, we had to refer to the Stanford Encyclopedia of Philosophy to fully appreciate your *Private Language* joke. Pretty funny.

### ↑↓ FROM A HUFFY TO A FOLKBOAT

I've been following the *Latitude Classifieds* for several years and am curious if you have a way of telling whether boats that no longer appear in ads have actually sold or if

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## LETTERS

their owners have simply taken them off the market for a lack of buyers. This info might help me in future negotiations for a boat.

I might add that I'm currently in Penang, Malaysia. While dock haunting one afternoon, I met Allen and Margaret, a couple who are doing a circumnavigation aboard their junk-rigged schooner *Zebedee*. They were delightful, and generous with their advice and stories of their adventures. This often seems to be the case when I walk the dock and meet cruising sailors.

I've been traveling for seven years, mostly in Asia, although I returned to the U.S. in '09 to complete a seven-month bicycle ride through the States that covered 13,700 miles and crossed into 32 states. I had a BOB trailer for my camping equipment, and had an amazing time.

But I must say, I'm a big fan of taking off on a sailing adventure, and am researching boats, mostly styles that are knockoffs of the Folkboat, such as the Pearson Triton. My funds are modest and I want to keep things small and simple. Like the Pardeys. And because my funds are modest, I want to get the best deal on a boat that I can.

Allen Sneidmiller  
Chico / Penang, Malaysia

*Allen — We're intrigued by your email address, which starts with 'heraclitus'. Heraclitus was, of course, the pre-Socratic philosopher from Ephesus — now Turkey — best known for his contempt of mankind and his belief in constant change. "You can't step in the same river twice" is his best known dictum, and his belief that "up is the same as down" seems to have a delightful whiff of Buddhism.*

*Enough of that. We can't give you any exact figures, but boats are no different than houses in the sense that when the market is soft — as it certainly has been for some time — inventory frequently gets taken off the market after not selling for a period of time. For instance, we know of a number of cruisers who have their boats up for sale because they want to move up to larger boats or switch from monohulls to more expensive catamarans. But if they can't sell the boat they already have, they can't afford the new boat. So when the November-to-May cruising season in Mexico rolled around, they took their boats off the market and took off for tropical Mexico. For a slight variation on this theme, see the letter above from circumnavigator George Backhus.*

*But take our word for it, there has never been a better time to get a bargain on a boat, no matter what price range you're in. The struggling — but maybe slightly improving — economy in the U.S., the debt woes in Europe, the aging population — everything favors great deals for boat buyers.*

*Without any disrespect, it sounds as if you know about as much about sailboats as we do about bicycles. We base this on your comment that a Triton is a "knockoff" of a Folkboat. That's not really true, as about all they have in common is a single hull, a single mast, a rudder, and a full keel. Until you've been into sailing for a period of time, it's hard to appreciate the seemingly subtle but nonetheless substantial differences in boats.*

*Assuming you want to cross oceans on a budget, the biggest decision you'll probably need to make is where you want to be on the speed/comfort spectrum of boats. If simplicity is your thing — as it is ours — you might be interested in a boat that is more on the performance side. No matter if you opt for more speed or more comfort, we think you're going to have a blast exploring the world by boat, and at a surprisingly low cost.*

*Oh, and to answer your original question: no, there's no way for us to track which Classy boats sold or were merely*

**"Heck, if I were dumb enough to own three boats, there's no doubt she'd be fitted with a VariProfile as well!"**

*Peter Stoops*

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*My Swan 36 is an old boat (40 years), but she's still meant to be a relatively fast one. I looked at all the available props and settled on the VariProfile. It was feathering vs. folding, it had excellent drag and thrust characteristics, it was easily adjustable underwater, and the sales/technical/customer service assistance I received — and continue to receive — at all phases of the purchase was top-notch. In fact, I liked the VariProfile well enough to buy it again — this time for our other boat, an old Swan 40. That prop has taken her across the Atlantic and the Mediterranean quickly and with no problems.*

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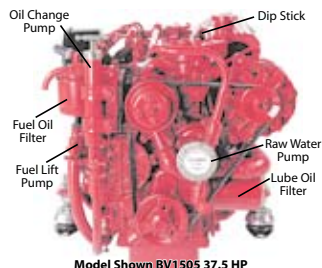
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## LETTERS

pulled from the market.

### ↑↓ CARIBBEAN TIPS

A friend of mine recently crossed the Atlantic and is in Grenada. He'll be headed north shortly to St. Martin and Antigua. What airports in that region are the least expensive to fly into? He'll be in the Caribbean all season.

Dave Benjamin  
Island Planet Sails

Dave — Ticket prices to the Caribbean vary wildly depending on the airline, the month, the day of the week and loads. You can fly to some of the big islands directly from Miami or New York, or else you have to fly into the big Caribbean hubs of San Juan



WEBB LOGG

or St. Martin and then catch puddle jumpers from there. We'd look around on kayak.com or similar websites to see what you can come up with.

If you're a thrill-seeker, we'd recommend flying into St. Martin. This is a real photo.

or St. Martin and then catch puddle jumpers from there. We'd look around on kayak.com or similar websites to see what you can come up with.

If you have a couple of weeks, we'd start in Martinique or Antigua, then work toward St. Martin or the British Virgins rather than vice versa. That's assuming you're of the school of thought that believes it's more fun to reach and run than beat into the trades.

We know that you did a season cruising in Mexico, so we're going to warn you to be prepared for: 1) Severe sticker shock, as the prices of everything — especially food — are astonishingly higher, and 2) island populations that are generally much less friendly than the people of Mexico. On the other hand, you're going to love the clear water and consistent sailing breezes.

### ↑↓ THOUGHTS ON SHOREPOWER CORDS

Why is it that almost every boat in every marina is plugged into shorepower? What's the point in having miles of heavy electrical cord servicing phantom loads on boats — boats which, in many cases, are seldom visited? Sure, you need the shorepower if your boat leaks and will sink once the bilge



TIM SELL

pump goes off and the battery runs out of juice. And yes, you need to keep your boat plugged in if you've got frozen bait in the freezer.

But aren't boats supposed to represent freedom and independence?

Winter is prime time for shorepower cords to burn up from overloading.

Can you imagine a Viking saying, "Hey Erik, get the shorepower unplugged, we gotta go raid the English." Or on the *Deadliest Catch*: "Hans, get the shorepower cord, we gotta go catch some king crab."

For the cost of a shorepower cord and an electrician to fix the sockets that often go bad, you can buy a solar panel that will keep making power for the next 15+ years. And can you imagine the awful working conditions in some Third World country where factory workers have to labor to bring us a

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Dear Sailor,

Have you ever tried to describe why you love sailing to a non-sailor? To convey the joy and exhilaration of moving across the water powered only by the wind? Of being completely in the moment, balanced between wind, waves and current?

By telling the story of Bay sailing, you share our world of adventure, freedom, and self-discovery with a future generation of sailors.

Help share our mutual passion for sailing by joining me and SailSFBay in our support of ac-

claimed filmmaker Ron Blatman's upcoming project, *Sailing the Bay*. Blatman's highly-rated PBS documentary 'Saving the Bay' won four regional Emmy Awards, and very effectively spread awareness about the rich history and sustained health of our San Francisco Bay. The same magic Blatman and his team conjured to create 'Saving the Bay' will now produce 'Sailing the Bay', a one-hour film that will debut on KQED just ahead of the America's Cup in Spring 2013.

Our immediate goal is to raise \$50,000 in seed money for the project. All we need is for sailing enthusiasts like you to show support with a tax-deductible donation of any size: \$10, \$25, \$50 or more. It's important to show potential sponsors that the sailing community is behind this project and dedicated to nurturing our sport.

I invite you to join me, and the sailing community to which you belong, in sharing the story of Bay sailing with a wide audience. Please make a tax-deductible gift that will produce huge returns for the next generation of sailors.

Sincerely,



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## LETTERS

50-ft shorepower cord that costs \$100?

In my opinion, having shorepower to run all kinds of consumer goods is what's wrong with boating today. Nothing says 'I'm not staying here for very long' like an array of solar panels. And if you really want your neighbors to be more than happy to help you get your boat ready for a cruise, you might install a wind generator. They really howl.

Tim Sell

Lucky Star, Brent Swain 36  
Sausalito / Honolulu

Tim — Like you, simple is our personal preference. That's why we don't have blenders, coffee makers, ice makers, bread machines, televisions or toasters — let alone a microwave oven — aboard Profligate. And which is why Doña de Mallorca, who is in charge of domestic matters aboard Profligate, often unplugs or turns off the shorepower when we leave the boat for even a few days. Yes, we have solar panels to keep the house batteries topped off. But sinking is not a concern because Profligate has five separate bilges in each hull.

But if we're not mistaken, the number one reason for having shorepower connected is to keep the bilge pump running if the boat begins to leak. Most solar panel arrays in Northern California are not going to be able to keep up with the electrical needs of a bilge pump that's going non-stop. Juice is also used to keep a humidifier and/or fan on in the winter in order to prevent mold. To our thinking, those two reasons are enough to justify hooking up.

### ↑↓ HOW ABOUT AN A-CUP RACE TO THE FARALLONES?

You asked for suggestions about America's Cup courses. Well, I'm asking *Latitude* to please rally the sailing community, the media, and America's Cup officials for a Farallon Islands leg. It would lend a lot of drama — especially during a reinforced tradewind — and would truly challenge both the men and the machines. The boats would be followed by helicopters that would broadcast the drama. And the course would be sailed no matter how strong the winds or how big the seas.

Heavy weather sailing for the Cup would be spectacular!

Philip Hoffman  
Bolinas

Philip — Sounds like lots of fun! Alas, the most extreme racing boats are designed and built to meet conditions they are expected to race in. As Buddy Melges once famously noted, an ideally designed and built America's Cup boat would fall apart the second she crossed the finish line of the last race. If she didn't, she would have been overbuilt and therefore slower than she could have been.

To ask America's Cup sailors to sail a leg out to the Farallones and back no matter how strong the winds would be like asking Formula One car racers to drive the Baja 1000. Not that smart. If, on the other hand, the weather guys could promise less than 15 knots of wind and flat water, we'd be totally in favor of one such race. It sure wouldn't take long, would it?

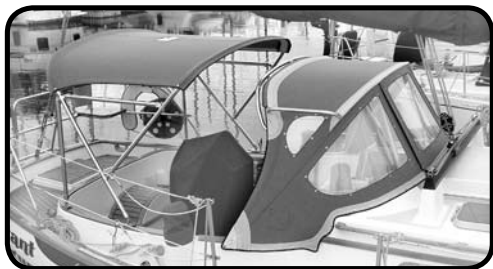
Not to be snarky, but Northern California doesn't have tradewinds, let alone reinforced tradewinds. Bay and Delta winds come from the Central Valley heating up during summer afternoons, which causes the cold ocean air to be sucked in through the narrow gaps toward the Valley in order to equalize the pressure. The hotter the Central Valley, the stronger the winds — unless there is a big high pressure area over the entire area. San Francisco Bay winds are generally lighter in the winter because there isn't a very big difference in temperature



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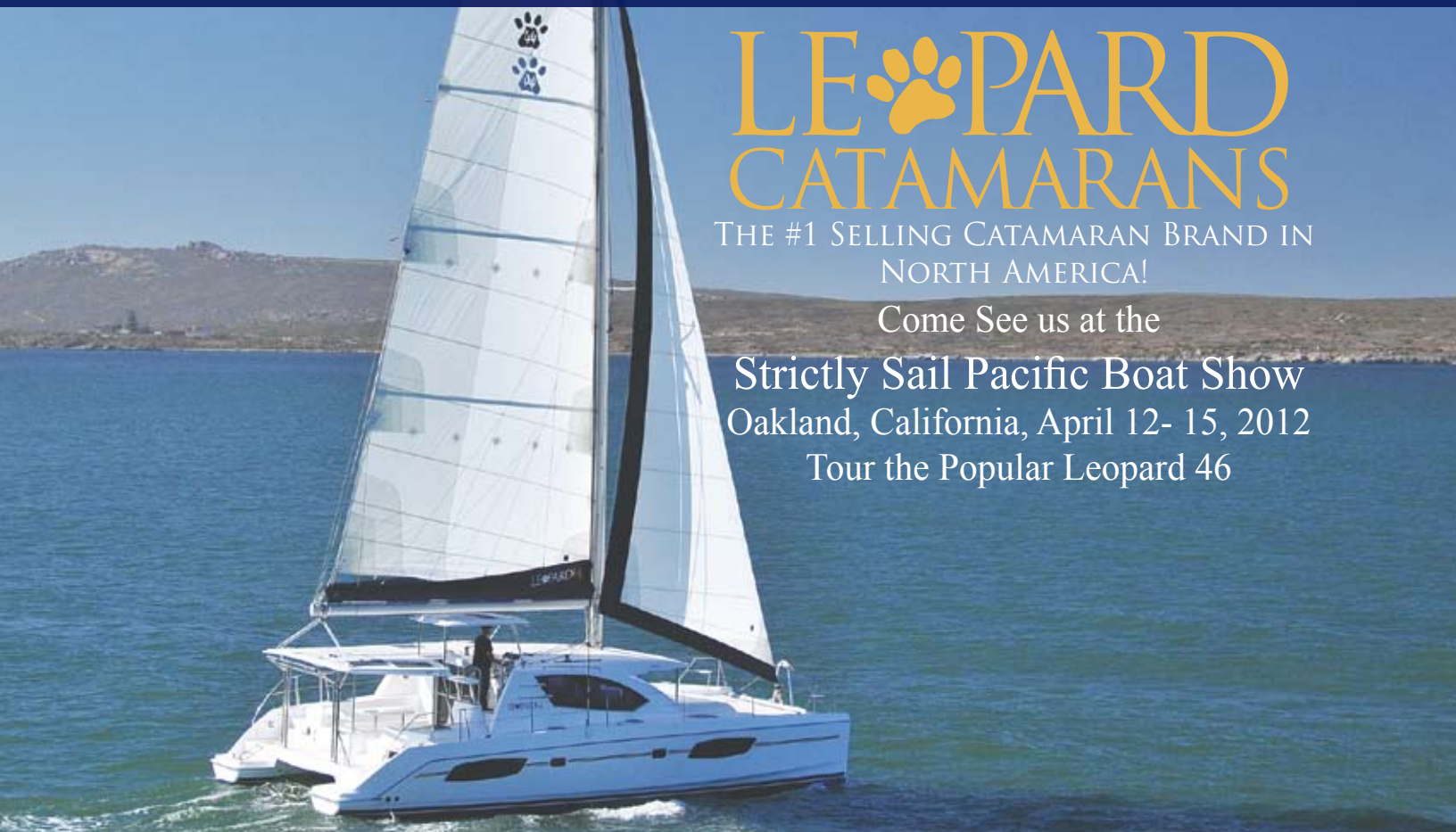
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## LETTERS

*between the Central Valley and the ocean.*

### ⚓ AMERICA'S CUP COURSES

I'm a bit of a dated foredeck man, so I'm not the best one to ask about the best possible America's Cup courses, but these are my suggestions:

Long Course: Start in front of Golden Gate YC; upwind to Blackie; across to a buoy off the Spinnaker Restaurant in Sausalito; down Raccoon Strait close to the Tiburon shore to a mark off the south side of Angel Island; back up The Slot from Angel Island to Alcatraz; then upwind home to the Golden Gate YC finish. There would be plenty of places that would offer lots of room for spectating. Yes, I know there would be lots of wind in some places and not so much in other places, but I think that would make things more interesting for all.

Short Course: I don't like the idea of a short course. Screw short courses!

Oops, the wife just went by with no clothes on. Gotta go.

Pete Groves

*Fast Water, Tayana 52*  
Roche Harbor, WA

### ⚓ HOPING FOR A FRIENDLIER STAFF FOR THE AC

I'd like to chime in on the January issue letter from Karen Sullivan complaining about the attitude the security people at the America's Cup World Series event in San Diego had toward non-VIP spectators.

My wife Jennifer and I watched the races on the water from a friend's boat, and they were nothing short of fantastic! When I landed, however, I have to agree with Karen, as we got the same attitude from the security forces. But it's San Diego, you know. While I hate to stereotype an entire city, law enforcement in San Diego seems to have a bit of a militaristic mindset. After all, who can forget the famous Harbor Police 'panty raid' and subsequent 'panty protest' during and after the first Ha-Ha?

By the way, Jennifer and I just got back from the British Virgins where we did a week charter with John and Lynn Ringseis aboard the publisher's Moorings/Leopard 45 cat 'ti Profligate'. We had a blast. And despite the fixed three-blade props, we really had her moving on a 25-knot day from Jost to Anegada!

Dave Fiorito

*Shenanigans, C&C 36*  
Berkeley

*Dave — We're glad you enjoyed the America's Cup action in San Diego, and hope the organizers will be able to put a friendlier face on security when the World Series resumes. After all,*



*'ti is nothing special, just your average ex-Moorings 45 cat in very decent shape. What's unusual is the 'bang for the buck'.*

*we plan to spend a lot of time at the venues, and like Larry Ellison, we've always had an anti-authoritarian streak. As for 'ti Profligate, we're glad you enjoyed her. It's a shame, however, you weren't able to take all the new Gianola's Sausalito-made salon cushions down as luggage, as it would have allowed you to christen them with your bottoms. Now we get to do it.*

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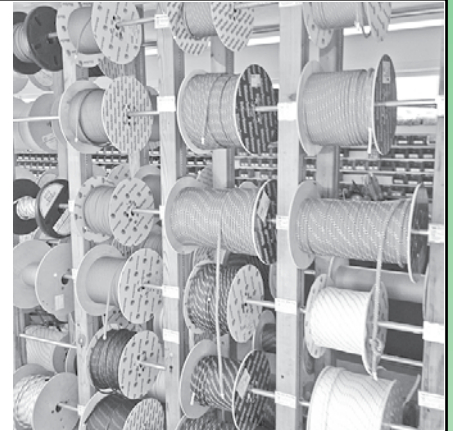
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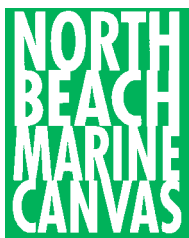
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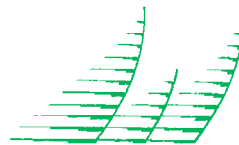


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- Alexi Stavropoulos

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## LETTERS

*Charters book 'ti Profligate at perhaps the lowest price of any four-cabin, heads ensuite, 45-ft cat in the Caribbean. And she's in fine shape. Maybe that's why she's not available again until June 2, but it's not too early to book her for next winter. 'ti Profligate is a strictly 'big bang for the buck' cat, so while she came directly out of The Moorings program a few years back, she doesn't have air conditioning, AC for hair dryers or coffee makers, or electric toilets, as do some of the more modern Moorings charter cats.*

### ↑↓ **LATITUDE IS ON FIRE!**

I brought my new Kindle Fire down to Puerto Vallarta with me so I could stay connected. I'm currently sitting on a balcony overlooking Banderas Bay catching up on the 'Lectronic postings. 'Lectronic looks fantastic on the Fire.



DOUG VAUGHAN

Doug Vaughan  
*Odyssey*, Jeanneau 37  
Oakland UC

*Doug — We love it! You can also get the eBook version of Latitude on your Kindle. Just download the file(s) to your computer, then transfer them to the Kindle via the USB cord. Here's a link to a complete set of instructions and a video: [www.amazon.com/gp/help/customer/display.html?nodeId=200728710#usb](http://www.amazon.com/gp/help/customer/display.html?nodeId=200728710#usb).*

**'Lectronic looks great on the Kindle Fire.**

### ↑↓ **THERE'S JUST NO COMPARISON TO OR IN LATITUDE**

As *Latitude* is the best and most informative sailing publication, what would you guys think about having a boat test section each month, as they do in motorcycle and car magazines? Comparing the sailing, quality, performance, quirks, and availability of three or four new or used boats — i.e. a Catalina 36 against an S2 36 or Saber 36 or Islander 36. I think this would give Joe Public an idea what might be the best product or application for them.

Don Little  
*Syzygy*, Santana 20  
Folsom Lake

*Dan — We don't know if Latitude is the best sailing magazine, but our staff busts our bottoms each month to try to provide readers with the most information we can. So on behalf of them, thank you for the kind words.*

*It's always been our opinion that you can't test or compare boats as you can cars or motorcycles. It's not a problem to quickly find the variety of environments motorcycles will operate in. Give us a car in Marin County for three hours, and we can give you a decent assessment of how it will do on freeways, in traffic, up hills, on curvy roads, fleeing the police, and in most other conditions except snow.*

*Because sailboats operate in a much greater variety of conditions, legitimate testing would take far more time — as in days, if not weeks. Heck, the folks from Adventure Cat once told us it took them a year to understand how to sail their cat. After launching Profligate, we understood what they meant.*

*In addition, the operator of a sailing vessel is a much greater variable than a driver of a car, so that could throw things way off, too. For example, if you put a good sailor at the helm of a Corsair 31, he or she will quickly have that tri singing. But put a novice or average sailor at the helm of the same tri, and he/she might soon be swimming next to the overturned hulls.*

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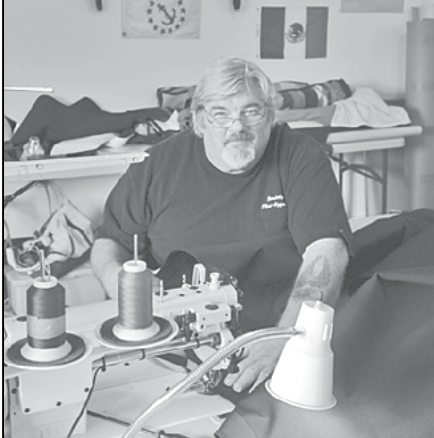


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## LETTERS

Yachting World has always done the most extensive boat tests and/or comparisons, but we're still not crazy about them, which is why we've never done them. Sorry.

### ↑↓ A WORD FROM THE DESIGNER



LATITUDE / ANDY

'Cat 2 Fold' was an eye-catcher during the last Baja Ha-Ha.

Thanks for the wonderful December *Sightings* on the *Cat 2 Fold* 36 design. While I did the 3D modeling and drafting of plans, Rafi Franke created the innovative concept(s) and design improvements after the plans.

Kurt Hughes  
Seattle, WA

Kurt — Thanks for the heads-up. And thanks again for your 60-ft charter cat design, which was the basis for Profligate. It's been the all-but-perfect cat for us.

### ↑↓ THE COMPLETE HISTORY OF LATITUDE 38

I recently attempted to learn something about the history of *Latitude 38*, but couldn't find anything on your website. It might have been because I had a few beers in me. But I think you've been around long enough that you need to talk about it.

Rob Boyle  
Planet Earth

Rob — We think we've told this story enough, but since the next issue will mark the 35th anniversary of the founding of *Latitude 38*, we guess we can retell it one last time. The idea for *Latitude* came from a dreadful boating magazine in Southern California whose publisher said he worked two days a week in shorts and flip-flops and made \$2,000 a month — a very decent amount of money back then. We made the mental commitment to go ahead with the magazine while watching the Bicentennial fireworks explode over San Francisco while sailing home from the Delta in '76 on our 41-ft *Bounty II* Flying Scud.

The magazine was an ultra-low budget operation from the get-go, funded with \$2,000 — which was all we had to our name. We believe that starting with so little money, along with assiduously avoiding debt, have been two of the keys to long-term success. The original staff consisted of the current publisher, then 29, and Kathleen McCarthy, our then-wife, who sold advertising and quickly became a mainstay of the magazine.

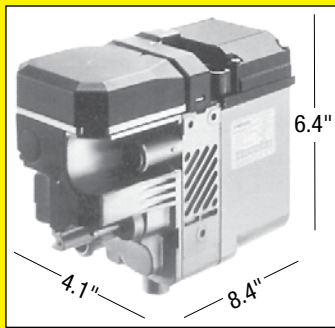
Flying Scud, berthed in Sausalito's Clipper Yacht Harbor, served as our home, office and photo boat. Actual production was done in the middle of the night using The Montclair production facilities in the Montclair District of the Oakland Hills. We drove over the Bay and Golden Gate Bridges countless times at 3 a.m. Immediately after starting the magazine, we were transformed from a happy-go-lucky, carefree — and probably very lazy — person into the workaholic we remain today. We can't believe we still haven't kicked the disease.

The first issue of *Latitude*, 40 pages, appeared in the spring of '77, and featured Bill Lee's revolutionary 67-ft ultralight Merlin. By sheer luck, sailing was mushrooming. In addition to Merlin accelerating the Santa Cruz ultralight revolution, Dave Allen's *Imp* soon took the international racing world by storm, singlehanded sailing exploded, the Pacific Cup was founded, and sailing became more about individuals and less about

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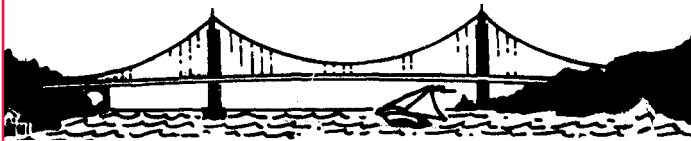
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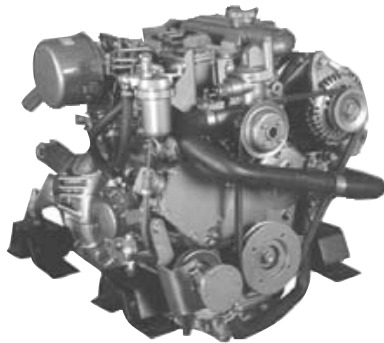
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## LETTERS

formal yacht clubs. In other words, we were in the right place at the right time.

Not realizing how much work was involved in putting out a magazine — we'd been an indifferent Philosophy and Russian student at UCSB and Berkeley — we were briefly hospitalized for exhaustion prior to the completion of the second issue. By November of that year, the magazine had grown to a seemingly gigantic 72 pages, nearly double what we had hoped for in our wildest dreams. Exhausted once more, we flew to Hawaii to recuperate, and vowed to never do such a big issue again. Yeah, right.

As the magazine grew through the '80s and '90s, we continued to add employees. During the first 10 years, it was not unusual for the entire staff — then up to about 12 — to be up until 1 or 2 a.m., rushing around the rabbit warren of an old house/office we had acquired in Mill Valley, putting the next issue to bed.

For most of the run, we personally have had great but odd places to write. Following the advice of noted author James Michener, we'd put our typewriter (later our computer) on a piece of cheap Formica held up by two cheap file cabinets in a dark and windowless basement space. If you write, the last thing you want are views and other distractions.

Putting a magazine together was incredibly labor-intensive until technology really kicked in, so at one point we had 17 employees. We worship Apple, Google and other technology companies, for without them the magazine wouldn't be anything like it is today. In fact, it would have become fiscally untenable 15 years ago. The biggest issue of *Latitude* was over 300 pages and came out in the early '00s.

It goes without saying that the three most critical components to the magazine's 34 years of business have been a fabulous readership, great advertisers, and absolutely terrific employees. Without any of the three, we'd no doubt be enjoying ourselves cruising in the tropics somewhere.

For entire history of *Latitude*, the publisher has been the editor for all the Letters and Changes, in addition to writing feature articles and Sightings pieces. Although *Latitude*, like all publications, is smaller than it once was, in some ways its completion is a more difficult editorial task because we and our staff still want to get the same amount of factual information into less editorial space.

We've always thought of *Latitude* 38 as our 'art project' rather than a business, so we often went for many months without looking at 'the books'. We'd still rather get a root canal than look at the books.

Oddly enough, it took us the better part of 25 years to feel as if we really knew how to write. Prior to that it seemed as if we had to grind out the articles while trying to keep them funny. We finally think we've learned how to express ourselves clearly.

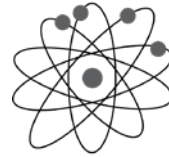
One of the unique things about *Latitude* is how personalized it's become, particularly through the editorial responses to letters. That wasn't planned, it just happened. The responses in Letters have always been the most popular feature of the magazine, but if at any point a large number of readers want to 'fire' us because they are sick of our opinions and/or responses, we won't be insulted or brokenhearted.

If we had a nickel for everyone who told us what a fabulous life we get to live, we'd actually be able to live that life. While it's true that we get to enjoy an inordinate amount of time sailing in great places and covering sailing events around the world, few people have any idea how much work or pressure is involved, and often under very trying — i.e. slow internet — circumstances. After all these decades, very intense 12-hour



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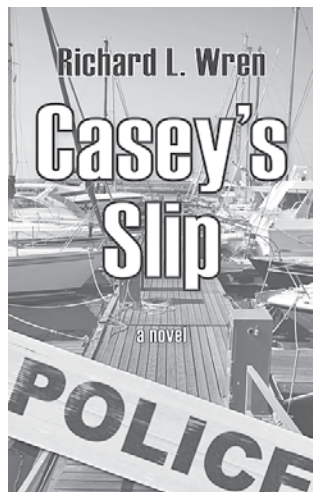
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a cranky motorcycle gang leader, crooked cops and corrupt pols, plus a touch of romance and plot twists and turns. What more could you want for a little pleasurable reading? Kidnapping, blackmail, arson? You got it. So get it and enjoy the read.

— *Oakland Magazine*  
January/February 2012

Casey's *Slip* by Richard Wren available at:  
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## LETTERS

days — weekends included — at the keyboard are still par for the course near deadline.

We started a number of charity sailing events from La Paz to Zihua in Mexico, where a little money can go a very long way in helping truly needy people. In '94 we started the Baja Ha-



**What gives us deep satisfaction? Other than our family, it's the joy so many people have gotten out of the Baja Ha-Ha, perhaps best expressed by this 'jumping for joy' shot of a bunch from last year's 'barely legal' Ha-Ha.**

Ha, which has hosted something in the range of 10,000 sailors on over 2,000 boats. It took us a few years to appreciate it but, if you will pardon our conceit, we think the Ha-Ha has evolved into one of the great sailing events in the world. Once again, it wasn't planned that way, it just sort of evolved. And it's almost all because of the quality of the participants. Since we were put on earth to help people have fun, particularly with their sailboats, the Ha-Ha has been an ideal vehicle for us.

We've owned about a dozen boats, from an Ericson 27 to three Olson 30s to an Ocean 71. We went over to the dark side in '96 by having the catamaran Profligate built in Long Beach. She's been the perfect Ha-Ha mothership, and our goal is to take 500 — maybe 1,000 — people sailing on her this year, hoping all guests will donate at least \$20 to their favorite charity. We also own the Leopard 45 'ti Profligate in a yacht management program in the British Virgin Islands, and we use it in St. Barth during the high season. Knock on fiberglass, but to date the program has worked out better than we expected.

People always ask us how much longer we're going to do Latitude and what we want to do next. We still love sailing, we still love writing about sailing, we still love sailing photography, and we still love doing layouts, so we'll probably maintain our course. But we want to do at least a couple of the four major regattas in Southeast Asia next winter, and we're planning on writing a book and making a supporting documentary, both of which are to be titled 4-3-12. Or maybe 3-4-12, we still haven't decided which we prefer. The book and documentary will be about the rewards of living in different cultures for significant periods of time each year.

Although we think of ourselves as being very liberal socially, we're also huge believers in personal responsibility. On the other hand, we're ultra-conservative fiscally, and believe that the noble calling of public service has, over the last couple of decades, devolved into a cesspool of racketeering and corruption on both the right and left. God help the future generations. In a more pleasant vein, our favorite sailing maneuver is gybing the symmetrical spinnaker.

We hope that covers it, because it's the last history we plan on writing. We sincerely thank everyone for their many years of astonishing support.

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

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

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

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## banque populaire wins jules verne

On January 6, Loïck Peyron and his 13-man crew aboard the mighty 131-ft trimaran *Banque Populaire V* snatched the coveted Jules Verne Trophy from the grasp of Franck Cammas by completing a nonstop circuit of the globe in a record 45d, 13h, 42m, 53s. *Banque Populaire* beat the record set by Cammas aboard *Groupama 3* in 2010 by an impressive two days, 18 hours — not altogether surprising given the 700-mile days they put in.

*Banque Populaire* set off from Brest on November 22 and averaged 26.51 knots over 29,002 miles before passing the Lizard to claim victory. They broke four other speed records along the way — fastest to the equator, the Cape of Good Hope and Cape Leeuwin, and from equator to equator. “This has been an incredible trip around the planet, almost a dream ride,” said former Sausalito resident Brian Thompson, 49, who acted as helmsman and trimmer. “That’s because of the quality of the boat, the preparation, and most of all the incredible crew on board.”

Thompson, a Brit, has four nonstop circumnavigations under his Dubarrys, one of which was aboard the late Steve Fossett’s 125-ft maxi cat *Cheyenne* in ‘04. That 58-day circuit, which smashed the record by 13 days, should have earned the crew the Jules Verne Trophy but Fossett refused to pony up a fee to the trophy organization that was three times what the French competitors would have been charged. As a result, Fossett has essentially been written out of French sailing history.

— ladonna



Loïck Peyron and crew set a new record for a nonstop circumnavigation.

## circumnavigator celebrations

When one of the Bay Area’s most notable circumnavigators turned 90 last month, a highly spirited group of friends and family members turned out to help him celebrate. And we’re not surprised. After all, most if not all of them had sailed with birthday-boy Merl Petersen aboard his 75-ft schooner *Viveka* during the 54 years that he owned her. During that time he logged somewhere around 150,000 sea miles that included a seven-year circumnavigation.

We’d hoped to record Merl re-telling some of his classic stories — like the times that he and San Francisco nightclub owner Enrico Banducci (skipper of the 60-ft Alden ketch *Shearwater*) staged cannon battles off the Sausalito waterfront, and later promoted a waterskiing elephant that had the whole Bay Area talking. But there were so many other tall tales being told that day we decided to postpone our ‘oral history’ session with Merl until sometime this month.

We did get him to commit, however, to being an honored guest at our upcoming Circumnavigator’s Rendezvous at Strictly Sail Pacific on Saturday,

April 14. Plans are not fully formed yet, but we expect to hold some sort of gathering where West Coast circumnavigators can celebrate their accomplishments and share their experiences with wannabes — like ourselves. Look for updated info here next month.

— andy



Merl Petersen is 90 years young.

LATTITUDE, ANDY

## year of the

January 23, the Lunar New Year, ushered in the Year of the Water Dragon. In many Asian cultures, water dragon years — which roll around every 60 years — are a time of celebration and prosperity, with water playing a crucial role in taming chaos. Some believe that dragon years in general offer an opportunity for people to take more risks instead of simply accepting the status quo.

In honor of this centuries-old belief, make this the year you use your boat



*'Banque Populaire'* set five records on their speedy lap around the world.

## water dragon

boldly. Swallow the fear and enter a Hawaii race, singlehand for the first time, or simply anchor out overnight. Whatever sailing activity that makes your heart skip a beat or three, commit to trying.

As one Chinese horoscope site pointed out, "Prepare yourself for fast-paced, out-of-your-hands exciting times. All things are super-sized, prone to fanfare and filled with surprise during this Water Dragon year. How exciting it gets is up to you."

— *ladonna*

## a new year's delivery

When my friends Fred Garcia and Linda Mutter asked me to join them for their first major passage on their Taswell 43 *Perla Moon* from Sausalito to San Diego in early December, I jumped at the chance. But work and boat preparations kept pushing the departure date later and later. We finally settled on December 29, but when fellow crewmember Mike Clay and I arrived at *Perla Moon*, we saw Fred and Linda weren't quite ready. No one wanted another delay so Mike and I helped stow all the gear and provisions, as well as lash down the dinghy and jerry jugs.

It was dark by the time we finished. Naturally, there was discussion of waiting till the next day to leave, but I suggested we leave that night

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PHOTOS BENOIT STICHELBAUT, BRCE

# SIGHTINGS

## delivery — cont'd

since we had some momentum going. But, in the back of my mind, I was a bit worried the adventure would end badly and it would be my fault for insisting on leaving.

We shoved off around 10 p.m., and headed toward the Gate. The bridge towers, lit up by spotlights, eerily vanished and reappeared in dense fog. I'd been hoping to see the lights of Pt. Diablo and Pt. Bonita but there was nothing but fog. As a general rule, I won't sail into a wall of fog at the start of a passage, but considering the weather might not get any better — and most likely would only get worse — we decided to give it a go.

Linda and I worked the chartplotter and radar, giving Fred the course to steer. Right off the bat we had a near miss. Near Pt. Bonita,

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## mystery bottom

In the January issue of *Latitude 38*, we reported on this writer's final haulout in a four-year study on the effectiveness of the biocide Ecomea in bottom paint. Since the first haulout, we've been impressed with only one test paint — a water-based version — that consistently outperformed its fellow test paints and the copper-based control paint. The identity of each test paint's manufacturer was a closely guarded secret but study coordinator Jack Hickey agreed to ask Ecomea bigwigs to put us in touch with the manufacturer, at the

*Who says a winter delivery trip down the coast has to be ugly?*

PHOTOS TIM SELL



## paint revealed

very least, so we could effuse all over their paint.

Dave Janus, the Director of Sales & Marketing for Janssen PMP, the company that commissioned the study, worked his magic, and this was the very encouraging email we received recently from Pettit's Manager of Product Development, Frank Winkelman:

"The paint is currently in for EPA registration. If all goes well, we should have approval sometime in 2012. I have seen

*continued in middle column of next sightings page*



*'Perla Moon' was escorted by dolphins.*

*A little tidying was required before she left the dock.*

## delivery — cont'd

Fred and Mike said they thought they saw a light to port. Nothing showed up on the AIS, but I poked my head up in time to see the sodium lights of an approaching crab boat. Fred steered hard to starboard but the crab boat seemed to chase us through the fog like a pitbull. I think the fisherman was just having fun with us ragbaggers.

After clearing the ship channel and nearing the Lightbucket, we shaped our course south. I'd hoped to get us to deep water to avoid crab floats, but we turned a little too soon and had a nervous time dodging them until we got some sail up and killed the engine. We quickly got into the rhythm of the trip.

At some point every day of the 96-hour trip, visibility would drop to zero but, after our first interaction with the crabber, we learned to work the radar better. In all, probably 40% of the trip was spent in pea soup fog. Because there was little wind, fuel became an issue as we neared Southern California so we pulled into King Harbor. But of course, since it was New Year's Eve, the fuel dock was closed so we had to backtrack to Marina Del Ray.

We had a pleasant sail after getting fueled up, but the visibility closed out again and then it was back to motoring. One of the good things about voyaging on New Year's Day is that all the big ships were tucked into port — at least that's what the AIS showed. But radar showed something was shadowing us about a mile back in the fog. According to AIS, the *Catalina Flyer* was on an intercept course with *Perla Moon*, so we radioed the captain to make sure he had us on his radar. He did, then adjusted his course to make us feel better. He then advised the Coast Guard of his course change. Tellingly, the shadow radar target then seemed to lose interest in us and dropped back. I'm not afraid of a boarding by the Coasties, but I was glad we didn't get boarded at night in the fog.

The rest of the journey was relatively uneventful. It was great to enter warm, sunny harbors and see people enjoying paddlecraft wearing a minimum of clothing. I envied the fact that my friends would soon be heading off into the even warmer climes of Mexico.

Fred and Linda seemed to gain confidence with every mile of the trip south. On the last night of the trip they told Mike and me to sleep through the night. They'd taken ownership of their boat and no longer needed crew to offer advice or lash down a jerry jug.

— tim sell

## laura dekker, solo circumnavigator

Laura Dekker, 16 years and four months old, arrived at the Eastern Caribbean island of St. Martin on Saturday aboard her 38-ft Jeanneau Gin Fizz *Guppy* to become the youngest person to complete a solo circumnavigation. Dekker had wanted to start her adventure at age 13, but youth protection authorities in the Netherlands began a 10-month legal battle that delayed the start of her trip and forced her to acquire a larger and better-equipped boat. Still bitter about the government's action, Dekker says she'll perhaps move to New Zealand, where she was born aboard a boat to parents who split up long ago.

Jessica Watson of Australia had previously set the mark for the youngest solo circumnavigation with the S&S 34 *Ella's Pink Lady*,

*continued on outside column of next sightings page*



*Mike, Tim, Linda and Fred enjoyed a beautiful, if foggy, trip down the coast to ring in the new year.*

# SIGHTINGS

## dekker — cont'd

having gone around just a few months short of her 17th birthday. The Watson and Dekker circumnavigations are apples and oranges. Watson sailed nonstop via the much rougher Southern Ocean, and



COURTESY GUPPY

**Laura Dekker, 16, was greeted by her mother, sister and father when she arrived in St. Martin.**

completed the trip in 210 days. Dekker never did a longer passage than three weeks, stopped frequently, sailed a less arduous course, and took 361 days to finish (518 days, if you count the time it took to make her way from The Netherlands to St. Martin). This is not to denigrate what Dekker has accomplished, but simply to note that Watson faced a much greater challenge. Nevertheless, neither Dekker nor Watson will find her name in the World Speed Sailing

Record Council roster or the *Guinness Book of World Records*. Both record-keeping organizations are declining to maintain age-based records for sailing.

Authorities in the Netherlands were quick to commend Dekker on her bravery, skill and perseverance, but insisted they had been correct to intervene. "If Laura had drowned, we would be accused of not having done enough to protect her," said an official from the Bureau of Youth. She added that it's possible that Dekker made it around because they required her to sail a larger, more robust and better-equipped boat.

Just as we like to think that we can walk and chew gum at the same time, we like to think that we can both salute Dekker's accomplishment, but still object to age-based records based on principle. The history of people reaching personal peaks and gaining fame at a young age has been checked at best. We wish Miss Dekker every happiness in the world.

— richard

## we caught a fish . . . ewww!

If I had to choose between meeting a tiger or a fish in the wild I would definitely pick the tiger. I'm certain it would be less frightening than a real live wiggling squirmy ol' fish hanging from a hook. It may be painfully obvious, but my husband Conor and I are not fisherpeople. Our families don't fish. Our friends don't fish. And we managed to go through our pre-cruising life without reason to practice the sport.

In mid-April 2011, Conor and I bought our Islander 36 *Moondance* in Sausalito and by May we had decided to go cruising. Now. So we took the next six months to ready the boat and conducted our sea trials en route to Mexico. Considering we barely knew how anything except the sails worked, there was nary a chance to practice fishing down the coast — until we passed that magical invisible border in the ocean. I was so excited that I ran between the bow and stern yelling, "I'm in Mexico . . . I'm in America . . . I'm in Mexico again!" Mexican fishing licenses in hand, it was time to catch us some Mexican fishies!

Since crossing that invisible border in early December we have had only three days of fishing. The "only" was definitely on purpose.

Day 1: We catch an orange squid just south of Cedros Island. Since we aren't sure how to kill it, let alone prepare and cook it, we let it go. After consulting *The Cruiser's Handbook of Fishing* we find out that you kill a squid by stabbing it in the head with a knife. You

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## paint

your glowing reports on our water-based Ecomea product over the last few years — my local sales guys have kept me informed — and I will let you know when we obtain our EPA approval on this exciting new product.

"In the interim, we do have Ultima ECO, the solvent-based version of this product, which is available now. It was not one of the items included in the California testing but performs almost as well as the water-based Ecomea product, and it does meet all of the existing air quality rules





**— cont'd**

in effect in California. It's just days away from approval in California, but has been approved in just about every other state in the Union."

The bad news is that we'll have to wait a couple of years before our beloved water-based paint is available in California, but the good news is that the fresh bottom job we applied last month will last at least that long. And as soon as the product is released, our readers will be among the first to know.

— *ladonna*

**fish — cont'd**

don't say.

Day 2: Within five hours of leaving Turtle Bay we lose two lures. We see huge fish jumping up out of the water behind the boat, taunting us.

Day 3: We have a trolling line out yet again during our passage from Asunción to Bahia Santa Maria and, holy cow, it's taut. We reel the fish in, and it isn't even too hard. It's a good-size fish but not too big or intimidating. It's three feet away from the boat and all of a sudden pandemonium breaks out. What do we do? Where's the knife? Do we need the net? Where is that fishing book? I reel it in and let it back out again three times because I realize that I'm deathly afraid of this small animal and I'm not sure exactly what to do with it when it does come aboard.

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*The Corinthian Midwinters saw rare winter conditions: sun and wind. Check out Michael Moradzadeh's report in The Racing Sheet.*

# SIGHTINGS

## fish — cont'd

Once we finally have the fish on the boat, we decide to follow the guidance found in *The Cruising Chef Cookbook*. It advises us to stick the fish in a garbage bag to contain the mess, hit it over the head with a winch handle, and pith it with a screwdriver. Okay, we can do this. The fish goes into the garbage bag and Conor stabs it in the head with a screwdriver a couple of times.

We think the fish has died but it's just fooling us. As soon as we let down our guard it starts flopping around and jumps out of the bag. We stab it some more but it continues to squirm. We aren't killing this poor creature, we're giving it a lobotomy. We make incisions behind the gills but it continues to jump. Now blood and scales are all over the cockpit. This is not only completely gross but entirely traumatizing. The fish probably doesn't like it either.

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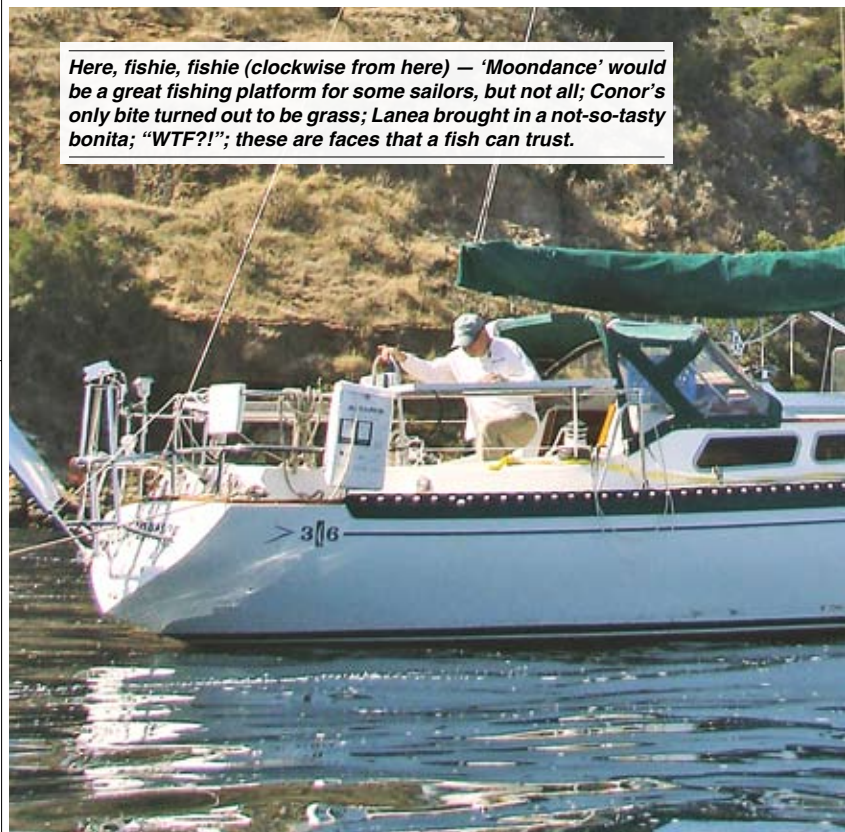
## cal boating on

Once again California politicians have set their sights on the Department of Boating and Waterways, a.k.a. Cal Boating. In his proposed state budget, Governor Jerry Brown wants to ax Cal Boating and reform it as a division of the Department of Parks and Recreation.

Of course the proposed elimination was suggested under the guise of "reducing duplicative staffing" but we believe the state merely wants the considerable funds brought in by Cal Boating — boater fuel tax, registration fees, and interest on infrastructure loans — distributed to a



Here, fishie, fishie (clockwise from here) — 'Moondance' would be a great fishing platform for some sailors, but not all; Conor's only bite turned out to be grass; Lanea brought in a not-so-tasty bonita; "WTF?!"; these are faces that a fish can trust.



SPREAD: ADAM CORREA; INSET: COURTESY YEMAYA



## chopping block

wider range of state programs in contrast to the original mandate that those funds be used for boating-related projects.

Killing off Cal Boating will not save the state a single dollar, but will almost certainly guarantee the reduction of boater services by allowing the department's funding to be managed by an agency that clearly has managerial issues, not to mention conflicting priorities. Boater education, loans and grants for boating infrastructure, pump-out stations, abandoned vessel removal and aquatic pest control

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## fish — cont'd

I'm sure that this fish will turn into a ghost and haunt us — if we ever manage to kill it. We leave it on the hook and throw it back over the side to bleed it. We're supposed to wait for 10 minutes but we're impatient so after five minutes we bring it back aboard . . . and the darn thing is still breathing! We stab it some more and make more cuts.

We decide to fillet the fish instead of gutting it. I cut into the sides of the fish while it is still breathing. I do a horrible job. The knife I'm using is a piece of garbage and I feel horrible wasting so much of this fish I just killed. I feel only a little better when Conor reminds me that it will feed other animals in the sea. I throw what seems like most of the fish overboard.

I have two small deveined fillets in front of me. At least I don't have to look at those sad, imploring little fish eyes any more. I slice the skin off and sauté the fillets in butter. Now to enjoy the fruits of our labor. We bite in to it and experience pure . . . nastiness.

It is so nasty that Conor immediately gags. He gulps down the rest of the ginger ale and a gallon of water. The taste turns my stomach and I can't eat for the rest of the day. I down half a box of Tic Tacs. This is so depressing. I'm so sad I want to cry. We killed this poor fish, probably filleted it while it was still alive, and then we threw the whole thing away.

I've since tried to figure out what went wrong. I think everything. We have not attempted to fish again. At anchor, we see fish play, dance, and jump out of the water all around us. They can tell we pose no threat to them.

— lanea riley

## will there be a seventh attempt?

During our travels around the Bay Area and beyond, *Latitude* editors meet a wealth of fascinating people. Eighty-four-year-old singlehander Tom Corogin is a perfect example. As you'll recall if you read our November 2011 interview with Tom, *Latitude* publisher Richard Spindler bumped into him in San Diego, and spent several wonderful hours learning about his colorful life the day before he was about to set off on his sixth attempt to 'conquer' Cape Horn — this time aboard his Westsail 32 *TLC*.

We're sorry to report that this spirited octogenarian's odyssey ended January 3, before he even reached the Southern Ocean. Not long after leaving Easter Island, the backstay supporting his deck-stepped mast failed, roughly 1,000 miles off the Chilean coast. When repeated attempts to jury rig it failed, he reluctantly assented to being rescued and abandoning his smartly equipped double-ender.

After *TLC*'s EPIRB signal guided a long-range Chilean Naval aircraft to the scene to survey Tom's situation, the 666-ft Japanese merchant vessel *White Kingdom* was diverted to pick him up. He was later transferred to a Chilean Naval vessel, which brought him safely to Valparaiso. In an Associated Press report Tom was quoted as saying, "I'm very grateful and I owe them the deepest respect and thanks."

Will he give up or try yet again? Time will tell, but we certainly wouldn't rule it out. Corogin is one tenacious solo sailer. After all, on his previous attempt last year he traveled all the way from his home base on Lake Erie to Panama via the Erie Canal, the Hudson River, Bermuda and the Virgin Islands. He broke his leg in Panama, but that didn't faze him. After it healed he continued on to the Galapagos, but had to turn back due to knee troubles.

If he does give up his Cape Horn dreams this time, it may be due

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Tom Corogin.

LATITUDE, RICHARD

# SIGHTINGS

## corogin — cont'd

to money rather than age. Because he was singlehanded, *TLC* was uninsurable, so a new attempt would mean starting over at square one. "I don't think age has anything to do with it," he told a reporter in Chile. "I think it's a matter of your life. I'm blessed: God has given me 84 years, and I'm trying to use them."

— andy

## who's in charge of a vessel?

We always assumed that it was a captain's decision whether to put to sea, particularly if bad weather is approaching. But that doesn't seem to be the thinking of British Admiralty Registrar Robert Jervis Kay.

In December 2006, delivery skipper John Anstess of Plymouth, England, and Southern Californian crew Dave Rodman and Richard Beckman, died when the 44-ft *Voyage 440* catamaran *Cat Shot* they were delivering for Reliance Yacht Management of Farnborough, England, got caught in a horrible storm off the coast of Northern California, capsized, and washed up on the beach. Apparently the boat was in something of a rush to be delivered in time for the Seattle Boat Show, although the show was nearly two months away.

The body of Anstess, 55, was never found. His sister sued Reliance in British Admiralty Court in September 2010. Some of the details of the case were just released, but to our mind not the most pertinent stuff. In justifying his decision, Registrar Kay said that Reliance had "pressured" Anstess, who had apparently suggested leaving the boat in San Diego for the winter, into continuing on toward Seattle. Kay went so far as to absolve Anstess, who everyone agreed was a highly trained and extremely experienced mariner, of even partial responsibility for setting sail into a tremendous storm.

Reliance responded angrily to the ruling. "Anstess was a true professional, and it would be a slight to his character to suggest that he would allow himself to put the crew and boat in undue danger for financial reasons or was pressured to do so by management or non-sailing administrative staff."

We wish the nature of the "pressure" on Anstess had been revealed in detail by Registrar Kay. Perhaps a gun to the forehead of Anstess' oldest son, if he had one, or a knife held to the throat of his mother. With all due respect to the dead, had we been in Anstess' Toppersiders, and had we had the weather information he had, we can't imagine anything short of preventing the murder of our family members that could have pressured us to put to sea from San Francisco Bay that morning. "Kiss our ass!" would have been our last words to Reliance after we

secured the cat to the dock and left town for somewhere warm.

We have no idea what *Cat Shot* crewmen Rodman and Beckman were thinking, and if they had objections to continuing. But according to the report in the January 2007 issue

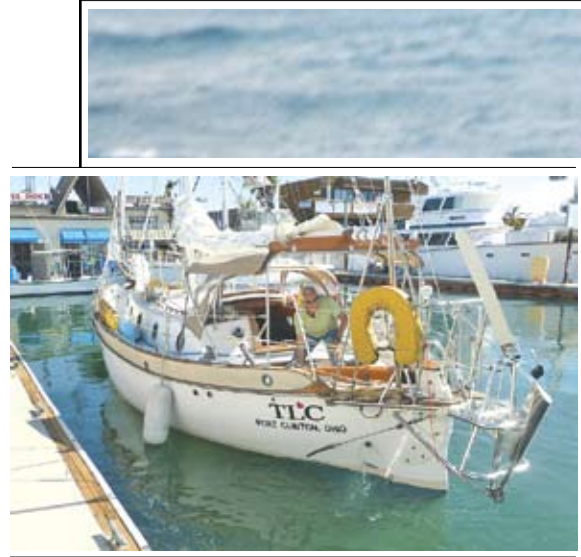
of *Latitude*, the weather forecast showed a huge storm was on its way out of the Gulf of Alaska and was due to hit Washington and Oregon in just a few days. You just don't knowingly go out into stuff like that. Particularly in catamarans, which are not immune to flipping in severe weather. After all, it hadn't been that many years since a Lagoon 42 catamaran departed the Northeast on a delivery to the Caribbean in winter. She got into a bad storm, and neither she or her crew were

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## cal boating

in the Delta, as well as coastal beach erosion control, would all be in danger of neglect or elimination if Cal Boating was absorbed by the Parks Department. We can't imagine leaders in that agency will see potty docks as a priority when they're facing the closure of 70 parks in an effort to save \$33 million, can you?

This is the fifth time a California governor has tried to kill Cal Boating — Pete Wilson and Arnold Schwarzenegger both tried twice — but the state's boaters, a.k.a. voters, bombarded the governor's



LATITUDE ARCHIVES



'Cat Shot' landed on a Northern California beach.

**— cont'd**

office with visits, calls and emails opposing the cut.

At the risk of sounding melodramatic, it's imperative that we once again stand together against this attack on our sport and lifestyle. Download the Recreational Boaters of California's Call to Arms PDF at [www.rbo.org](http://www.rbo.org) (click the Call to Arms link), which includes a form letter to Governor Brown that RBOC will deliver. It's only a moment out of your day, but could benefit all boaters for years to come.

— *ladonna*

**in charge — cont'd**

ever heard from again.

Another consideration is that it's generally easier to go north from the Bay to Seattle in the winter because heavy weather is more predictable and there are often generous periods of calm between storms.

Clouding the situation is a previous incident that would seem to suggest that Reliance may have asked their delivery skippers to do unsafe things. Just two months before Anstess and his crew were killed, delivery skipper Steve Hobley of Newton Abbot, England, died when the 38-ft catamaran he was delivering across the Atlantic for Reliance was overwhelmed by 45-ft waves and capsized. The two crew, American Kevin Klinges and Ollie Templeman of Poole, England, hung on for 11 hours before the U.S. Coast Guard managed to rescue them.

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*The Japanese commercial vessel 'White Kingdom' rescued Corogin after his backstay failed. Inset, Corogin as he left San Diego, bound for Cape Horn.*

# SIGHTINGS

## in charge — cont'd

The cat was initially to be delivered across the Atlantic to Miami but part of the way across, Reliance told the captain to change course for the much more northerly Annapolis.

Any seasoned skipper knows that you don't deliver a boat across the Atlantic to north of Miami in the winter, and to Miami only because you can almost always quickly dive to the south if trouble starts heading your way. Call us chicken if you want, but had we been in Hobbey's shoes, and Reliance had told us to change destinations to Annapolis, we'd have had a simple two-word answer for them. The first would have started with an 'F', and the second would have ended with a 'U'.

According to news reports, crewman Klinges testified that Reliance told Capt. Hobbey that if he didn't divert to Annapolis, he wouldn't work for the company again. Shame, shame, shame on Reliance if that's true. But that should have been an idle threat, because who would want to work for a company that would request such a change

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## join the masses

For many sailors, joining long-distance races is more about the journey than the destination — but when the destination is Hawaii, well, all bets are off. Which is why this summer's Pacific Cup Race is already boasting an entry list of 48 boats — the same number that finished the race in '10 and one that has almost certainly increased by the time you read this. The first start for this biennial tradewind romp from San Francisco Bay to Kaneohe Bay on Oahu, which touts itself as 'The Fun Race to Hawaii', is July 16.

The Singlehanded TransPac, which heads to Hanalei Bay on Kauai on June 30, is also doing quite well for itself in regard to entries — 11 so far with quite a



SPREAD TIM WILKES, WWW.TIMWILKES.COM.; INSET COURTESY TEAM PREMIER NORCAL

## sailing to hawaii

few other sailors expressing serious interest.

Race Chair Rob Tryon believes the fleet will total about 20 boats by the time the start rolls around. "This race is really about the racers," he said, "so our focus this year will be on making this one of the most memorable times of their lives."

To date the race has attracted the following intrepid singlehanders:

- 1) Tom Watson, *Darwin*, Pearson Triton
- 2) Cliff Shaw, *Rainbow*, Crowther cat
- 3) Jen Mooney, *Little Bo Peep*, Ericson 27
- 4) Randy Leasure, *Tortuga*, Westsail 32
- 5) Peter Highberg, *Scaramouche*, Palmer Johnson 50
- 6) George Lythcott, *Taz!!*, Express 27

## in charge — cont'd

in route at that time of year? Once again, had it been us, Reliance would have gotten the same two-word response. We would have sailed the catamaran to Miami as originally planned, then chained the boat to the dock until we and our crew got paid in full.

It seems to us that the principle here is who is in the command of a vessel — and we're somewhat surprised to learn that a British Registrar apparently believes it's not the captain, but rather someone — perhaps not even a sailor — in a warm office thousands of miles from the boat itself. Does that seem as weird to you as it does to us?

We want to emphasize that we mourn for those mariners who lost their lives or suffered in these incidents, repeat that we're not privy to all the evidence, and acknowledge that hindsight is 20/20. Nonetheless, if the loss of these sailors' lives is not to be in vain, it will be because all other sailors will have learned that it's the captain of the vessel who should call the shots on the vessel he/she commands. After all, it's the life of his/her crew, as well as himself/herself, that is at stake.

We're interested in knowing what you think. Send your thoughts to [richard@latitude38.com](mailto:richard@latitude38.com).

— richard

## quantum key west 2012

Over the past few years, the infamous Key West Race Week has struggled to survive. But for its 25th anniversary, the event got a shot in the arm with a new sponsor and new name — Quantum Key West — as well as a passel of West Coast entries. In all, eight California-based campaigns hit the crystal blue Florida waters January 15-20.

Richmond YC's Buzz Blackett and Skip Shapiro chartered the Farr 400 *Team Premier*, which visited the West Coast for last year's Rolex Big Boat Series and Great Pumpkin Regatta. Sailing as *Team Premier NorCal*, she nabbed second place in the new five-boat Farr 400 class, after Joe Woods' *Red*.

"This was the first time that the five amateurs in the crew had raced in Key West," said Skip. "We found the level of competition, and number and skill of the professional sailors to be much greater than what we typically see on San Francisco Bay, including during Big Boat Series.

Skip reports that the fleet enjoyed "chamber of commerce weather" for the entire regatta, except for Wednesday's races being called due to fickle wind. "With a little more practice, or a few more races," he continued, "we might have even won our class — our scores for the last five races were identical to *Red*'s.

"Everyone on the crew had a great time. My only regret is that I didn't find a way to race here many years ago, and I hope to do it again as many times as I'm able."

St. Francis YC's John Kilroy of Malibu and his international pro-am crew on the Melges 32 *Samba Pa Ti* earned the Quantum Boat of the Week award (an honor they'd received in '10), in no small part for winning their 19-boat one design division by 12 points.

Another West Coaster to enjoy Key West was Rose Eberhard, a long-time member of Stockton Sailing Club who now calls San Diego home. Rose hopped a ride on Gerry Taylor's Annapolis-based Cape Fear 38 *Tangent* after her husband David, the manager of the San Diego West Marine Rigging Shop, was sent to Key West as support. "He got me a phone interview with *Tangent*'s tactician, who asked me to crew for them," recalled Rose. "I was ecstatic!"

After a full day at work, Rose caught a red-eye from San Diego, ar-

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**Representin'** — *Team Premier NorCal*, spread and above, were two of eight California-based teams to compete in Quantum Key West 2012.



COURTESY ROSE EBERHARD

**Rose Eberhard.**

# SIGHTINGS

## key west — cont'd

riving in Key West the next morning. "I went straight to the boat, and then we went out for the first day of practice in steady 30-knot winds," she said. "Despite my lack of sleep, I managed to survive."

The team obviously worked well together as they went into Thursday in the top spot, but a collision before the first start of the day dashed their hopes of winning their division. "We flew our 'I Flag' to accept the five-point penalty, but the opposing boat protested us anyway," Rose explained. "Both boats were disqualified. We were so disappointed."

But the team regrouped for Friday's races — "Everybody on *Tangent* was so serious" — and again won the day, securing their second-in-class finish. "I'm very proud that I did my best as a crew," said Rose. "And I've been invited back for next year's Key West Race Week as well as Charleston Race Week in April."

The other West Coast teams 'representing' in Key West were Santa Barbara's John Demourkas on a Farr 40 and his wife Deneen on Farr 30, both named *Groovederci*, Palos Verdes's Mick Shlens on the Farr 400 *Blade*, San Diego's Stephen Howe on the Melges 32 *Warpath* with tactician Morgan Larson, Costa Mesa's Bruce Ayres on the Melges 24 *Monsoon*, and L.A.'s Alan Field on the Melges 24 *WTF*. For full results, head on over to [www.premiere-racing.com](http://www.premiere-racing.com).

— chris

## a new home for ocean watch

When the 64-ft steel sloop *Ocean Watch* arrived beneath the Golden Gate in April 2010, even casual observers couldn't help but notice that it was a very special sailing craft. The massive silhouette of North, Central and South America emblazoned on her spinnaker belied the fact that she had nearly completed an ambitious 46-stop circumnavigation of the Americas promoting ocean education and conservation — the Around the Americas expedition.

A couple of days later, when the expedition crew made a presentation about their travels at the Corinthian YC, Captain Richard Gillette was in the audience taking in the multimedia show in awe. Afterwards,

he had a chance to tour the boat and chat with Project Director (and two-time solo circumnavigator) Mark Schrader. During that visit, and through subsequent conversations about Gillette's work taking disadvantaged kids sailing on the Bay, the two salts became fast friends.

Next month *Ocean Watch* will pass beneath the Golden Gate again. But this time she'll be making the Bay Area her new home base, as the flagship of Gillette's newly formed nonprofit Spirit of the Sea. Prior to branching out on his own, the Berkeley-based sailor had spent years captaining the 51-ft Alden ketch *Pegasus* for the nonprofit Pegasus

Project, which is focused primarily on educating youth from all social strata about our environment, the Bay and sailing — usually free of charge. With this larger vessel, which is capable of taking bigger groups on daysails and overnights, Gillette plans to extend the joys of sailing to an even broader audience, including kids of all stripes, veterans and those with physical disabilities.

Last month, Gillette's tireless dedication to his work earned him a prestigious Jefferson Award for outstanding community service. Created in the '60s by Jackie Kennedy and others, the purpose of these awards, which are awarded both locally and internationally, is to "recognize, inspire and activate volunteerism and public service

continued on outside column of next sightings page

## hawaii races

7) Alex Mehran, *Truth*, Open 50

8) Jim Quanci, *Green Buffalo*, Cal 40

9) Ronnie Simpson, *US 101*, Moore 24

10) Ruben Gabriel, *Rushmoore*, Moore 24SC

11) Al Germain, *Bandicoot*, Wyliecat 30

If you've been considering joining one of these great events, there's no time like the present to make the commitment. After all, nothing motivates people more than a deadline, especially when you've plunked down a fair bit of change to join



Capt. Richard Gillette.





## — cont'd

in the fun. And for both races, you'll save quite a bit by joining early — \$150 for Pac Cup and \$100 for the TransPac if you sign up by March 1.

Both events also offer great parties, including the TransPac's traditional 'tree time' on the beach, which will once again feature this writer's (in)famous 'LaDonna Tais' for refreshment. Check your liver at the door! See [www.pacificcup.org](http://www.pacificcup.org) and [www.singlehandedtranspac.com](http://www.singlehandedtranspac.com) for info.

— ladonna

## ocean watch — cont'd

in communities, workplaces and schools across America." On an international level, they are regarded as the Nobel Prizes of the public service arena.

"I am very humbled by this award," Gillette wrote to his volunteer *Pegasus* crew and supporters. "It really represents the work that we do together as a team/crew."

In *Latitude's* July 2011 tribute to unsung heroes of the Bay Area, volunteer Shana Bagley was quoted as saying, "There is something magical about Richard. He is like an old soul with a connection to the sea and the earth. The world is always brighter after spending time with him."

— andy



**Spread & above:** Battle-tested by thousands of miles of tough offshore sailing, 'Ocean Watch' will soon ease into her new role as a sail training vessel, accessible to a broad range of Bay Area kids and adults. Inset, left: First-timers learn the ropes aboard 'Pegasus'.

# THE YEAR

During the short, dreary days of winter, the minds of sailors naturally turn to salt spraying over the bow, on-board get-togethers with friends, and long weekends on the hook. Unfortunately, schedules can become so over-booked so early that sailors are often left daydreaming for much of the year.

Work, family commitments and outside interests (unthinkable!) can quickly monopolize a sailor's schedule so, as you begin planning your year, consider working at least one sailing-related outing into each month. Of course, getting your boat out of the slip would be ideal, but there are many sailing events in the Bay Area — and elsewhere — that don't even require your owning a boat.

The *Latitude* editorial staff have worked up a calendar of events that will keep you sailing all year long. And these suggestions are just the tip of the iceberg. Grab a copy of the *Northern California Sailing Calendar* at your yacht club or marina — or download it from [www.latitude38.com](http://www.latitude38.com) — for a comprehensive listing of nearly every race on the Bay, along with other notable events. Then keep your eye on each month's *Calendar* — also viewable online — to see what's happening. Just about every club in the Bay Area schedules events that are open to non-members, and chandleries host a variety of seminars throughout the year.

Keep your eyes and ears open to opportunities, and before you know it, your sailing schedule will be so full, you'll start daydreaming of things like . . . golf.

— **latitude 38 crew**

## FEBRUARY

- Trailersailer sailors won't want to pass up joining the **Havasu Pocket Cruiser Convention**, February 13-20, an easygoing and fun-filled rally on Lake Havasu (AZ) that attracts 200 boats. [www.sailhavasu.com](http://www.sailhavasu.com)



- Plan a romantic weekend with your sweetie at **Clipper Cove**. Take a tour of The Winery, then leisurely stroll through the Treasure Island Flea Market (February 25-26). [www.winery-sf.com](http://www.winery-sf.com), [www.treasureislandflea.com](http://www.treasureislandflea.com)

[treasureislandflea.com](http://treasureislandflea.com)

- If you missed the first installment of the wildly popular **Corinthian YC Mid-winters**, you won't want to miss the second one February 18-19. [www.cyc.org](http://www.cyc.org)



## MARCH

- The Richmond YC's free-of-charge **Sail-a-Small Boat Day** on March 3 is your best chance to try a wide variety of performance dinghies that are a vital component of a well-rounded sailing education. [www.richmondyc.org](http://www.richmondyc.org)

- Drop into *Latitude's* **Spring Crew List Party** at Golden Gate YC on March 7 to fill out your crew roster for the season. [www.latitude38.com](http://www.latitude38.com)



- Usually by this time of the year, we're ready to warm up a little, and there's no better place to do it than at **MEXORC** (March 11-17) a full week of warm, flat-water sailing in Banderas Bay with off-the-hook parties led by some of the friendliest hosts you'll find in the racing world. [www.mexorc.com](http://www.mexorc.com)

- While you're there, stick around March 20-24 for the **Banderas Bay Regatta**, five days of friendly racing for cruising boats. [www.banderasbayregatta.com](http://www.banderasbayregatta.com)



- BAMA's Doublehanded Farallones**

(March 31) is the first Farallones race of the year and always provides lots of on-the-water drama. [www.sfbama.org](http://www.sfbama.org)

## APRIL

- Strictly Sail Pacific**, April 12-15, is one of the best West Coast boat shows around. With seminars led by veteran sailors, parties both on the docks and in the exhibition hall, and great deals on boats, gear and just about anything that goes with them, it's a must-see event. [www.strictlysailpacific.com](http://www.strictlysailpacific.com)



- The **Bullship Race** (April 14) tests the skills of even the best sailors by putting them in El Toros and sending them across the Bay from Sausalito to the Cityfront. [www.eltoroyra.org](http://www.eltoroyra.org)



- Escape the hubbub of your normal routine with a leisurely sail up the **Petaluma River**, timed with the annual **Butter & Eggs Days Parade** (April 24), then overnight in the downtown turning basin. [www.visitpetaluma.com](http://www.visitpetaluma.com)



- April 29 marks **Opening Day on the Bay** — the official "start" to the Bay's

sailing season. [www.picya.org](http://www.picya.org)

- **Boater swap meets** are peppered throughout the Bay Area in the spring, so check *Latitude's* monthly *Calendar* for the where and when.



## MAY

- Explore the islands and villages of the Sea of Cortez while en route to Puerto Escondido, arriving in time for the annual **Loreto Fest** (May 4-6), where boatloads of sun-loving cruisers enjoy homegrown music, games and potlucks, in addition to participating in fundraisers for local charities. [www.hiddenportyachtclub.com](http://www.hiddenportyachtclub.com)



- Historically one of the most popular races on the Bay, the **Great Vallejo Race** (May 5-6) is a blast of a kite run from the Central Bay to Vallejo YC, where racers enjoy an epic party. [www.vyc.org](http://www.vyc.org)

- A local rite of passage for solo sailors is the Singlehanded Sailing Society's **Singlehanded Farallones**, May 12. [www.sfbaysss.org](http://www.sfbaysss.org).

- Your best lady might just come out of the Corinthian YC's annual **Women's Sailing Seminar** (May 19-20) a better



sailor than you! [www.cyc.org/wss](http://www.cyc.org/wss)

- Network among wooden-boat-loving friends for a ride in the annual **Master Mariners' Regatta**, May 26, or go out on your own boat to photograph this well-loved spectacle of classic sailing craft. [www.mastermariners.org](http://www.mastermariners.org)

- Before the summer marine layer dominates the coast, organize a **cruise-out to Santa Cruz**, ride the roller coaster to reset your synapses, then sail back home with an overnight at Half Moon Bay en route.

## JUNE

- Start your summer off right — and in good company — by sailing from Richmond to Stockton in the annual **Delta Ditch Run**, June 2. With any luck you can fly a chute much of the time, and afterwards you'll be in prime position to explore the Delta's backwaters. [www.stocktonsc.org](http://www.stocktonsc.org)



- Encinal YC's **Coastal Cup** (starts June 13) is famous for its typically taxing conditions during the roughly 300-mile race from the Bay to Southern California, giving you a chance to experience surfing conditions like you probably haven't seen before. [www.encinal.org](http://www.encinal.org)



- Take the family out for a daysail that includes a stop at one of the Bay's **boat-in restaurants**. You can find a complete list to print out and keep aboard at [www.latitude38.com/features/dining.html](http://www.latitude38.com/features/dining.html).

- If you've got friends who are 'jumping the puddle' to French Polynesia this spring, fly out to Tahiti and join them

in celebrating their crossing at the culturally rich **Tahiti-Moorea Sailing Rendezvous**, June 22-24. [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com)



- Observe the Northern Hemisphere's summer solstice by joining in one of the many **Summer Sailstice** celebrations around the world on June 23. [www.summersailstice.com](http://www.summersailstice.com)

- Dubbed the "bug light for weirdos," the Singlehanded Sailing Society's **Singlehanded TransPac** starts June 30 and will put a hardy group of solo sailors to the test. [www.singlehandedtranspac.com](http://www.singlehandedtranspac.com)



- Lobby your favorite schooner skipper for a crew spot during the **Great San Francisco Schooner Race**, June 30, an eye-popping spectacle that features many of the West Coast's most meticulously maintained classics. [www.sfyf.org](http://www.sfyf.org)

## JULY

- **Beer Can racing** — weeknight sailing followed by social time — is getting into full swing by now; if you haven't tried one yet, you don't know what you're missing. Find the schedule in *Calendar*.



# THE YEAR

- Head up to the Delta to watch the spectacular **4th of July fireworks show** put on by Barron Hilton's family at Mandeville Tip.

- For those who don't want to go it alone, there's the **Pacific Cup**, a.k.a. "the fun race to Hawaii," which starts July 16-21. [www.pacificcup.org](http://www.pacificcup.org)



- The **Delta Doo Dah** (July 28-August 3) is so hot that it sells out within minutes of registration opening. Keep your eye on 'Lectronic Latitude this spring for the details. [www.deltadoodah.com](http://www.deltadoodah.com)

- The super-fun **Plastic Classic Regatta & Concours d'Elegance**, July 14, is strictly for "vintage" fiberglass boats designed at least 25 years ago — that's 1987, folks! [www.bvbc.org](http://www.bvbc.org)

- Year in and year out, the **Santa Barbara-King Harbor Race**, July 27-28, is one of SoCal's biggest distance races with one of its most picturesque courses. [www.sbyc.org](http://www.sbyc.org), [www.khyc.org](http://www.khyc.org)

## AUGUST

- There's no better test of one's heavy-air mettle than the Hood River YC's **Double Damned Race** (August 11) up the Columbia River. [www.hoodriver yachtclub.org](http://www.hoodriver yachtclub.org)



- The up-and-coming charity regatta, **Richmond Riviera Regatta**, features fantastic racing, the Taste of Richmond and a great party at Richmond YC, August 13-14. [www.richmondrivieraregatta.com](http://www.richmondrivieraregatta.com)

- We're not sure what you're planning to do August 11-19 and August 27-September 2, but our attention will primarily be on the two **America's Cup World**

**Series** events scheduled for those two nine-day periods. [www.americascup.com](http://www.americascup.com)



- Join hundreds of sailors in supporting the push to find a cure for Sarcoma Cancer by participating in the **Sarcoma Cup** races and shoreside activities at the Berkeley YC, August 25 & 26. [www.beatsarcoma.org](http://www.beatsarcoma.org)



- Take advantage of long summer nights with an overnight in the mooring field at Angel Island's idyllic **Ayala Cove**. After the last tourist ferry departs at 4 p.m., boaters have the grounds to themselves until twilight.

## SEPTEMBER

- Enhance your knowledge by picking the brains of Mexico cruising experts, and/or find a ride south of the border at Latitude's annual **Mexico-Only Crew List Party**, September 5 at the Berkeley YC. [www.latitude38.com](http://www.latitude38.com)



- Take a road trip up the coast to Port Townsend for the **Wooden Boat Festival** (September 7-9). If wooden boats make your heart flutter, even a little, this event is a must. [www.woodenboat.org/festival](http://www.woodenboat.org/festival)

- After watching the America's Cup World Series, chances are you'll have

an appetite for some racing of your own, and the St. Francis YC's **Rolex Big Boat Series** (September 6-9) is just the ticket. The premier regatta on the West Coast is one of the best to sail, and finishes right in front of the club make for some great spectating as well. [www.rolexbigboatseries.com](http://www.rolexbigboatseries.com)



- Give back a little on September 15 by joining your local **Coastal Cleanup** team to clear beaches of trash. [www.coastalcleanup.org](http://www.coastalcleanup.org)

- Catch a ride aboard San Francisco Maritime National Historic Park's **scow schooner Alma** for a three-hour tour of the Bay. Rides are offered throughout the summer. See [www.nps.gov/safr](http://www.nps.gov/safr) for a full schedule.



- When you're planning your trip home from the Delta, schedule it around the **Delta Blues Festival** (TBD) at Antioch Marina. [www.deltabluesfestival.net](http://www.deltabluesfestival.net)

## OCTOBER

- See the full might of American strategic superiority on display and help support the U.S. Navy at **Fleet Week**, October 4-8. [www.fleetweek.us](http://www.fleetweek.us)

- Test your shorthanded sailing prowess by racing in the **Vallejo 1-2** (October 6-7), which is unique within the Bay racing calendar. Saturday's race, from the Berkeley Circle to Vallejo YC, is raced singlehanded, while the Sunday race, Vallejo to Richmond YC is raced doublehanded. And a bonus is that you get to party in two different YCs. [www.ryc.org](http://www.ryc.org), [www.vyc.org](http://www.vyc.org)

- The **Pink Boat Regatta** (October 14), the newest charity race on the Bay, offers

# IN PREVIEW

a crazy course, colorful games, and vivid memories, in addition to raising funds for the Breast Cancer Research Foundation. [www.thepinkboat.org/regatta](http://www.thepinkboat.org/regatta)



- Hands down the most successful **Leukemia Cup** (October 21) in the country, the San Francisco version of the event raised over \$1 million last year for research. [www.leukemiacup.org/sf](http://www.leukemiacup.org/sf)

- As one of the summer racing season's bookends, the Richmond YC's **Great Pumpkin Regatta** (October 27-28) is a must-do event. With 258 boats at last year's, there should be no shortage of ride opportunities. But even if you can't get a ride, you don't want to miss Satur-

day night's party. [www.richmondyc.org](http://www.richmondyc.org)

- In the days leading up to the Baja Ha-Ha, the **Downwind Marine cruising seminar series** offers tons of tips and wisdom to folks heading south. [www.downwindmarine.com](http://www.downwindmarine.com)



- Declare an end to procrastinating and head south — on your own boat or a friend's — with the annual **Baja Ha-Ha** cruisers rally from San Diego to Cabo San Lucas, October 28-November 10. [www.baja-haha.com](http://www.baja-haha.com)

## NOVEMBER

- November marks the beginning of the Bay's various **Midwinters** series.

If you haven't tried racing the Bay in what are usually very relaxing, enjoyable conditions, you owe it to yourself to take a stab at it. Find a full schedule in *Calendar*.

## DECEMBER

- Decorate your boat for a **lighted boat parade**, join and make merry! A full schedule will be listed in *Calendar* and in *'Lectronic Latitude*.



- Splurge and take the family on a **sailing vacation to the Caribbean** that will yield unforgettable memories.

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