

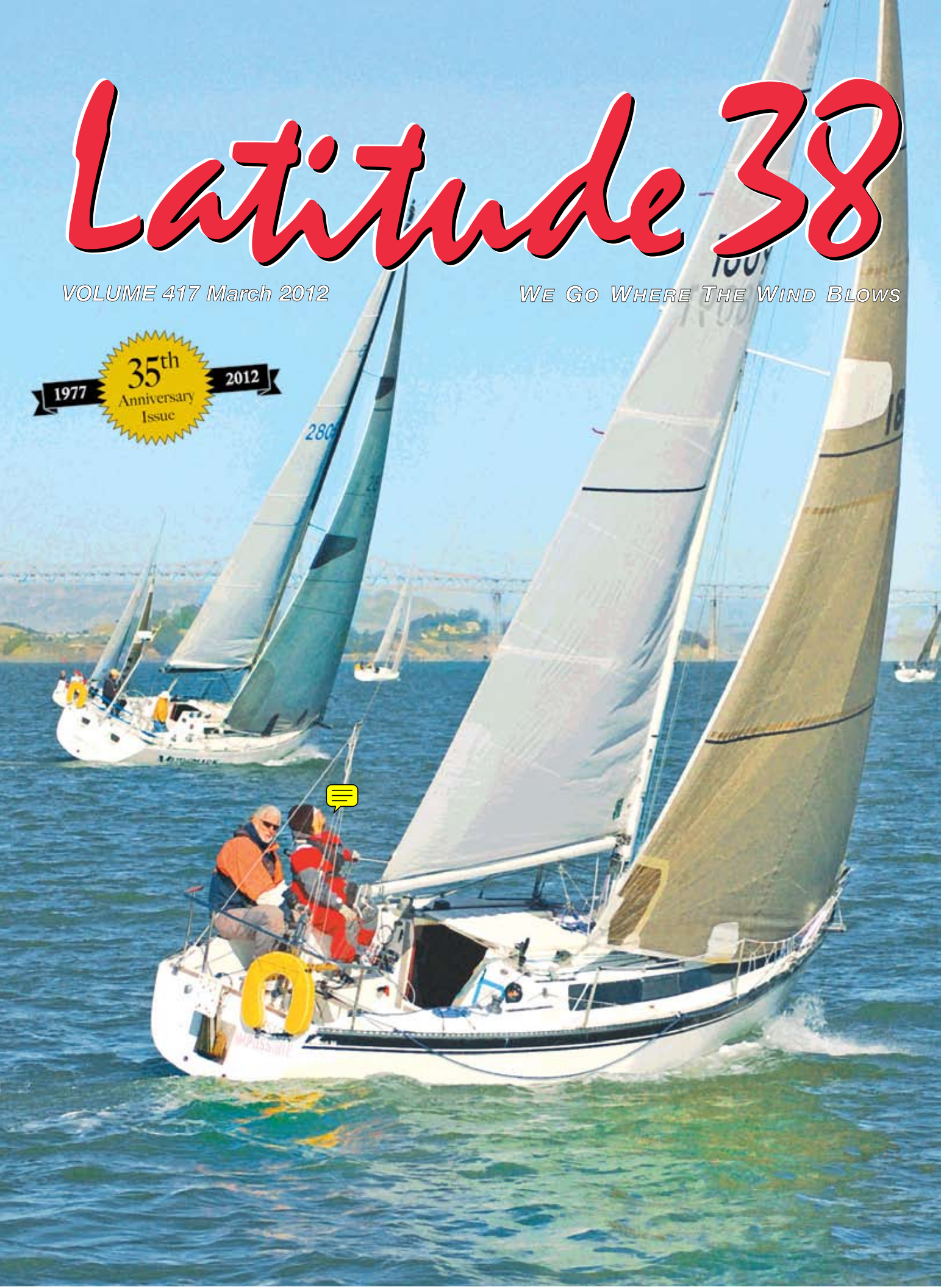
Latitude 38

Latitude 38

VOLUME 417 March 2012

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1977 **35th** Anniversary Issue 2012



MARCH 2012

VOLUME 417



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Cover: David Hamilton and Valerie Suzawa claw upwind toward Red Rock during late January's epic Three Bridge Fiasco aboard their Merit 25 *Mission Impossible*.

Photo: Latitude 38/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, or mail to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.html.

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Written by Brett Douglas

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– Bruce Perlowin

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The author narrates this adventure from the decks of four separate fishing boats that delivered “weight.” Starting with the first delivery and ending at the federal courthouse four years later, this story tells how we did it.



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Mar. 1-31 — Celebrate Women's History Month at San Francisco Maritime National Historical Park with daily programs and interactive exhibits, such as 'Women Who Changed Maritime History'. **3/11**: Suffragette March & Ladies' Tea, noon; **3/12 & 26**: Wendy the Welder: Women Building Liberty Ships in WWII, 2 p.m. aboard *Balclutha*. Info, (415) 447-5000.

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.

Mar. 3, 10, 17, 24, 31 — *Building the Golden Gate Bridge* film at Sausalito's Bay Model, 1 p.m. Info, (415) 332-3871.

Mar. 4 — 26th Annual Mariners' Sunday at St. Luke Presbyterian Church in San Rafael, 10 a.m. An ecumenical service dedicated to mariners with StFYC's Sons of the Sea Chorus, followed by brunch at Loch Lomond YC. Info, www.stlukepres.org. Brunch reservations, (415) 927-0924.

Mar. 4-25 — Free sailing at Pier 40 every Sunday courtesy of BAAADS. Info, (415) 281-0212 or www.baads.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 for details.

Mar. 7-28 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

Mar. 8 — Sail under a full moon on a Thursday night.

Mar. 8 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

Mar. 8 — OYRA Season Kick-Off Party & Skippers Meeting at Berkeley YC, 7 p.m. All OYRA racers, and prospective racers and crew are invited. Appetizers & no-host bar. Free. RSVP to andy.newell@sbcglobal.net.

Mar. 8-11 — San Francisco Ocean Film Festival celebrates the sea with films that increase awareness. \$12 per program or \$85 for a Film Program Pass. Info, www.oceanfilmfest.org.

Mar. 8-11 — Sacramento Boat Show at Cal Expo. Info, www.sacramentoboatshow.com.

Mar. 9-19 — *Lady Washington* and *Hawaiian Chieftain* continue their Northern California tour in San Francisco with tours, educational programs, and adventure sails. **3/21-4/2**: Sausalito; **4/4-9**: Bodega Bay; **4/12-18**: Eureka; **4/20-30**: Crescent City. See www.historicalseaport.org for a full schedule.

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, elsalvadorrally.blogspot.com.

Mar. 11 — Daylight Saving Time begins. Woo hoo!

Mar. 11 — Discover what 'Life in Nelson's Navy' was like in this slideshow aboard *Balclutha* at SF Maritime National Historical Park, 2 p.m. Info, (415) 447-5000.

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Preowned Ranger Tugs at Our Docks	
Ranger 25 Tug, 2009	LET'S MAKE A DEAL! \$125,900
Ranger 25 Tug, 2008	110,000
Preowned Power Yachts	
Tiara 4300 Sovran, 2008	AT NEWPORT! \$475,000
Regal 19 Bowrider, 2008	FAST & FUN 21,950
Carver 35 Super Sport, 2006	NEW LISTING! 149,900
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CALENDAR

Mar. 12 — 'The Ocean: Barrier or Highway?' program aboard *Balclutha* at SF Maritime National Historical Park, 3 p.m. Find out if the ocean was a barrier to the park's famous vessels in this 30 minute slideshow. Info, (415) 447-5000.

Mar. 14 — Singlehanded TransPac race seminar 'Communications' by Paul Elliott at Oakland YC, 7 p.m. All seminars are free and open to the public. For more about the race or future seminars, go to www.singlehandedtranspac.com.

Mar. 15 — 'Coastal Cruising: Are You Ready?' seminar, part of Sausalito YC's Third Thursday Seminar Series, 6:30-7:30 p.m. Free and open to the public. Info, www.sausalito yachtclub.org/calendar/whats-happening.

Mar. 15 — 'A Captain's Leadership Toolkit for the 21st Century' presentation by Capt. Nancy Erley at Spaulding Wooden Boat Center in Sausalito, 7 p.m. \$10 members, \$15 non-members. Info, www.spauldingcenter.org/events.html.

Mar. 16 — 'Cup Chat: A Revolution of Sailing' talk-show style event featuring guest speakers at Encinal YC, 6:30 p.m. \$35. RSVP to Lisa at (510) 522-3272.

Mar. 17 — *Téigh ag seoltóireacht inniu*.

Mar. 17-18 — Annual Potter Yachter Fest at Peninsula YC in Redwood City. All West Wight Potters and trailerable pocket cruisers are invited. Info, (650) 771-1945.

Mar. 18 — Pacific Cup Race Offshore Academy #4, part of a series of seminars leading up to this summer's race, at Berkeley YC, 12-5 p.m. Learn about weather, tactics, downwind driving, personal welfare & provisioning. Open to all \$20 (\$18 for PCYC members). Info, www.pacificcup.org/seminars.

Mar. 20 — Vernal equinox, aka the first day of spring!

Mar. 25 — Coyote Point YC (San Mateo) Open House & Chili Cook Off, 2-5 p.m. Come check out the club and get some grub! Info, www.cpyc.com.

Mar. 25 — North U. Trim Tour is a one-day course teaching the latest in sail trim. The next seminar is in Anacortes, WA. All seminars run 9 a.m.-4:30 p.m. **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.

Mar. 25 — Small Craft Tour at SF Maritime National Historical Park's Hyde St. Pier, 2 p.m. Free. Info, (415) 447-5000.

Mar. 25 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Mar. 28 — Presentation by the elite USCG Pacific Strike Team at Corinthian YC, 7 p.m. Free. RSVP at www.cyc.org or (415) 435-4771.

Mar. 31 — Maritime Crafts for Kids at SF Maritime National Historical Park's Hyde St. Pier, 3-4 p.m. \$5, free for kids under 16. Info, john_cunnane@nps.gov or (415) 447-5000.

Mar. 31 — Launch party for International Rescue Group's new rescue boat at Alameda's Pasta Pelican, 7 p.m. Live music and dancing, and celebrity emcee Jeffrey Weissman (George McFly from the *Back to the Future* sequels). RSVP at www.internationalrescuegroup.org.

Apr. 12-15 — Strictly Sail Pacific at Jack London Square. Info, www.strictlysailpacific.com.

Apr. 15 — Swap Meet and Open House at Berkeley YC, 6 a.m. Info, www.berkeleyyc.org or (510) 843-9292.

Apr. 21 — Marinship Day & Flea Market at Sausalito West Marine, 8 a.m.-3 p.m. Prizes and more! Info, (415) 332-0202.

Racing

Mar. 1-4 — Heineken Regatta, St. Maarten, West Indies.

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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>	Pending
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>	\$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>	Pending
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>	Reduced \$189,000	35' J/105, '92, Hull #44, <i>Orion</i>	SOLD		

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CALENDAR

One of the world's great fun regattas — and some of the wildest parties. Info, www.heinekenregatta.com.

Mar. 3 — John Pitcher Memorial. CPYC, www.cpyc.com.

Mar. 3 — Long Distance #1. SSC, www.stocktonsc.org.

Mar. 3-4 — California Dreamin'. StFYC, www.stfyc.com.

Mar. 4 — Spring 1 & 2 PHRF. MPYC, 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.

Mar. 10 — Mercury Series #1. EYC, www.encinal.org.

Mar. 10 — Spring Dinghy. StFYC, www.stfyc.com.

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

Mar. 11 — Spring Series #1. SSC, www.stocktonsc.org.

Mar. 16-18 — San Diego NOOD Regatta. SDYC, www.sdy.org.

Mar. 17 — Get out of the Gate in the YRA-OYRA Lightship. StFYC, www.yra.org.

Mar. 17 — Rites of Spring (date changed from Mar. 24), includes all-female crew division. OYC, www.oaklandyachtclub.net.

Mar. 17 — Rosenblum Regatta. SFYC, www.sfyc.org.

Mar. 17 — Frost Bite Race #6. BenYC, www.beniciayachtclub.com.

Mar. 17 — Stockton SC Doublehanded Long Distance Race #1. Info, www.stocktonsc.org.

Mar. 17 — Lee Storrs Regatta for keelboats out of Marina del Rey. South Coast Corinthian YC, www.sccyc.org.

Mar. 17-18 — Spring Keel Regatta on the Cityfront. StFYC, www.stfyc.com, (415) 563-6363 or raceoffice@stfyc.com.

Mar. 18, 1969 — Bernard Moitessier abandoned his lead in the Golden Globe Race, the first nonstop solo round-the-world race, and instead sailed to Tahiti, circumnavigating 1.5 times in the process.

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.

Mar. 24 — Small Boat Winter #3. EYC, www.encinal.org.

Mar. 24-25 — NorCal High School Championships. StFYC, www.stfyc.com.

Mar. 25 — Spring Series #2. SSC, www.stocktonsc.org.

Mar. 26-Apr. 1 — BVI Spring Regatta & Sailing Festival, British Virgin Islands. One of the Caribbean's best regattas, this includes a huge bareboat fleet. A great way to spend a week-long charter. Info, www.bvispringregatta.org.

Mar. 31 — If the Lightship is peanuts to you, don't miss BAMA's Doublehanded Farallones. Info, www.sfbama.org.

Mar. 31 — Horsfall-Vincent. CYC, www.cyc.org.

Mar. 31 — 24th America's Schooner Cup in San Diego, a spectacular regatta featuring (you guessed it) schooners from up and down the coast. Proceeds from race and Sunday's concert benefit the Navy-Marine Corps Relief Society. Contact Silver Gate YC at manager@sgyc.org or (619) 222-1214 to enter your schooner or find out more.

Apr. 1 — Spring Series #3. SSC, www.stocktonsc.org.

Apr. 7 — Spring Tune-Up Race, the mother of all beer can races. RYC, www.richmondyc.org.

Apr. 7 — Summer #1. SeqYC, www.sequoiayc.org.

Apr. 7 — SSS Corinthian Race, formerly known as the In the Bay Race. Info, www.sfbaysss.org.

Apr. 7 — Andy Byrd Memorial Race. CPYC, www.cpyc.org.

Apr. 14 — Bullship Regatta, the annual running of El Toros from Sausalito to the Cityfront. Info, www.eltoroyra.org.

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CALENDAR

Apr. 14 — YRA-OYRA Full Crew Farallones Race will get you out there, too. SFYC, www.yra.org.

May 5-6 — The 112th annual Great Vallejo Race, one of the biggest races on the Bay, which also serves as the YRA season opener. Info, (415) 771-9500 or www.yra.org.

May 12 — If you prefer solitude, go for the Singlehanded Farallones Race. SSS, 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.

July 16 — And if you'd like to share the adventure with friends, the Pacific Cup is for you. Info, www.pacificcup.org.

Remaining Midwinter Regattas

BERKELEY YC — Chowder Races: Sundays through March. Bobbi, (925) 939-9885 or 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.

CORINTHIAN YC — Midwinters bonus: 3/17. Michael, racing@cyc.org.

ENCINAL YC — Jack Frost Series: 3/24. Info, rearcommodore@encinal.org.

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

HALF MOON BAY YC — Midwinters: 3/18. Info, www.hmbyc.org.

ISLAND YC — Estuary Midwinters: 3/11. John, (510) 521-2980 or iycracing@yahoo.com.

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

OAKLAND YC — Sunday Brunch Series: 3/4. John, (510) 366-1476 or j_tuma@comcast.net

RICHMOND YC — Small Boat Midwinters: 3/4. Opti Midwinters: 2/4, 3/3. Bob, bbranstad@gmail.com.

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

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

SEQUOIA YC — Winter Series: 3/17. Redwood Cup: 3/11. Info, www.sequoiayc.org.

SOUTH BEACH YC — Island Fever Midwinters: 3/17. Info, www.southbeachyc.org.

TIBURON YC — Midwinters: 3/10. Rob, race@tyc.org.

Mexico and Beyond

March 20-24 — The 20th Annual Banderas Bay Regatta is five days of 'friendly racing for cruising boats'. The sailing conditions and the Paradise Marina venue couldn't be better. Everybody plays it safe because they're sailing their homes, and the entry is cheap. It's the perfect time and place to have family and friends fly down to join you in the tropics. In fact, you'd have to be nuts to miss this one. The regatta is part of the month-long Festival Nautico Vallarta. For details, visit www.banderasbayregatta.com.

Mar. 10-Apr. 29 — The 2nd Annual Cruisers Rally to El Salvador starts in Mexico and meanders 'rally style' to the Bahia del Sol Hotel in El Salvador, where owner Marco Zablah is donating \$1,800 in prizes. Info, elsalvadorrally.blogspot.com.

April 12-15 — La Paz Bay Fest. This will be the fifth year for this descendant of the (in)famous La Paz Race Week. An event for cruisers that includes races, potlucks, cruising seminars and other fun activities for the family. More info on Bay Fest 2011 can be found at www.clubcruceros.org.

May 1-6 — Loreto Fest and Cruisers' Music Festival. This

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30' Yamaha Sailboat (diesel)	23' Ranger Sailboat
30' Islander Sailboat	22' Santana Sailboat
29' Ericson Sailboat	20' Cal Sailboat
27' Clearwater Sailboat	18.5' Hunter Sailboat

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For additional information contact: Ed Hallett 650.573.2594

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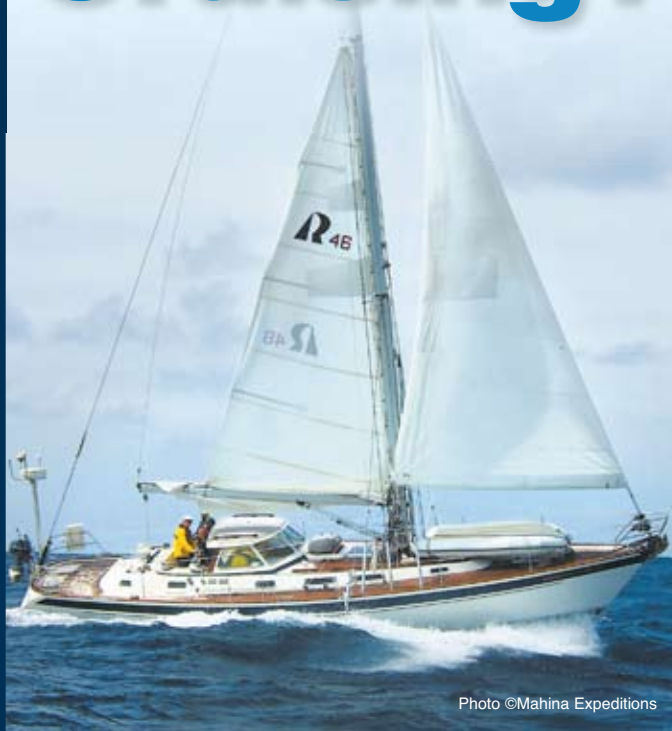


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CALENDAR

classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers for a chili cook-off, dinghy races and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit www.hiddenpartyachtclub.com.

June 22-24 — 7th Annual Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe races. Info, www.pacificpuddlejumps.com.

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

March Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
3/03Sat	0108/3.0	0658/5.4	1405/0.4	2121/4.4
3/04Sun	0202/2.7	0757/5.6	1447/0.1	2152/4.7
	HIGH	LOW	HIGH	LOW
3/10Sat	0030/6.2	0632/0.0	1306/5.3	1835/1.0
3/11Sun	0109/6.3	0824/0.2	1506/4.9	2019/1.6
	LOW	HIGH	LOW	HIGH
3/17Sat	0215/2.5	0813/5.6	1457/0.0	2203/5.0
3/18Sun	0316/2.1	0918/5.6	1546/0.1	2243/5.2
	HIGH	LOW	HIGH	LOW
3/24Sat	0105/5.6	0719/0.4	1357/4.7	1914/1.7
3/25Sun	0131/5.5	0755/0.3	1441/4.4	1948/2.1
	LOW	HIGH	LOW	HIGH
3/31Sat	0035/3.0	0611/4.8	1314/0.5	2046/4.3
4/01Sun	0143/2.7	0722/4.9	1409/0.4	2124/4.6

March Weekend Currents

date/day	slack	max	slack	max
3/03Sat	0327	0613/2.0F	0903	1214/3.8E
	1624	1930/3.0F	2237	
3/04Sun		0052/2.0E	0417	0705/2.4F
	0956	1305/4.2E	1706	2007/3.3F
	2316			
3/10Sat	0211	0511/4.8E	0845	1143/4.0F
	1458	1737/3.8E	2054	2352/3.5F
3/11Sun	0350	0658/4.9E	1039	1337/3.7F
	1657	1927/3.2E	2239	
3/17Sat		0127/2.1E	0429	0724/2.5F
	1003	1325/4.0E	1714	2027/3.6F
	2324			
3/18Sun		0224/2.5E	0525	0824/2.9F
	1103	1423/4.1E	1802	2111/3.7F
3/24Sat	0250	0546/4.1E	0933	1225/3.3F
	1540	1809/2.9E	2134	
3/25Sun		0023/2.7F	0319	0624/4.0E
	1012	1305/3.0F	1625	1848/2.6E
	2204			
3/31Sat	0301	0536/1.5F	0822	1136/3.3E
	1549	1854/2.6F	2210	
4/01Sun		0022/1.8E	0404	0642/1.8F
	0930	1236/3.5E	1639	1942/2.9F
	2253			

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LETTERS

↑↓THEY CALL IT 'KEEL WALKING'

Holy crap, what a set of big ones Alex Thomson has! I'm referring to the February 3 'Lectronic video of him standing on the canting keel — in a suit, no less — while his Finot-Conq designed IMOCA 60 *Hugo Boss* was hauling ass. It's a great future ad for a local hull cleaning company . . . scrub your keel on the way to the finish line.

Bill Kelly
*Surface Time, Four Winns
Rio Vista*

Bill — It's was quite a stunt, even for the swashbuckling 37-year-old Brit. But Thomson, the head of Alex Thomson Racing, is that kind of guy. If we're not mistaken, he still owns the record for the best 24-hour run, 468 miles, by a solo monohull sailor. That's an average of 19.5 knots.



Apparently he attempted the same stunt a while back, but skeptics accused him of Photoshopping it. So this time his team filmed it. It wasn't easy to pull off, as Hugo Boss driver Ross Daniel needed 17 to 19 knots of wind and less than three-foot seas to heel the boat between 45 and 70 degrees (!) to get the four-ton keel sufficiently out of the water for the required 45 seconds. Ironically, the boat needed to be going a relatively pedestrian nine knots.

↑↓IF YOU HAVE A PROBLEM, WHAT'S IT WITH?

I have a problem with bugs! I stored my Islander Freeport sailboat on the hard at Napa Valley Marina a year ago, then relaunched her last month. When I relaunched her, she was infested with little black bugs. The folks at the marina said they were "grass flies" and would disappear in two to six weeks. I sure hope they're right.

I worked very hard for eight days to rid my boat of these pests, and I thought I had it pretty well nailed. But I just discovered a new area of infestation — the drum of my roller furler!

I'm beginning to get a bit discouraged. All right, maybe even a lot discouraged. Anybody else have info on these little guys?

Len Teasley
*Sea Quins, Islander Freeport 41
Brickyard Cove / Richmond YC*

Len — Just make sure they are not Pinot Noir flies from the renowned Carneros wine region vineyards just a winch handle's toss from the boatyard. Unlike grass flies, the Pinot Noir flies leave lots of red spots that are hard to remove.

↑↓FAILING TO MEET THE FULL SPECTRUM OF NEED

Now that the dust has settled after the first round of planning for long-term development of the San Francisco waterfront under the America's Cup Host Agreement — see the January 25 'Lectronic story "Supes Certify AC34 EIR" —

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LETTERS

it is disturbing to see that while the current proposed deal provides many important direct benefits — benefits running into the tens of millions of dollars — to the Port and the City of San Francisco, the deal provides few, if any, direct benefits to support recreational boating on the Bay. The Port's recent CEQA findings nicely sum up the benefits for recreational boating by noting the deal would "generate interest in the sport" of sailing.

While the arrival of the race is very exciting and the additional interest in the sport is a welcome benefit, the City and Port of San Francisco are not able to meet the current interest in recreational boating. There are no public boatyard facilities in the City this side of the Bay Bridge. And the estimated wait for a berth at the City's two public marinas is close to a decade.

To make matters worse, the public facilities to support small recreational boating are rapidly disappearing. The ongoing renovation of San Francisco Marina calls for the near total elimination of facilities for small boats at that marina. All 39 of the 20-ft slips are being eliminated, as well as 200 of the 25-ft slips, and 26 of the 30-ft slips, while the number of 40- and 45-ft slips is being roughly doubled.

In this light, the proposed vision to award long-term development rights that would dedicate the development of permanent marinas under the America's Cup Host Agreement to only super yachts at Piers 30/32 (slips running 50-200 feet) and large boats at Pier 54 (slips running 25-50 feet) is a vision that does not seem to meet the full spectrum of need.

An important hearing and possible vote was tentatively scheduled for February 15 by the Budget and Finance Committee of the San Francisco Board of Supervisors on a proposed Disposition and Development Agreement that will flesh out details of the deal. I urge boaters to speak up, particularly those who want to see the vision for development of permanent marinas under the America's Cup enlarged to include small recreational boating. Consider writing or picking up the phone and calling the Budget Committee members: Supervisors Avalos, Chu and Kim.

Hunter Cutting
Dona Mae, Olson 25
San Francisco

Hunter — While the deadline has passed for the February 15 meeting, we thought it was nonetheless worthwhile to note your opinions on the various matters.

Our thoughts? 1) While getting the Board of Supes to certify the Environmental Impact Report was important, it was a necessary but not sufficient step for the America's Cup to happen. 2) Some land uses are more intelligent than others. The San Francisco Cityfront isn't a good place for a boatyard because the land is too expensive, which would therefore make haulouts too expensive. 3) Interest in small boat sailing, as opposed to sailing boats over 35 feet, has plummeted over the last 20 years. Reconfiguring San Francisco's marinas to accommodate more larger boats is a change that should have been made a long time ago. 4) The long waiting list for a slip in San Francisco is a function of the City's not wanting to price out middle income sailors. If the City were willing to let the marina charge what the market would bear — probably \$25/ft/month — they could still fill the berths. The problem is that then only the most wealthy of the most wealthy could afford to keep a boat in San Francisco, and the City — congrats — wants to avoid that. 5) If San Francisco wants a great tourist attraction, they should build a big marina for megayachts where everyone could come and gawk and where all the owners could show off.

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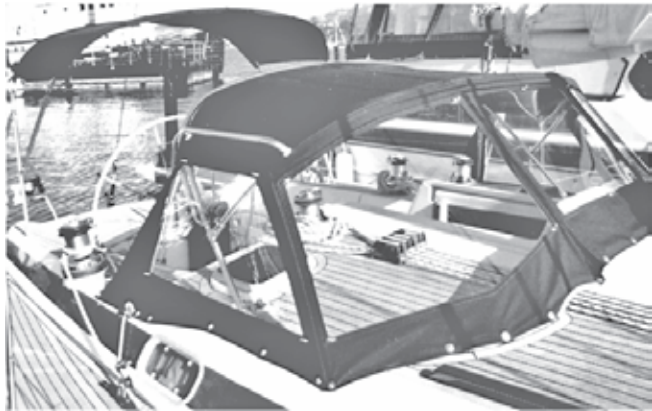
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LETTERS

This is what's done in St. Tropez, Antibes, Monaco and much of Europe, and it draws the curious and envious like flies to poop. Alas, approving such a thing would be political suicide in San Francisco, no matter how much money it could bring in or how many jobs it could generate. And to give you an idea of what kind of money we're talking about, we're told that it costs about \$30,000 a month to stern-tie a 130-ft motoryacht in St. Martin. Real megayachts probably pay well in excess of \$50,000 a month. Money streams out of these megayachts like radiation from a nuclear reactor after a meltdown.

Unless we're badly misinformed, there are ample berthing opportunities for sailboats under 30 feet with easy access to the Central Bay, just not in the City. Realistically, we think that's the best you can hope for in such an urban area.

↑↓ NOT WISE TO DO THE 'CORINTHIAN THING'

Members of the Singlehanded Sailing Society's Three Bridge Fiasco fleet got a 40-minute berating from the race committee at the February 8 awards ceremony for having sailed into the restricted zone at Richmond Long Wharf during the Fiasco. We got chewed out for not doing the "Corinthian thing," which would have been to retire from the race after sailing into the restricted areas.

First of all, the Greeks are in a heap of shit right now, and I don't think we should be doing anything Corinthian or we will likely end up like them. Second, not all of us sailed into the restricted zones, so I wish they would have not included us in those they were scolding. In any event, it sure left everyone in a somber mood at what was supposed to be a celebratory occasion.

We also felt gypped that, after 334 skippers spent \$60 to enter the Fiasco, we only got one trophy for one of the largest doublehanded races in the world. What's worse is that only the skipper was called up for the prizegiving. What is the crew on a doublehanded boat, chopped liver?

I know that times are tough and all that, but one \$5 trophy for the winner of a 30-boat fleet? What that's about? My sailing partner Bart Hackworth and I were feeling bad until we got up the resolve to get even. So after about five minutes in the garage, our one trophy became two. One half of the original says 'First', the other half says 'Place'.

I spoke with the SSS officials and suggested that if they don't want to have such a big event, they should limit the entries to a number they can handle in their folksy way. Or they should spend some of that freeeeaaaking entry fee money on their own RIB to enforce the no-fly zone around the wharf. It seems so simple, but they really can act like a bunch of folks who only sail by themselves. Oh wait . . .



COURTESY GRUNTLED

The 'Gruntled' crew were decidedly disgruntled at receiving only one trophy for their doublehanded win.

Simon Winer
Gruntled, Moore 24
Pt. Richmond

Simon — If it would make you feel any better, we'll award you a \$5 trophy for what we've always thought was perhaps the best boat name ever. And you don't even have to pay an entry fee.



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LETTERS

↑↓ IS ROBERT LOCKWOOD REALLY REAL?

You have to be making up the letter from Robert Lockwood as a ploy to increase circulation, right? After all, it's 2012 for chrissakes! Yet he writes that the humble bikini is the cause of "legal murder by abortion, same sex marriage, Obama, perverts, overcrowded jails, an economic mess like never before and unemployment without solution."

Don't tell Lockwood, but my wife Debbie points out the babes I miss. Great sport. And the new look is see-through outfits with bikinis underneath and mega high rise heels! Gotta love it, but I guess I'll be going straight from St. Barth to hell.

Speaking of St. Barth, we just can't seem to get out of here. Having given up the idea of going to Los Roques because it would mean having to beat back to the Windwards at this time of year, we'll probably still be here for Carnival on February 22.

I'm having a particularly bad back episode at the moment, so we are really enjoying the calm of the inner harbor moorings, aka the 'Trailer Park'. Ira Epstein of Bolinas is here for yet another year with his Robert Clark 65-ft *Lone Fox*, which took top honors at Antigua Classic Regatta last year, and there has been a Murderer's Row of other beautiful wooden boats. *W*, the schooner *Juno*, and another killer mega schooner with a Belgian flag left yesterday. I think her name is *It's Our Life* or some other strange thing.

Greg Dorland
Escapade, Catana 52
Lake Tahoe

Greg — People think Latitude is full of made-up letters, but it's not. If you doubt us, tell us which letter you think is a phoney and we'll have a little bet on it. In the case of Lockwood, he's practically become our pen pal.

On December 12, he wrote to say beachfront food prices at Punta Mita were "San Francisco," and that we couldn't get a good meal there for seven bucks. We hadn't been writing about the beachfront restaurants, most of which are geared to the Four Seasons crowd, not cruisers. We were writing about the likes of the very popular Como No?, which is our Punta Mita 'regular', and where you sure as heck can get a great dinner in a beautifully designed, sparkling clean restaurant with great food and impeccable service for \$7. In fact, we're not sure there's anything on the menu for more than that.

On January 6, he wrote the letter about the bikini. Seems like a bit of a fashion leap to us.

On January 13, Lockwood graciously wrote to say "although it is your call, I would think you would be reporting on her [singlehanded solo circumnavigator Laura Dekker's] activity, not editing it because of your personal spin."

On January 27, he wrote to say, "You don't know your readers very well. You and your close friends may like to see 'topless' but I think most (real) men like to see class, and class is not topless." Actually, we do know our readers really well, and most of them, being men, would like to see a lot more topless shots. As soon as they send in photos of their girlfriends and wives topless, we'll run them.

On January 30, he wrote to inform us that our "editorials are beginning to sound like Ann Landers." Maybe Lockwood doesn't know that there were more than three 'Ann Landers': Ruth Crowley, a Chicago nurse who did it for nine years, Connie Chancellor and several others who did it for a few months, and Esther Lederer who did it until she died in '02. And no, we don't think we sound as if we're speaking from the grave.

On February 6, we got the most puzzling Lockwood mis-sive of all. "Your article in the February issue of Latitude was

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LETTERS

a really a good piece. Without it, we would know very little of what is going on. If there is any place that can screw this kind of thing up, it is San Francisco." We're not sure, but we think he was talking about the America's Cup. Anyway, we enjoy his letters and wish him well.

As we write our response to your letter, we're at the great new docks of the beautiful Bitter End YC in Gorda Sound, which is graciously playing host to us. St. Barth is but 90 upwind and up-current miles from us, and there's a great weather window to cross the Anegada Passage tomorrow morning, so we're as excited as a five-year-old on Christmas Eve.

The "killer mega schooner" whose name you're trying to remember is the gorgeous Hoek-designed This Is Us. Because she's 'only' 125-ft, she's a mini-maxi schooner compared to the likes of the 169-ft Meteor and others. The captain of This is Us is Robin Winn, a good friend of Doña de Mallorca from her days



COURTESY THIS IS US

working on yachts in the Med and at the super-popular bar in Palma de Mallorca called — we're not making this up — Latitude 39. We're big enough Mark Knopfler fans to have asked Robin if the boat was named after the duet Knopfler did with Emmylou

The name for the 125-ft schooner 'This Is Us' was inspired by the Mark Knopfler song.

Harris. For once we were right. The song is a rockin' 4 minutes and 17 seconds about two people who have been in love with each other for all their adult lives. It sounds treacly, but it's not, so yeah, it's on our iPad.

↑↓ PRESSURE FROM SHIPPING COMPANIES

It isn't just yacht delivery companies that pressure captains to keep to a schedule, it happens with shipping companies, too. My brother-in-law resigned from a shipping company after they told him to cross the North Atlantic in a coaster during the middle of winter. The ship got caught in ice and the crew was lucky to survive.

You may think that such dangerous voyages are limited by the IMO (International Maritime Organization), the United Nations agency charged with being responsible for safety at sea, the security of shipping and the prevention of marine pollution by ships. Well, laws and regulations are made to be broken.

My brother-in-law was the chief engineer, so he was the one who had to work out how to stop the stern door — it was a Ro-Ro — from leaking after ice damaged it. They also lost all their fresh water when the ice floes on deck snapped off the swan necks of the water breathers for the tanks.

I believe the ship was sailing under a flag of convenience rather than the U.S. flag. The captain and my brother-in-law were the only English speakers, so my BIL said it was like sailing singlehanded — he's a very experienced catamaran sailor — because he had nobody to talk to as he and the captain stood watch at different times.

Richard Woods
Richard Woods Catamaran Designs

Richard — The part we don't get is where you think an individual's personal responsibility should come into play. After all, it's not as if your brother-in-law were in the military, where if

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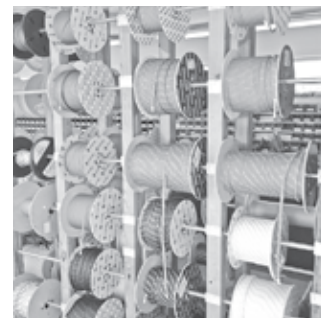
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LETTERS

he refused orders he'd be thrown into the brig or shot. Presumably your brother-in-law was knowledgeable enough about the vessel and the North Atlantic in winter to know such a voyage was unsafe. If so, why did he wait until he was nearly killed to resign?

The 'other side of the story' is that yacht delivery captains don't always exercise good judgment. For instance, there is the case of the Reliance Yacht Delivery skipper who was killed when the Lagoon 380 he was bringing across the Atlantic in the middle of winter flipped in 45-ft seas 200 miles from Bermuda. This happened two months before Reliance delivery skipper John Anstess and his two crew were killed when the Voyager 440 Cat Shot they were delivering flipped off the Oregon coast. That two of Reliance's boats were lost in such a short period of time has been cited by some as evidence that Reliance pressured skippers to take unnecessary risks.

However, an individual with intimate knowledge of the loss of the Lagoon 380 says the delivery skipper knew all along that Annapolis was the ultimate transAtlantic destination, and that many people were shocked when the delivery skipper insisted on taking a direct route across the Atlantic. When it came to winter Atlantic crossings, previous Reliance delivery skippers had taken a safer more southerly route to Miami, then used weather windows to harbor-hop up to Annapolis. Inexperience on the part of the other two crew has also been tossed out as a contributing cause of the tragedy. With the captain crashed out from fatigue, the inexperienced crew reportedly sailed the boat beam to 45-ft seas!

The same individual with intimate knowledge of that tragedy recalls that another Reliance delivery skipper made a huge blunder and lost yet another cat during what was supposed to be the delivery of a Privilege 51 catamaran from Tahiti to Barcelona. Despite the fact that the Galapagos wasn't on the way and the captain didn't have proper charts, he decided to visit the islands made famous by Charles Darwin. During an ill-advised nighttime approach, the skipper drove the catamaran onto a



LATITUDE ARCHIVES

'Cat Shot' after a terrific storm flipped her, killing her three-man crew.

reef, ripping off both rudders. We're told the cat was totally stripped by dawn. "The entire galley had been cut out in one piece and removed, the hulls had been

cut open so the engines could be removed out the sides, and there was not a piece of metal left, not a winch, windlass, stanchion or head sink," says our source.

The point we're trying to make is that delivery skippers aren't always or necessarily victims of the companies for which they work. Being a delivery skipper is a very demanding job, one that requires good judgment and the willingness to accept personal responsibility.

↑↓ A SHIP CAPTAIN'S OPINION ON WHO IS IN CHARGE

In my 40 years of 'messaging about in boats', personally and professionally, the weather conditions extant on the intended route have always been in the forefront of my voyage plan. My consistent advice to cruisers is never let some artificial deadline outweigh the weather enroute when planning the next, or first, leg of a voyage.

The most famous case of someone from the head office negatively impacting a voyage plan is none other than J. Bruce



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- 2000 38' Catalina 380 \$122K
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LETTERS

Ismay's pressure, subtle or not, on Captain Smith to make a record passage on the *RMS Titanic*. Ismay was the president and managing director of the White Star Line, which operated the ship. Ismay survived the disaster by helping man one of the lifeboats filled with women and children.

I'm sure that yacht delivery companies consistently make promises to owners, which the delivery captain is stuck with making good on. The mantra at the company with whom I spent the bulk of my career moving ships between the States and Asia was, "If the cargo's not moving, the ship must be."

I strenuously questioned this mantra as part of my findings when asked to look into the root causes for why several of our ships had collided with fishing boats during foggy conditions. Our captains had felt the subtle, yet omnipresent, pressure of schedule sanctity forced them to go too fast in foggy conditions. Once I presented my preliminary findings to my boss, I received a call within hours from one senior VP to draft a letter for his signature stating that schedule sanctity was secondary to safety. This was done, and it was sent to all ships to be posted in the wheelhouse.

The point is that the captain has the ultimate responsibility for the safe passage, a responsibility that cannot be delegated or subsumed to some subtle pressure, real or imagined.

Gary M. Schmidt
Syzygy, Beneteau First 345
Bainbridge Island, WA

Readers — Schmidt's saying that he's 'messed around in boats' for 40 years is putting it mildly. After being the captain of a 900-ft container ship that rescued more than one sailor in distress off the California coast, Schmidt invited us along for an 18-hour run from Los Angeles to the Port of Oakland. It was one of the most memorable experiences of our life. Anyway, we agree with his last paragraph so much that we're repeating it:

"The point is that the captain has the ultimate responsibility for the safe passage, a responsibility that cannot be delegated or subsumed to some subtle pressure, real or imagined."

In other words, if you don't have the cojones to tell management when a voyage is not safe enough to undertake, you have no right being a captain. It's like being a pilot of a loaded 747. Sure, all the passengers, and surely the management, want you to get them to their vacation spot on schedule, but if the conditions for landing aren't safe, it's your responsibility as the pilot to not give in to pressure.

↑↓ FINDING FAULT

The idea that anyone other than the captain is responsible for the safety of his vessel and crew is ludicrous. But equally stupid is the British Registrar who found no fault with the skipper of the vessel who took off into very bad weather.

Joseph Helfand
Jolin, Nonsuch 30
Alameda

Joseph — The British Registrar has a typical legal mind, apparently unable to comprehend the finality of nature. You can't contest a wave flipping a boat and killing the crew, nor can you appeal it to a higher court. That's why a captain, not someone thousands of miles away, has to be in charge.

↑↓ DON'T KNOW NOTHIN' 'BOUT GEOGRAPHY

Sorry to be a bother, but the first photo in February 10's *Lectronic* doesn't show Horst Wolff and Julia Shovein's Island Packet 35 *Pacific Star* at St. Katherine's Dock in London. For the architecture, it looks much more like the coast of

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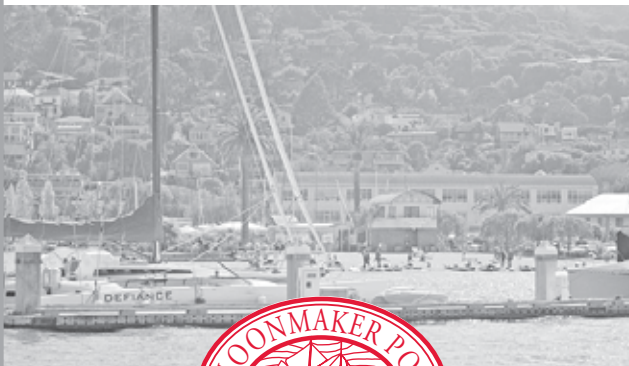
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LETTERS

Normandy in France.

Moe Kafka
Richmond / La Rochelle

Moe — Our editorial staff was tripped up by a caption



HORST WOLFF

from the photographer that could be taken several different ways. You're correct, the photo is actually of Honfleur, France.

A misreading of the photographer's caption caused the unfortunate misidentification.

By the way, we realize that Franz Kafka probably isn't a member of the family tree, but we remember laughing when reading his claim that "God gives

the nuts, but he does not crack them." We always marveled at how many ways that could be taken and how Zen it seemed.

↑↓ ENGLAND, FRANCE OR ITALY

I think the photo in the February 10 'Lectronic that you described as Cinque Terre, Italy, was actually Portovenere, which is south of the five villages that make up the famous Cinque Terre region. The reason I remember is because of all the colorful buildings I saw there a few years ago.

Ken Reynoldson
Gualala

Ken — "Colorful buildings" are not unique to Portovenere, as they can be found all up and down the Italian Riviera. Even ultra dolce vita Portofino has them, and much of the color is due to — gasp! — faux shutters and such. Charming as these little towns are, in the light of day, all the faux makes them look almost like Hollywood stage sets.

The photo was taken in Honfleur, France, at the confluence of the tidal Seine and the English Channel on the Normandy coast. Not to sound too snooty, but we know it's not a photo of Portovenere because we were at Portovenere for the launching of Tom Perkins' 289-ft Maltese Falcon. Wow, did he ever put on a light show the night the great yacht was suddenly illuminated for all to see!

↑↓ SINCE WE'RE TALKING ABOUT ITALY . . .

Good article in the January 25 'Lectronic on the dangers of the Italian government imposing high taxes on yachts, foreign and domestic, starting in May. I hope a lot of folks read it.

Are you interested in running for governor? I think you regularly display a hell of a lot more sense than Mr. Brown, such as in his brilliant move of putting thousands of people out of work through abolishing the redevelopment agencies.

Keith Brown
Daisy, Fairchild 30
San Francisco

Keith — For those who didn't read the 'Lectronic, starting on May 1 the Italian government will levy a daily tax on all yachts, ranging from \$312 a month for 40-footers to \$1,200 a month for 70-footers. Although as Dave Wallace of Air Ops pointed out, there are discounts for sailboats and older boats. Nevertheless, our fear for beleaguered Italy is that the tax will drive foreign boatowners to nearby places such as France,

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Greece and Croatia. And that the tax will discourage Italians from buying boats, and undercut the Italian boatbuilding industry, which is significant. We foresee a big net loss.

Sorry, but we can't accept the office of governor. For us, it's benevolent dictator or nothing.

By the way, not all jobs lost to redevelopment agency programs were good ones. For example, many of the projects were self-indulgent and unneeded ones that merely took taxpayer money and put it into the hands of politicians and Krony Kapitalists, and saddled cities — meaning taxpayers — with debt they couldn't afford. And in the case of spectacularly misgoverned cities such as Oakland, redevelopment agency money was used to pay the salaries of regular city workers. In other words, it was sort of like borrowing money to buy income property but actually using it to hire your cousin's daughter to be your servant.

↑↓ **BEYOND COMPREHENSION**

I really liked your January 25 'Lectronic comment that "Governor Brown's suggesting tax increases, as opposed to cutting graft and wretched spending excess, and nixing the plans to spend \$100 billion on a choo-choo to nowhere" is ridiculous. I cannot tell you how much I agree, as \$100 billion for high speed rail is beyond comprehension. It would never be able to sustain itself, and we, our kids, and our grandkids would be paying for the misguided idea for generations. The amount of graft and misspent funds in this state is unbelievable.

Doug Robbins
San Francisco

Doug — So we can count on your support in our efforts to become benevolent dictator?

↑↓ **SURPRISED TO NOT GET THE 'SHORT SHAFT'**

Gary Kahler's letter about how much 'fun' it is to shop for an outboard in Mexico brought back a fond memory. After the '98 Ha-Ha, and after 18 months cruising up and down the wonderful Pacific Coast of Mexico and the Sea of Cortez, our little Johnson 4-hp finally gave up the ghost. We were in Zihuatanejo at the time and were in a hurry to get to Acapulco where we were assured we could buy a replacement.

Sure enough, the store out in front of the Acapulco YC had a Mercury 8-hp longshaft for sale. It was too big, at \$1,899 too expensive, and we didn't want a long shaft. So after visiting a few more stores that couldn't help me, I finally found one where they said they could get me a 5-hp shortshaft in a few days. Not through Mexico City, but through Guadalajara. There would be no import duty, no *mordida*, and the price sounded good to me. Then *El Señor* said, "Money in advance."

After more shopping around, and after a few beers, I decided what the hell. With all the great experiences we'd had in Mexico up until then, I figured we should trust the guy. Besides, we still had a lot of cruising to do, and my wife didn't like to row.

I was able to coax enough money out of various ATMs and returned to the store to fork over the \$1,200, second thoughts notwithstanding. I got a receipt and a smile, and was told to come back in three days. Upon return, *El Señor* hit me with an apology before I could even say hello. My outboard was *not* enroute, he told me, but was in Mexico City after all, and was awaiting clearance into the country. So *El Señor* suggested that I return in four or five more days and see what happened.

Acapulco was not one of our favorite landfalls, and we were in a hurry to get to Huatulco, but the beaches, the buses,

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and the cliff divers kept us occupied until I returned to the store. When I got there, I was told, "There is no outboard for you. We don't know what happened".

"Fine," I said, "here's my receipt. Just give me my money back and we'll be on our way."

"Sorry, señor," the clerk replied, "the boss is gone and we have no money here. But he'll be back this evening and you can talk to him then. I will advise him of the problem."

I returned that evening, fully expecting the worst. Instead, with almost no words spoken, a man handed me a paper bag. I looked inside at a big wad of bills. It sure looked like \$1,200, and a quick count proved it to be accurate to the dollar.

We now have an \$1,899 long shaft that we bought at the first store we visited.

Diana & Bill Barash
Diana B, Cal 39
San Rafael by way of Morro Bay

↑↓WHAT'S THE WEATHER LIKE IN SANTA BARBARA?

It's a perfect winter day here in Santa Barbara. We had southerly winds, then heavy drizzle for 12 hours last night. I woke up to gentle west winds and light coming through dry clouds, and am presently enjoying bright blue everywhere in 20+ knots of westerly with no more clouds. It's a crisp, dry, sparkly day — you know the type. But it's definitely not as warm here as places south of the 'Tropic of Taurus'.

I'm going to Santa Barbara today to buy an iPad for writing. What dictation/writing program do you use? The local iGeniuses haven't been very helpful.

Mike Pyzel
Caballo Blanco, Cal 28
Carpenteria

Readers — Normally we wouldn't answer a non-sailing question like this, but Mike was one of those brave souls who did the original Singlehanded TransPac in '79 and, with the Cal 28 (modified) that he still owns, has made more than 650 trips between Santa Cruz Island and Santa Barbara. And for the last several decades he's been a respected marine surveyor.

People can call us a fanboy all they want, but we're nuts about our iPad. In fact, if they offered an iPad with a vagina, we might get married for the third time.

In order to effectively type on an iPad, we think an after-market keyboard is needed, some of which fit very nicely into a little protective case for the iPad itself. We don't do a ton of writing on our iPad, leaving that for our MacBook Pro.

Dragon is a great voice recognition app that will magically render what you and others say into text. But the last time we checked, it wasn't as if we could record an hour interview and have it all typed out for us. Such a pity! Nonetheless, it's great for saying short messages into your iPad, then instantly emailing them to yourself or others. As in "I need two winch handles, a tube of 5200, and 20 feet of 3/8-inch line when I hit the chandlery." You get to the chandlery, hit your email, and there's your list.

We love the iPad because, no matter if we're in the States, Mexico or the Caribbean (if we've got the right SIM card and service), before rolling out of our bunk in the morning on Profigate or 'ti Profigate, we can read and respond to all of our emails, access Google, access all of the best graphical weather forecasts, read all of the major newspapers of the world, play back an interview we just did, and do so much more. To a person with desires and work needs such as ourself, this access to knowledge and factual information is almost as critical as the air we breathe. Indeed, the last thing we do at night and



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LETTERS

the first thing we do in the morning is get online with our iPad, and most nights we get up at 4 a.m. for an update. Various people are addicted to meth, coke, bourbon, loose women and what have you. We're addicted to information.

Now let's talk about iPad navigation. The Navionics navigation app for the iPad is how we navigate, no matter if we're in California, Mexico or the Caribbean. A lot of iPad owners don't seem to realize that iPads have a built-in GPS, but they do. That means you don't need to have internet access for the Navionics and other navigation programs to work.

For example, just the other day we navigated through the



LATITUDE / RICHARD

Using the iPad to navigate 'Don't You Dare' Channel into Blunder Bay.

'Don't go!' narrow and shallow pass that leads between the Sir Francis Drake Channel and Blunder Bay in North Sound in the British Virgins. We had no internet access, but the iPad and Navionics did us right. Sure it got down to where there were only six inches between the bottom of our keels and the coral bottom, but thanks to our iPad and

depthsounder, we made it. (By the way, don't you try it, particularly not if you've chartered our cat!)

But here's a weird thing about Navionics. More than a year ago we paid \$29.95 for the equivalent of a huge pile of charts and navigation capability for the Caribbean. So when a customer at BVI Yacht Charters asked us what we used for navigation, we proudly pulled out our iPad, turned on the Navionics apps, and got all the charts — but not the ping showing our boat position. What the heck?!

Our new friend was impressed enough with the charts alone that he paid \$49.95 to download the Navionics Caribbean and South American app on the spot. He didn't want or need South America, but Navionics had inexplicably bundled it with the Caribbean. The charts and his boat position came up right away, and with a much more facile program than the original one we had.

We tried to update our Caribbean-only app, but it was no longer available. So what's this, Navionics is stiffing their old customers for service? It's all we can figure, and if that's true, it's B.S. Regardless, we coughed up the \$49.95 for the Caribbean and South America app, even though we didn't need or want South America either. Sure enough, the new app worked as well as the old app didn't work. So while we love the Navionics app, we think they've got some serious 'splainin' to do to their customers.

↑↓ HIS SCREAMS CARRIED QUITE A DISTANCE

I read last month's article on boat handling, different 'comfort zones', and boats passing too close at sea. This reminded me of an incident in which I was somewhat involved a few years ago.

My brother and I had spent the weekend sailing, and on the last morning tied up at Sam's in Tiburon. From the top of the dock, we watched as a couple, with the man at the helm, attempted to dock their 30-footer. The wife jumped to the dock, but the man had the boat going too fast, so she, unable to get a line on a cleat, was almost pulled in to the water. The boat swung as the husband reversed the engine, and his screams carried quite a distance. The wife had to drop the line to keep from being pulled into the water, so the boat

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ended up sideways in the berth.

The husband backed the boat out of the berth, bumping and grinding all along. He circled around and came in for a second attempt, once again too fast, and on the upwind side of the berth, dragging the bow line. The husband threw the aft line at his wife, hitting her in the face. This time she managed to get the line on the cleat, but that caused the boat to swing again. The whole time the husband at the wheel yelled at her. "What are you doing?! Stop! Pull! The other side! What are you doing!?"

My brother decided it would be better to get his boat out of harm's way, so we walked down the dock to his boat. By this time, the husband, having done another circle, came heading back to the same spot, screaming at his wife the whole time, dragging both the bow and stern lines.

I decided it was time to get involved, so just before the boat smacked the dock, I grabbed her (the boat, not the wife) by the nose and held on. I yelled to put the engine in neutral and for the wife to fish the trailing line out of the water and tie off. I then grabbed the bow line and tied off. The husband, still standing at the wheel, was still screaming at his wife, looking like a fool. My brother and I sailed away to the noise of the husband belittling his wife.

Boat speed is key to bringing a boat into a dock, and too fast is no good. Picking the right side of a berth to tie onto also helps. If the husband can't communicate properly, or if the other person is unskilled, screaming will just make things worse. It just goes to show that having a boat doesn't mean you know how to use it or command it.

Paul Clausen
Pacific Northwest

Paul — We're surprised, as it's extremely rare for husbands and wives to have loud words while docking or performing other vessel maneuvers. What a lot of male skippers don't seem to understand is that getting yelled at makes women really horny. Just ask.

↑↓ I LOVE SAILING THE BAY AND AROUND THE WORLD

I just wanted to send *Latitude* a big thanks for publishing my article on Croatia in the February issue, and for all the times my photos have appeared in your pages. I love sailing the world and teaching sailing on the Bay — and appreciate all that *Latitude* does to contribute to the sport of sailing.

Rod Witel
USCG Master
US Sailing Instructor for Club Nautique

Rod — And we thank you. There are a lot worse gigs in life than bringing more happiness into the world by helping people appreciate the pleasures of sailing and through it the wonders of nature. For example, you could be a dentist, the profession most hated by its practitioners; a thankless meter maid; or a lawyer, 19% of whom suffer from depression. Which according to a survey by Johns Hopkins University, is much higher than in any other profession.

↑↓ DEETS PLEEZ

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Hans & Merrolee Millenaar
Triagan, Corsair F-31
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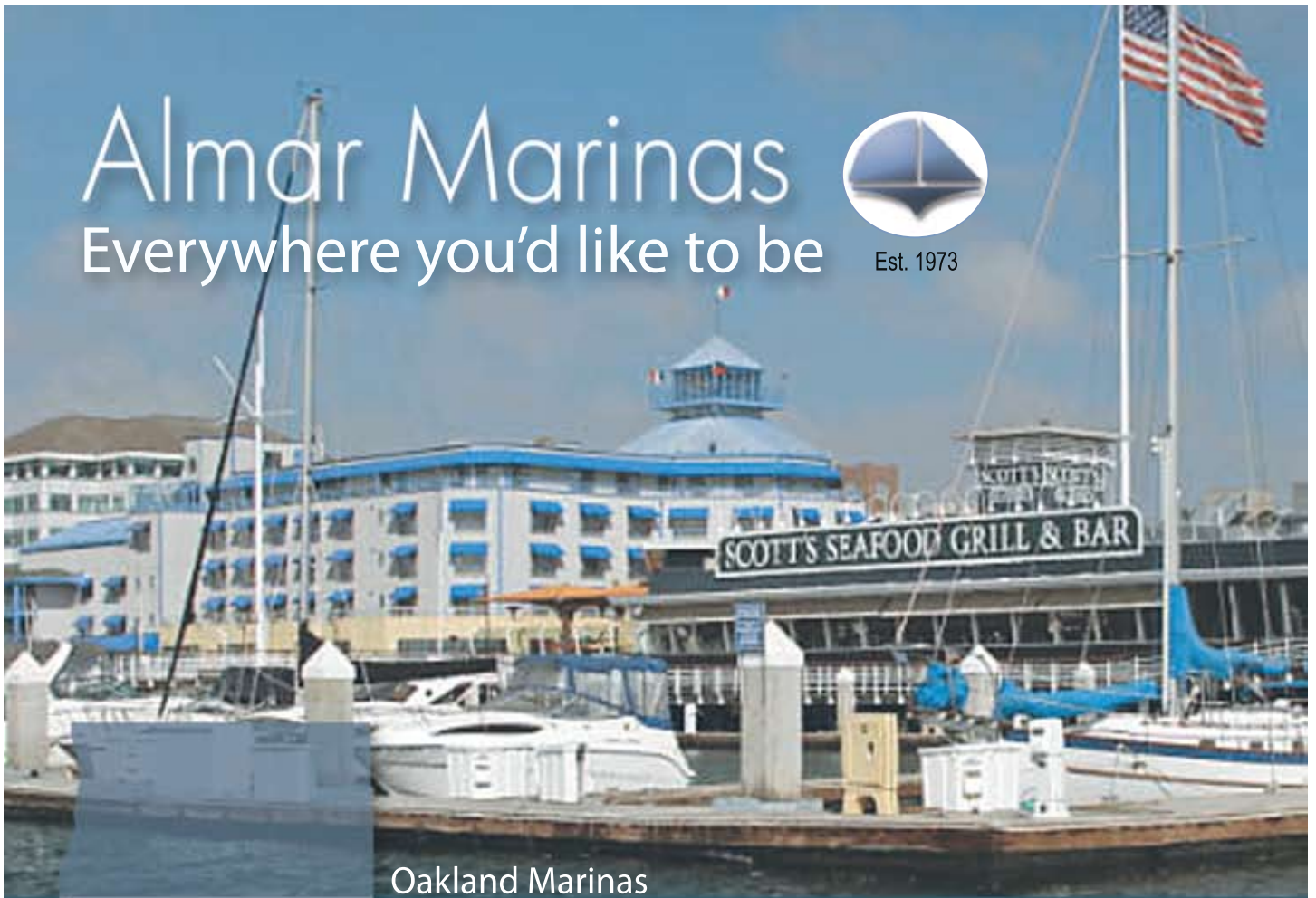
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LETTERS

following letter.

↑↓ A POSSIBLE SOCAL HA-HA ITINERARY

A SoCal Ha-Ha? What a great idea! Count us in. We're the Smith family of five, plus two grandkids.

Thom Smith
Skewed, S-2, C-35
California

Readers — We keep getting letters of support for the concept of a SoCal Ha-Ha, so we've done some more thinking about the idea. Given the various parameters, we figured it would be best to have a SoCal Ha-Ha that would entail almost all reaching or running, and could be completed in a week. We're thinking of an itinerary like this:

Sunday — Start in Santa Barbara with a welcome BBQ on the beach in the afternoon, having given folks as much of the weekend as possible to bring their boats up from the south or down from the north. One possible impediment is that Santa Barbara may be rebuilding Marina One, which would mean they wouldn't have any vacant slips. But there's always room to anchor out.

Monday — After a great 30-mile reach/run to Santa Cruz Island, we'd spend the night there.



LATTITUDE / RICHARD

Shooting the gap between Santa Cruz and Anacapa is almost always light and tricky because of the lee of Santa Cruz Island.

gathering for half the fleet's skippers and mates aboard Profligate.

Wednesday — After a 50-mile run, the fleet would anchor off Paradise Cove, just around the corner from Pt. Dume. The other half of the skippers and mates would be welcome aboard for sundowners on Profligate.

Thursday — From Paradise, it would be a 25-mile reach/run to Redondo Beach's King Harbor. Either we could anchor behind the breakwater or maybe our good friends at the King Harbor YC would have room for a few boats to tie up to the dock.



LATTITUDE / RICHARD

A bonfire at Saturday night at Two Harbors? A SoCal Ha-Ha could do that.

Friday night, and there's always live music with dancing on the patio.

Saturday — This would be another hiking/socializing/BBQ-ing/dancing day at Two Harbors.

Sunday — This would be a little tricky, as the fleet would no doubt be dispersing in different directions. Maybe folks could

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LETTERS

self-group on their way back to Marina del Rey, Long Beach, Newport or whatever.

The idea of a SoCal Ha-Ha would be to make it as much like cruising as possible, with mostly anchoring out, and alternating sailing with socializing and hiking. The event would probably be in mid-September and cost about \$200 a boat to enter. Comments please.

↑↓ **OPEN WIDE, SEÑOR!**

We're headed to Mexico on April 1, flying to Morelia to see friends and get some dental work done. Then we'll be headed out to the coast. Is there some sort of electronic bulletin board or other format where we can communicate with people on boats?

I'm asking because we're also going to visit Zihua and would like to sail while we're there, and/or wouldn't mind helping someone take their boat across the Gulf of Tehuantepec. I sailed from Eureka to Fatu Hiva a couple of years ago, and did last year's Half Moon Bay Race. My wife is a novice sailor — but she's a professional chef. What do you think our chances are?

Thanks for any wisdom you can impart. Or failing that, your frank opinion will suffice.

Bill Huber
Northern California

Bill — Wasn't it Woody Allen who said that 80% of life is just showing up? That's how it is with sailing. If you're there on the dock with a sail bag, your chances of getting on a boat are much greater than if you're trading emails with boatowners from thousands of miles away. When you get to Zihua, we suggest that you hang out at the dinghy landing area on the beach and start networking with folks getting in or out of their dinghies. Someone will help you get on the local cruiser net, if not the SSB nets, where you can get your message out. If you look and talk like a sailor, and your wife knows how to flash the knives, we think your chances of getting on a boat are very good.

By the way, cruising friends who recently visited Morelia on the way back to their boat in Puerto Vallarta from Mexico City said it is spectacular, with Old World charm and beauty. The historic city center remains almost the same as when the city was founded in 1541, featuring wide streets and lots of plazas. The ancient aqueduct boasts 285 arches, not one of them owned by McDonalds.

↑↓ **GETTING MEDICAL CARE IN MEXICO**

I love *Latitude* as it helps keep my dreams of adventure alive. I'm always intrigued by the stories cruisers tell about the great medical care they've gotten in Mexico and Central America, as well as in other parts of the less developed world.

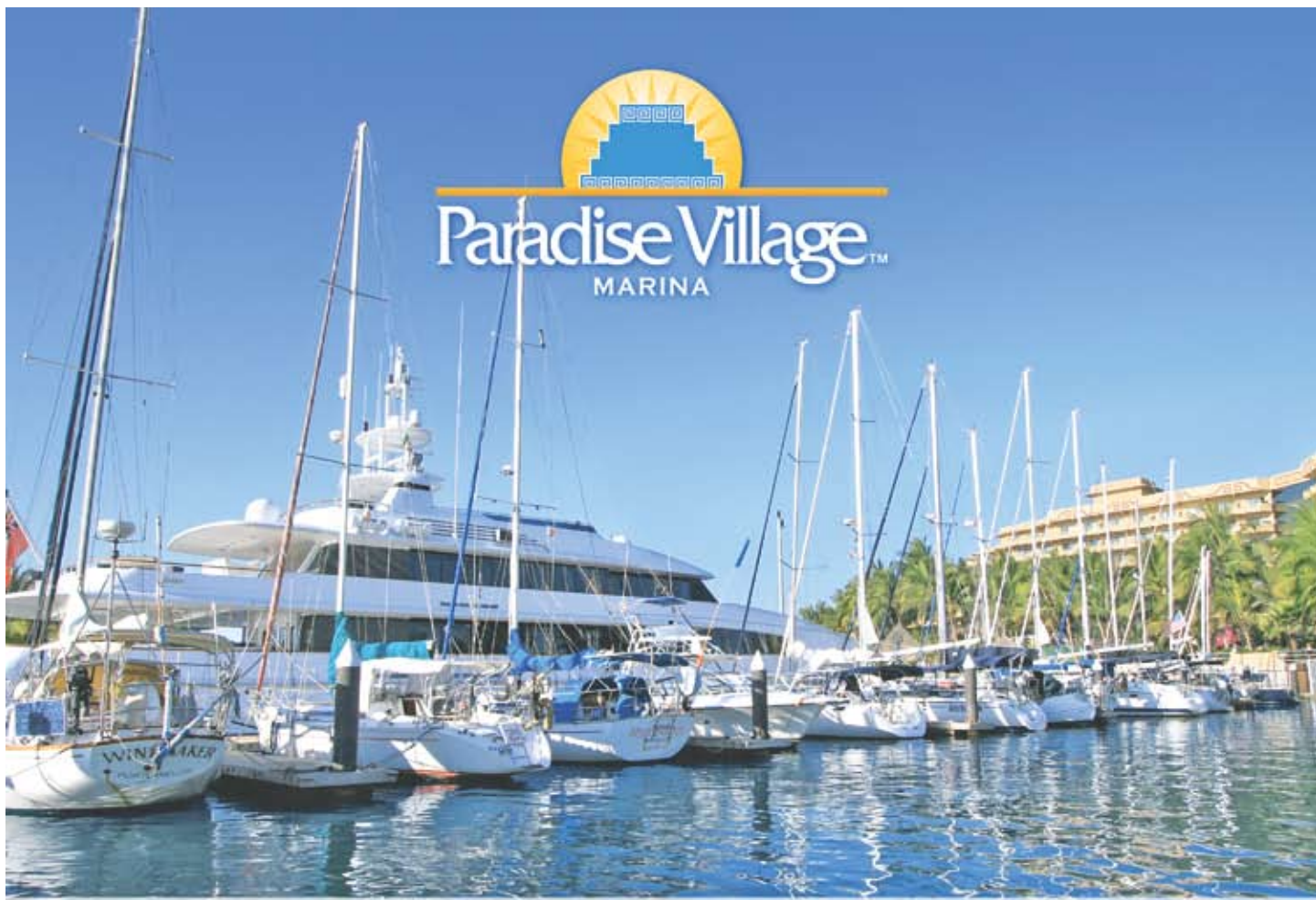
As a self-employed business owner, I'm constantly attacked with higher premiums by my insurance carrier, and I already pay high premiums for my high-deductible, minimal-coverage policy. Since we will be heading down south in the fall, I would gladly save up my greenbacks to have the work completed in less-expensive Mexico. I am sure there are good and bad doctors in Mexico — just as there are in the States. Do you know of a way I can find the good docs?

Matt Brown
Amador, Hunter 380
Sutter Creek

Matt — Many cruisers have raved about the health care



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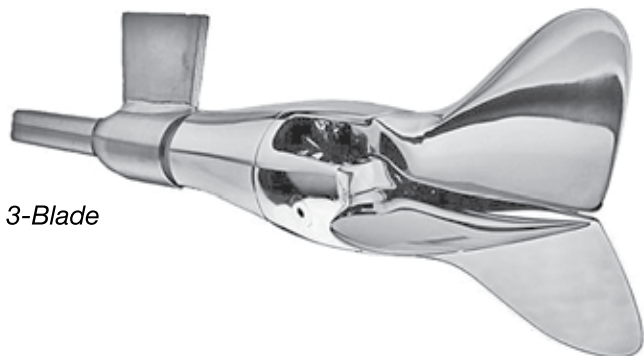


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they've received in Mexico. They speak of personal rather than assembly-line care, low prices, and little if any waiting. But you're right, just as in the States, it's critical that you get the right doctor.

Health care tourism in Mexico is booming. To give you an example from just one area, Paradise Resort and Marina in Nuevo Vallarta has just opened a state-of-the-art 'Tourism Hospital' not more than 100 yards from the boats in the marina. A slight delay of the opening of the facility prevented us from getting a tour until we return in May, but we're told it's excellent. Another superbly equipped new hospital geared toward tourists opened up in P.V. not far from Marina Vallarta.

If you were to visit any city in Mexico where cruisers hang out — La Paz, Mazatlan, Puerto Vallarta — just get on the local cruiser net and ask around. You'll get plenty of advice, and in some cases will find Americans who specialize in connecting patients with Mexican doctors and hospitals. Furthermore, some of the hospitals give regular presentations and tours.

The one place we'd be more careful is Cabo San Lucas, as there have been scandals about some of the health care practices there, although primarily related to those who needed emergency care.

↑↓ PERMANENT ONBOARD SAFETY LADDER

After I had to pull my neighbor out of the water at Berkeley Marina, I decided to convert the transom ladder on my Newport 27 to a safety ladder. The advantage of converting the transom ladder, as opposed to installing one on my dock, is that it's always with me.

The ladder drops by pulling on a plastic rod, which is suspended close to the stern some four inches above the water. See the hook at the lowest end of the rod in the accompanying photo. The ladder release from the lifeline at the top of the



MICHAEL NAYLOR

rod is shown in the photo insert, requiring just a one-inch pull down to drop the ladder. The ladder gently falls into the water and allows the swimmer a foothold on the submerged rungs. Of course it still requires that the swimmer have sufficient strength to pull himself/herself up the ladder.

The climb-out-of-the-water alternatives on my docks are swimming to the shore and trying to climb out over slippery rocks. That would be a real challenge to an exhausted swimmer.

Naylor set up a permanent safety ladder on his boat.

Michael Naylor
Harvey, Newport 27
Oakland

↑↓ ANOTHER REASON TO HEAD FOR MEXICO

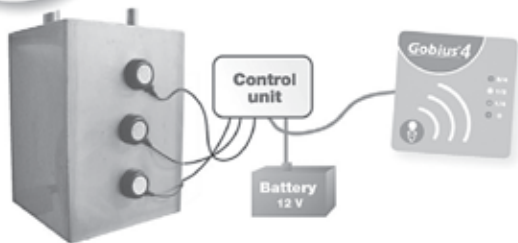
I was listening to National Public Radio member station KPCC in Los Angeles recently when they reported that people who throw Frisbees or footballs on L.A. County beaches this summer will be subject to a \$1,000 fine.

According to KPCC, the L.A. Board of Supervisors recently approved a revision of a 37-page ordinance (!) that outlines what is acceptable behavior on county beaches.

"It's not a sweeping ban," says NPR. "Specifically, the ordinance prohibits 'any person to cast, toss, throw, kick or roll' anything other than a beach ball or volleyball on any L.A. beach between Memorial Day and Labor Day. The basic idea is to protect the general public from flying objects during



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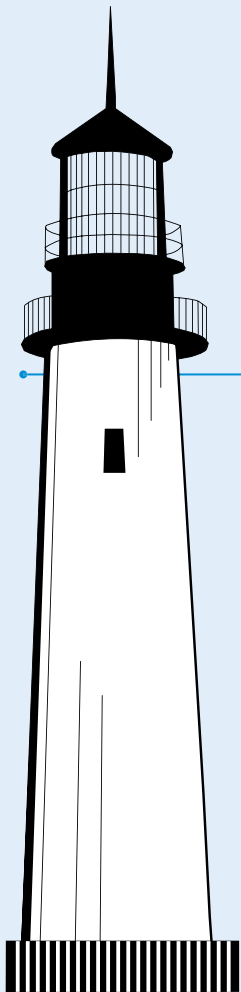
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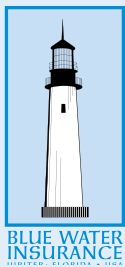
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the peak summer months, when beaches are at their most crowded. So those aspiring to be the next Gabrielle Reese are good, but Eli Manning wannabes, not so much. And the Frisbee Olympics are definitely out."

The *Los Angeles Times* reports that the revised ordinance is less draconian than what was already on the books. The old rules issued an outright ban on "ball playing" and "nudity and disrobing."

"The new ordinance allows beach balls and volleyballs while ruling out the rest, except if there is a designated area, the beachgoer has obtained a permit, it's a water polo ball being used in the water, or if a person gets permission from the fire chief or an ocean lifeguard to play with any other object in the water," the *Times* reported.

The new rules, however, did increase some fines from \$500 to \$1,000.

Mike Crews
Valinor, Ericson 32-300
San Pedro

Mike — On the surface the new legislation sounds outrageous, but when you live in a crowded environment such as coastal California, and not everyone's cultural backgrounds respect the rights, space and welfare of others, you pretty much have to restrict some activities.

On crowded beach days we can understand the need to protect innocent people from getting hit on the head with a football, but who could possibly object to sex on the beach after dark? It's as American as eating apple pie, but thanks to sand in the orifices, not always as pleasurable. If we ever become benevolent dictator, we're going to insist on three things: 1) Low-cost teleportation, 2) Universal free high-speed internet access, and 3) The right to have sex on secluded beaches after dark.

↑↓WRONG RUBY

I was contacted over the internet by a woman in Oregon who wanted to know — possibly because I own a sailboat named *Ruby* — if I had any info about an old family photo of a sailboat also named *Ruby*. I was able to learn that this other *Ruby* was owned by a Fred Patricia and sailed out of Alameda. In the photo she's 'looking good' off the Cityfront back in 1919, with what appears to be Alcatraz in the background.

Josh Pryor
RUBY Sailing

Readers — For those keeping score, Josh Pryor's 64-ft



LATITUDE ARCHIVES

sloop Ruby, which he built on the waterfront of San Francisco in the late '70s, sailed in the tragic 1982 Doublehanded Farallones Race. Pryor and his crew would finish a startling first on corrected time in a race that ultimately claimed four lives.

As for Pryor's habit of wearing top hats while sailing, we think that's a retro look that definitely needs to come back.

↑↓WHERE'S WEATHERMAN DON ANDERSON?

It seems as if Don Anderson has totally dropped out of the weather forecasting scene on the *Amigo* and *Southbound* nets.

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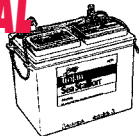
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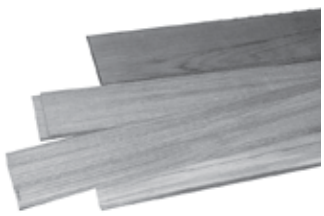
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LETTERS

Can you clarify what's happened to this weather forecasting institution?

Louis Kruk
Cirque, Beneteau 42s7
Central America

Louis — Tom and Lori Jeremiason of the Berkeley-based Catalina 470 Camelot in La Cruz report that Anderson is — as he warned several months ago — in the process of selling his house and moving aboard his boat. As such, he's dismantled his Ham/SSB radio setup, something he thought would take a month or two to get set up again. By the time this issue comes out, it's likely he'll be back on the air again. If not, Stan of Sol-mate Santiago (www.solmatesantiago.com/weather/forecasts.html) is providing text weather via Saildocs (SailMail) for the various net controllers to read during their assigned shifts.

Has anybody ever given weather forecasts with more flair than Anderson? He's the opposite of the robo voices on NOAA forecasts.

↑↓ BEST SOURCES FOR WEATHER INFO

I'm taking off cruising this year and — this is really great — not coming back. But in this world of tons of instant info, I'm wondering what is the best way for a cruiser such as myself to get good weather forecasts when heading south. At this point, 'south' could be from Mexico to Panama. Could you help me?

By the way, thank you, from me and I'm sure a lot of others, for helping to keep our cruising dreams alive and well. *Latitude* is the best!

Tom O'Neill
Calypso, Catalina 30
San Diego

Tom — Thanks for the kind words. Since our weather needs are relatively limited — primarily for the Ha-Ha and crossing the Anegada Passage — we rely mainly on Commander's Weather, Passage Weather, Buoy Weather, Wind Guru and other interpreters. Others who are lucky enough to make longer passages need other sources, so we've asked what they use. The following letters are some of what we received. Because of space limitations, we'll have more next month.

↑↓ GRIBS ARE THE WAY TO GO

In the old days (40 years ago) we used to listen to the shortwave and copy down the reported lows and highs so we could guess where the storms were and also where the pressure would be. Then came weatherfax. Nowadays we have the internet.

The unquestionably best sources for weather forecasts are NOAA GRIB files. I use the Ugrib reader from www.grib.us to select and view the files. You can download it and view 5 or 7 day forecasts.

For longer range forecasts — up to 16 days out — go to www.emc.ncep.noaa.gov, where you can get GFS files in a graphic format similar to Passage Weather.

These NOAA products and the Ugrib Reader are free to the public and are from the same source that the pay sites use. But remember that they generally run about 15-20% under in winds over 20 knots. And they do not account for gusts. They're usually very accurate up to 36-48 hours out. More than that, it is just a modeled guess.

You should also study pilot charts for the areas you will be sailing. You can find links to download pilot charts at www.offshoreblue.com/navigation/pilot-charts.php.

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LETTERS

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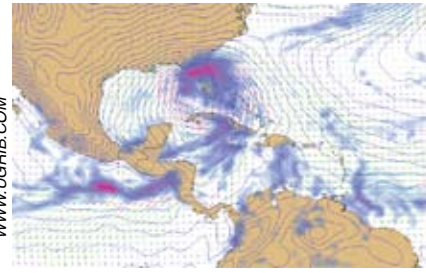
Jack Watson
 Santa Cruz

↑↓THREE OPTIONS

I use three sites to check the weather.

1) If I really want detail, I check the marine weather from the National Weather Service in Honolulu. They have all kinds of products, so I only use this to look at the big storms.

2) If there is a big storm brewing and I want to see where it is headed, and to validate the NWS forecast, I use Ugrib to check where the storm will go. It is a free downloadable program, and has an animation feature where one can play loops of the weather.



WWW.UGRIB.COM

3) On a daily basis, I always take a look at the Central North Pacific High Seas Forecast. One can subscribe to this information and the NWS will very kindly send you an email every six hours. The really nice feature is

Ugrib can animate GRIBs.

the forecast map, which allows one to know what weather is going to slam into our great state over the next few days.

Brian Marion
 Los Angeles

↑↓GRIBS WHILE CRUISING

Aboard *Angel Louise*, we use any wind info and weather from wherever we can get it, including those mentioned in *Lectronic Latitude*.

We've mostly used and loved the sources we can get for the Mac we use for navigation. One source that some may not have seen or used for wind GRIBs, especially in port, is a great program called iGrib, which we like when we are within range of service with our iPad.

Otherwise we like the Saildocs GRIBs and such weather as is available via Iridium Satellite Phone on MacWX overlaying our MacENC charts. You can see example screen shots on the website at www.macenc.com. Pick 'Screenshots' and go to the bottom of the pictures. They use pictures from the Bay Area!

Ed & Sue Kelly
Angel Louise, Catalac 37
 Currently in London / Des Moines

↑↓WEATHER4 YOU

I'm liking an iPad app called Weather4 (www.weather4d.com/en). It's \$5.99 for the basic version (the one I've been playing with) and I like the presentation and UI for more than just GRIBs. It's easy to use and update, fast to set custom areas, and fast to learn to use.

There are many sites for what are basically the same GRIBs, and the value added here is the synthesis and presentation of pressure, temperature, waves and wind, all of which I care about. Check it out!

Rob Murray
Avant, Beneteau First 435
 Vancouver, B.C.



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LETTERS

↑↓NO POOP, IT REALLY DOES WORK!

In the February issue, Gordo Klenk asked for a report from anyone with experience with the Airhead Composting Toilet. We had occasion to rely on an Airhead for a few days while visiting with friends who had installed one aboard their catamaran. They told us that installation was initially a bit of a challenge due to the unique architecture of their available space but that, once this was resolved, all went smoothly.

We can verify that the "no odor" claim in the advertisements is absolutely true. The small, energy-efficient fan kept the Airhead, and the head space in general, odor free. By the way, solids and liquids are separated. Liquids are disposed of — generally overboard — when the jug is nearly full. Solids are churned into the peat-filled base with the turn of a built-in crank handle.

On the rare occasions when we could smell anything, it was the smell of the jungle — that rich, earthy smell of densely growing vegetation. It wasn't at all unpleasant. We were very impressed with the Airhead.

Libbie Ellis & John Gambill
Formerly of *Hotwire*, Bruce Roberts 36
now Tarpon Springs, FL

↑↓TIME TO BREAK OUT THE BAR OF LIFEBOUY

I would appreciate it if you would draw upon your vast command of the English language to find descriptive words for *Latitude* that don't include sh*t, tu*d, p*ss, fu*k, a**, etc., etc., etc. Using these words makes you appear to be swearing like a drunken sailor, while limiting your perceived intelligence and journalistic credibility.

Carol Putman
Walnut Creek

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MacGregor 25/26 Mainsail	\$565
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Carol — We recently completed Walter Isaacson's excellent biography on Steve Jobs, and noted the dilemma Jobs faced when he banned porno apps from the App Store. A large number of people saw it as somebody finally becoming an arbiter of good taste. Another large group was outraged that Jobs had seemingly evolved to the point where he'd become the Big Brother he once so severely criticized. "My wife and I love to watch porno together, who are you to tell us we shouldn't," one former fan wrote. Jobs just couldn't win.

We feel the same way. Our dilemma is that we have some readers who have refined tastes, while others grouse if we don't "keep it real." We're not sure that we want to sanitize the speech of others, but we personally will try to do better. And we do thank you for your suggestion.

↑↓WELL-DESERVED AWARDS

It was great to read the February 6 *Lectronic* piece about Thies Matzen and Kicki Ericson's winning the bluewater CCA and OCC awards.

Long after GPS became affordable, my wife and I continued to sail without one, relying on the sextant instead. Occasionally I'm called to task about how I can justify sailing without a GPS. The best answer I can give is that in '97, when the Hiscocks' *Wanderer III* sailed into the Cocos (Keeling) Island lagoon, we got to meet Thies and Kicki. I suppose we might have met them if we'd had a GPS, but it was not having the GPS — and figuring our two boats were probably among a very small number of cruising boats navigating by sextant — that made for a very memorable time with these good people.

Anyway, it was great to hear about these great folks and see that they've been recognized for their achievements. I wouldn't be surprised if they are still GPS-less, although we broke down

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LETTERS

and bought one in '11. I can do a pretty good job of explaining the virtues of navigating by sextant. If I have to.

Lee Pliscou
Uta Maru, 45-ft custom steel
Nanaimo, B.C.

Lee — We admire the 'purity' of those who enjoy navigating by traditional means. But if you want to explain something, explain how you navigate accurately with a sextant when it's cloudy or foggy.

Although it's not a very good analogy, we think requiring a GPS aboard an offshore boat makes as much sense as requiring motorcycle riders to wear helmets. Both are safety issues. You can hide the GPS and navigate by sextant if you want, but if an emergency arises and help needs to find you, there is no excuse for not dragging out a GPS and letting people know exactly where you are.

↑↓ SAILING IN REVERSE

Well *Latitude*, you've done it again! The publisher's 'Complete History of *Latitude*', written as an editorial response to a reader's inquiry, was simply wonderful. Although it was far, far, far from a "complete" history of *Latitude*, it still made me

want to jump up and down, wave my arms, and shout "Long live *Latitude* 38, the best in the West."

I sail *Cadenza*, Catalina 27 #471, which means she was one of the early ones. She has the dinette configuration and an inboard.



WEBB LOGG

Lake Tahoe in the winter doesn't look terribly conducive to sailing . . . or is it?

For the past 70 years, my sailing season in South Lake Tahoe has begun in November and ended in June. (There's another story here!) Anyway, weather permitting, I'd love to have you and any member of your wonderful editorial staff join me for 'another day in God's country'.

Long live *Latitude*!

Jim Hildinger
Cadenza, Catalina 27
South Lake Tahoe

Jim — Thank you for the extreme compliments and the invitation. It's been ages since we last sailed on Lake Tahoe, and as soon as we find time, we'd love to do it again.

As for your November-to-June sailing season on Tahoe, it would be fun if our readers tried to guess why you sail in the winter and not the summer.

↑↓ JUST AS GOOD AT ONE-THIRD THE PRICE

I read with interest your mention of Bob Callaway's MacGregor 65 *Braveheart* in the February *Letters*. I also noted that there was a mention a few issues back of him and *Braveheart* being in the South Pacific.

In my opinion, the Mac 65 is the greatest boat ever built, not only for the price, but for sailing and cruising. The sail plan is simple and efficient, and the hull to keel joint is very strong. I will leave you to guess how I know this fact! Yes, I owned *Braveheart* for more than five years before I sold her to Bob. During that time, I sailed *Braveheart* all over the Northwest and west coast of Washington, Oregon and California.

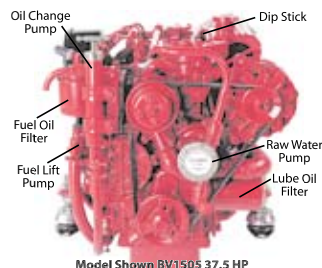
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LETTERS

And I'm not a rookie sailor, as I have delivered power and sailing vessels from Seward, Alaska, to Puerto Vallarta. In fact, I once delivered a Sundeer 64 from Seattle to San Francisco in 99 hours. Both the Sundeer and MacGregor are excellent sea boats, but the Mac costs one-third as much and isn't as difficult to sail.

Did I mention that sailors in British Columbia and Alaska's Inside Passage may want to know that the Mac motors at 10-plus knots on just 1.5 gallons an hour of fuel?

Captain Tom Sadler
Gig Harbor, WA

Readers — For the record, seven MacGregor 65s have done the Ha-Ha:

1995: Northern Dancer, John Scott & Christine Barnes, Novato

1997: Illusion, Bette Flaglor & Doug Hawkins, San Francisco

1998: Sunset, Tolman & Jill Geffs, Trabuco Canyon

1999: 3 Vivace, Ron Milton, Los Altos

2003: Northern Dancer, Russ White, Cayucos

2006: Viking II, Erik & Mia Smitt, Sacramento

2009: Braveheart, Bob Callaway, Pleasant Harbor, WA

⇕ MEXICO-TO-CARIBBEAN ROUTING

In your February 3 *Lectronic*, you mentioned that you were heading to the Caribbean, which sounds pretty appealing. Why not post your plans to get *Profligate* from Mexico to the Caribbean? Such a cruise might be of interest to other West Coast sailors thinking about following in your wake.

Oops, I just re-read the piece and realized that it's not clear whether you're taking *Profligate* or flying to the Caribbean.

Pete Malloy
Neko, Seawind cat
San Francisco

Pete — We did take Profligate from Mexico to the Eastern Caribbean in '04, and brought her back to San Francisco in '05. When we say 'we', it was mostly hard-driving captain Doña de

Mallorca leading some crews she put together. It went like this:

The morning after Profligate arrived in Cabo, a delivery crew hauled ass toward Acapulco. After the Ha-Ha ceremony, de Mallorca caught a plane to catch up with Profligate and crew during the fuel stop in Acapulco. They stopped briefly for fuel again in Nicaragua, to replace two saildrives in Panama, did a mandatory overnight in Cartagena, stopped in Aruba for fuel and an overnight, and continued on to Antigua. It's about 1,900 miles from Cabo to Panama and about 1,100 miles from Panama to Antigua.

Including the overnights in Acapulco, Cartagena, and Aruba, and having to spend five days in Panama, de Mallorca drove the crew to cover the 3,000 miles in 33 days. That is hauling ass.

On the return trip, we sailed from Antigua to Panama in something like 10 days, including stopping for a couple of



LATITUDE / DOÑA DE MALLORCA

Water 'firehosing' off the 7-ft tall bow on the way from Antigua to Panama. Doña de Mallorca could handle the long trip, but not both props.

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Seattle WA	Apr 1	Trim (eves)	Mar 27, 29
Coos Bay, OR	Apr 21	Weather (morns)	Mar 10, 17
		Weather (eves)	Mar 13, 20
		Racing Software (eves)	Apr 23, 26
		Newport Bermuda Strategy (eves)	June 4, 11

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Sharon Green photo



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LETTERS

days at the San Blas Islands and transiting the Canal. After we got off, *de Mallorca* and her crew drove *Profligate* hard once again, arriving in San Francisco 19 days later. Three thousand miles in 19 days — including refueling stops and an overnight in Cabo — is an average speed of 6.5 knots. Trust us, that's pretty astonishing.

After that experience, we decided that it wasn't that practical or particularly relaxing to drive a boat really hard for one month to get to the Caribbean for just five months, then have to drive her really hard for another month to get her home. Unwilling to give up the fabulous cruising in Mexico, or the fabulous but entirely different kind of cruising in the Caribbean, we have made *Profligate* a Mexico and California boat, and put the *Leopard 45* 'ti *Profligate* in a yacht management program in the British Virgins, a program which allows us extensive high-season use of the boat in the Caribbean. It's a pretty sweet deal, but would be even better if we didn't spend most of our hours in Mexico and the Caribbean banging on a fucking keyboard. Oops, sorry Carol, we meant "banging on a very nice keyboard."

IN-THE-WATER SAIL DRIVE REMOVAL

I am one of the crew of *Rot Kat*, Arjan Bok's San Francisco-based Lidgard 43 cat that was victorious in the Banderas Bay Blast. As Arjan pioneered and mastered the technique of removing a sail drive from a catamaran — without taking her out of the water — you asked for some details.

During our sail down from Loreto to Banderas Bay last November, Arjan needed to remove the starboard saildrive to make a small repair in the transmission. Here are the simple steps he took:

1) He disconnected the engine from the saildrive, which was bolted in place on the bottom of the hull; 2) He used a winch and a line to lift the engine as high as possible inside the engine compartment; 3) He dove into the water and removed the prop so the saildrive could be lifted through the hole in the hull; 4) He unbolted the saildrive and lifted it out of the boat.

Yes, when Arjan lifted the saildrive through saildrive shaft-sized hole in the bottom of the starboard hull, water poured in. But it stopped a few inches below the engine. And because the engine compartment is sealed from the rest of the boat — as it is in most catamarans — water didn't get into the rest of the boat.

5) Once Arjan repaired the transmission, he lowered the saildrive back into the hole in the hull and rebolted it in place; 6) He then dove in the water and reattached the prop to the saildrive; 7) Now for the fun part. After making sure all the fish and other sea creatures had been removed from the engine compartment, I got to pump the water out. It took me 45 minutes of hand pumping. Who knows, maybe an electric pump could have done it faster; 8) Arjan then lowered the engine and reattached it to the saildrive; 9) He then fired up the engine and tested the saildrive.

Arjan has got it down so he can complete the job, start to finish, including the repair to the transmission, in less than three hours! Sometimes seals fail on the bottom of saildrive transmissions, and catamaran owners think they need to haul the boat out to replace the seals and make that repair. Not Arjan.

By the way, catamaran engine rooms differ greatly, so it's up to the owner of each cat to decide whether this method can be used on his/her cat.

I also wish to comment on some of the controversial comments regarding safety in Mexico, and wish to commend your defense of what I see as a truly remarkable culture and people. This last trip was my third to Baja, and my first to



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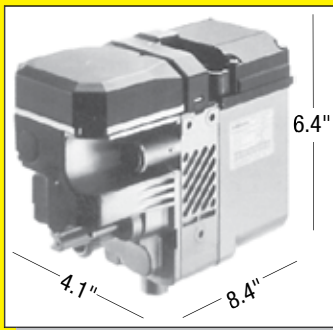
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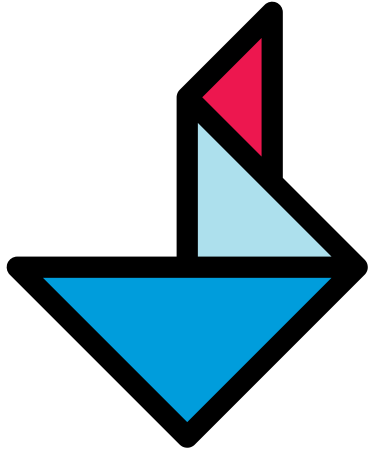
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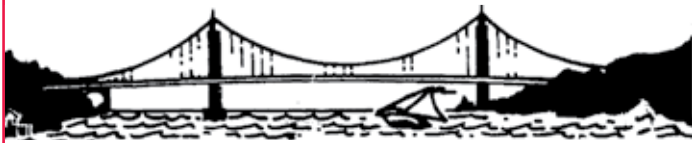
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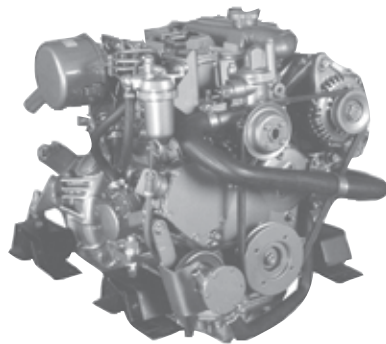
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LETTERS

the mainland. We spent time in La Paz, Mazatlan, San Blas, La Cruz and Banderas Bay, as well as traveling inland for a couple of days, and saw nary a mean or dangerous person.

I'm sure that, just like the States, Mexico has its problems. But in all of the travels I've made to Mexico — all this past year and through the graciousness of the skipper of *Rot Kat* — I've only encountered giving and warm people. I even witnessed Doña de Mallorca walking alone, cell phone to ear as is normal, completely unconcerned about the possible dangers lurking



LATITUDE / RICHARD

Punta Mita Yacht & Surf Club membership is so reasonable and fun, members line up to join over and over again.

about. (Okay, it was daytime in front of Ana Bananas.)

Someday I hope to make the great trek south with my *Namaste*, but in the meantime I plan on visiting the Sea and elsewhere in Mexico as often as possible.

Lastly, my gratitude to the Poobah and the Commodore of the Punta Mita Yacht and Surf Club for my "excruciating" initiation. May I join a fourth time?

Larry White
Namaste, O'Day 37
Bay View Boat Club
San Francisco

Larry — Arjan's technique could save owners of catamarans with saildrives — ourselves included — a lot of money. We salute him.

When it comes to the safety of tourists, we think the Caribbean is a much more dangerous place for cruisers than the Pacific Coast of Mexico. If you take the entire Caribbean basin, there have probably been more than 20 cruisers murdered on their boats in the last 10 years, and there have been many more armed robberies. Think of the late Mike Harker in St. Martin and of the attack on Allen and Kate Berry aboard their *DownEast 38 Mendocino Queen*. They were robbed while at anchor just off Baradel Island in the Tobago Cays Marine Reserve of St. Vincent and The Grenadines. Compare that with the Pacific Coast of Mexico, where no cruisers have been murdered and where, at least off the top of our heads, we can't remember a single instance of an onboard robbery.

Mexico is sort of like St. Thomas in the U.S. Virgins Islands in that both places have high murder rates. Indeed, the St. Thomas murder rate is way higher than Mexico's. But it's drug and gang people killing each other, not tourists. So St. Thomas still gets about six cruise ships full of blissfully ignorant tourists a day. If the U.S. press reported the killings in St. Thomas the same way that they report on killings in Mexico, there wouldn't be any cruise ships stopping in St. Thomas.

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

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

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

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the boys are back

With two AC45 wingsail cats seen blasting across San Francisco Bay in February, we were reminded of Paul Newman's famous line during his role as Butch Cassidy: "Who are those guys?" No doubt that's precisely what many non-sailors — including President Obama when his motorcade made its way down the Cityfront — were asking as they watched the ultralight cats blast across the Central Bay at double the speed of typical daysailers.

"It's good to be back in town and get back into sailing," said Oracle Racing skipper Jimmy Spithill. He and fellow skipper Russell Coutts put their twin cats through their paces for training purposes until late in the month. If you didn't make it out to witness the spectacle, a second two-week session is planned as a lead-up to the America's Cup World Series event slated to take place on the Bay August 11-19. (The Louis Vuitton Challenger Series and America's Cup 34 will hit Bay waters in the summer of '13 aboard revolutionary 72-ft cats.)

The team celebrated their return to the Bay Area — as well as the two-year anniversary of BMW Oracle's win in the 33rd America's Cup — by holding a little celebration at the Hi Dive in The City. As an incentive to get folks to join them, Coutts announced on his Facebook page that the first person to ask him for a ride on an AC 45 would get one. It was an offer one Bay sailor took very seriously.

Tom Watson owns the bright pink Pearson Triton *Darwind*, and is the man behind the popular (and colorful) Pink Boat Regatta that was held at CYC in October. Watson is planning a circumnavigation aboard *Darwind* and hopes to raise at least \$1 million for the Breast Cancer Research Foundation while doing it. When he caught wind of Coutts' offer, he immediately camped out in front of the Hi Dive so he could be first in line to meet Coutts — 30 hours before the event!

Watson documented the entire 30 hours — plus the goings-on during the party — on his own Facebook page. "It was a fantastic event," he told us. "Oracle Racing really knows how to throw a party. Everyone was there and they're really approachable — it proves that sailors are the best people!"

While the details are still being worked out between Watson and Oracle Racing, Watson's goal in braving 30 hours on the streets of San Francisco — including when a crazy lady screamed and farted at him when he wished her a good morning — was to ultimately auction off the AC 45 ride to raise funds for the Breast Cancer Research Foundation. We'll bring you those details as soon as they're available, but in the meantime you can find out more about Watson's efforts at www.thepinkboat.org.

In other Cup news, the proposed course for America's Cup 34 was announced just as this issue was heading to the printers — shore-

side spectating for the big event will never be the same. "Tucked between Alcatraz and the City shoreline, the race course offers up-close viewing from any number of locations along the Cityfront, with the Marina Green and Crissy Field among the prime locations," said the press release. It was quick to point out that the exact course would change

depending on weather conditions, and that a transit channel would be open along the shoreline to allow small boats docked along the Cityfront and ferries access to the Bay during the 3-4 hours per race day the restricted zone would be enforced.

— andy & ladonna

neraida leaves

That intrepid British solo circumnavigator Jeanne Socrates sure gets around. After a knockdown at Cape Horn ended her plans for a nonstop solo circumnavigation last January, Socrates wound up spending 13 months in South Africa effecting repairs to her Najad 380 *Nereida* and having all sorts of adventures — from sharing juice with Laura Dekker to tea with the Queen of England. But all good things must end, and on February 7 Socrates sailed *Nereida* out of Cape Town bound for Hobart, Tasmania.

The 69-year-old grandmother plans



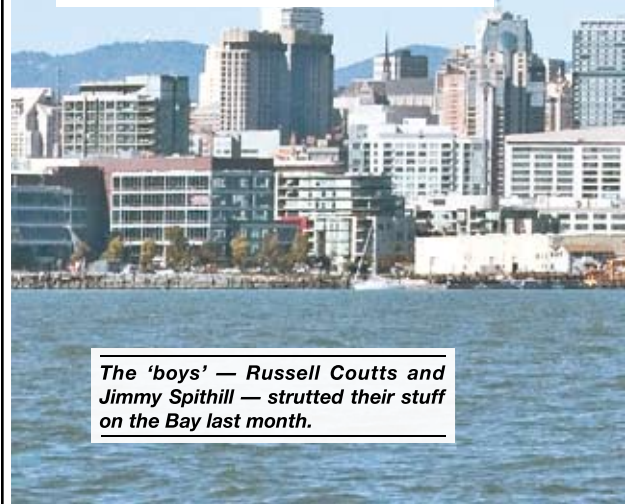
COURTESY WWW.THEPINKBOAT.ORG

Tom Watson was a man with a mission when he heard Russell Coutts was offering up a ride on an AC 45.

AMERICA'S CUP



The proposed restricted zone for AC 34 allows for ample shoreside and Bay-side viewing.



The 'boys' — Russell Coutts and Jimmy Spithill — strutted their stuff on the Bay last month.

south africa

to make her way back to Victoria, British Columbia over the next several months. In October, she'll once again set out on a planned nonstop circumnavigation attempt — her third. If she makes it around this time without stopping, she'll become the oldest woman to complete the feat — unofficially, of course, as record-keeping institutions don't recognize age-based sailing records.

Keep tabs on Socrates on her site www.svneraida.com. She'll once again be raising funds for Marie Curie Cancer Care.

— *ladonna*

three sailors rescued off hawaii

Three Canadian sailors, including a nine-year-old boy, are safe at home in Calgary after a harrowing rescue from their Yorktown 40 *Liahona*, about 280 miles northeast of Hilo, during the wee hours of February 8. Bradley James, along with brother Mitchell and son West, had left Puerto Vallarta on January 11 bound for Hawaii on their first ocean crossing. They planned to keep the boat in the Islands, as the family travels there regularly.

They report the weather was relatively uneventful until a few days before the rescue. By February 7, it had deteriorated drastically — 20-ft seas and 35-knot winds — and caused the forestay to part. Brad hauled Mitch up the mast to attach a “new cable,” but Mitch was thrown into the water when the shrouds came loose and the mast buckled. Brad was able to bring his brother aboard, but they feared

continued on outside column of next sightings page



SIGHTINGS

rescue — cont'd

he'd suffered a concussion in the fall. As the pair attempted a jury rig, the mast fell away completely. To top things off, the engine had overheated.

That afternoon, Brad called the Coast Guard for rescue. They, in turn, alerted the 893-ft container ship *Horizon Reliance*, which was about 150 miles northeast of *Liahona*. Six hours later, *Reliance* was approaching the stricken *Liahona* when a big wave caused the ship's bow to rip through the boat's hull. "Mitchell said 'We're going to sink and die,'" Brad told a group of reporters on their arrival in Honolulu. "I opened the hatch and saw eight feet of water below and said, 'Well, we're not going to die, but we are going to sink.'"

The trio were already bundled in their PFDs, and each had a

continued on outside column of next sightings page

strictly sail

If you haven't found a compelling reason to attend recent editions of Strictly Sail Pacific, we think you'll have plenty to choose from this year. First of all, the show, which runs April 12-15 at Jack London Square in Oakland, will be much more convenient for vendors and attendees alike. The new Marketplace Building (overlooking the First & Last Chance Saloon) will house more exhibitors in one place than any in recent history. Add to that the new parking garage that is connected to the building, and the biggest excuse for



PHOTOS COURTESY KIT STYCKET

is winding up

skipping this all-sail event is gone.

You will, of course, find everything you've come to expect from a quality boat show — rock-bottom prices on gear and boats (including brokerage boats), a plethora of free seminars (do the names John and Amanda Neal, Nigel Calder, 'Banjo Andy' Turpin and Jimmy Cornell ring any bells?), interactive exhibits (learn to splice line, service a winch and work on your diesel) and tons of kids' activities (anyone want to go sailing?) — but this year you'll

continued in middle column of next sightings page



In Peter's honor — clockwise from below, 'China Rose' at her launch; crews work weekends to bring her back to her former glory; inset, dozens of friends have turned out to pitch in; Doreen and Peter on a good day.



rescue — cont'd

headlamp and strobe, when they were thrown from *Liahona* and into the water. Mitch drifted down the port side of *Reliance*, where he was quickly brought aboard by the ship's crew. Brad and West drifted down the starboard side.

It took another 90 minutes for them to be pulled to safety

"I was busy taking care of West — that's what dads do — and swimming toward the ship," Brad recalled, "but West was panicky and started shivering." To make matters worse, during the trip the father and son had been working on West's Cub Scout training, which just happened to include hypothermia. "He knew what was happening and that made him panic even more."



COURTESY LIAHONA

The James family — Brad, mom Megan hugging West, and Mitch — pose in front of 'Liahona' before their departure.

Ultimately, the strobes the pair were wearing helped the crew of *Reliance* keep them in sight while the captain maneuvered the vessel into position to recover them. All three were none the worse for wear on their arrival in Honolulu, but West did say he didn't like to talk about when the ship sank *Liahona*.

Now home in Calgary, the family says they're already looking for another boat, but this time one that's already in Hawaii. When asked if he'd like to go sailing again, West responded, "Yes, but on a better boat."

— ladonna

eight bells for peter minkwitz

The Bay Area sailing community lost another beloved member last month when surveyor Peter Minkwitz succumbed to lymphoma on February 11. He was 67.

A lifelong Bay Area resident, Peter and his six siblings grew up sailing small boats on San Francisco's Lake Merced. "There were always boats outside being sanded, rigged or repaired," says Kit Stycket, a friend of the entire family since childhood. "The basement stored all the gear necessary for the four or five small boats that the Minkwitz children were sailing."

After graduating from UC Berkeley and leaving the corporate world behind, Peter went to work for Weeks-Howe-Emerson, a fishing tackle and marine supply outfit. In fact, he designed, built and managed their flagship retail store in San Francisco, Downtown Marine Supply, before moving on to become the yard manager for Svendsen's Boat Works, a position he held for more than 15 years.

Peter later trained under Jim Jessie to earn his surveyor accreditation, and bought Jessie's business when Jim and Diana left the Bay on their circuit of the North Pacific in the '90s. "People knew he was one of the good guys," says Allison Lehman of Yachtfinders/Windseakers. "Every surveyor in the Bay is torn up about his passing."

When Peter was diagnosed with lymphoma in December '10, his doctors started him on a treatment that included a stem cell transplant. The procedure caused the tissue of his lungs to become inflamed, so the second treatment was postponed to allow him to recover. Sadly, during the delay, the lymphoma returned.

"I was there when the doctor told him he only had a few weeks left

continued on outside column of next sightings page

eight bells — cont'd

to live," recalls Lehman. "He was extremely brave. He looked at me and said, 'Well, I've got a lot to do.' And, wouldn't you know, he got most of it accomplished."

One of the things Peter left unfinished was the refit and sale of his Ingrid 38 *China Rose*. She was built over the course of seven years on a small lot along Mission Creek, above what is now McCovey Cove. Peter enlisted the help of his entire family — including dad Earl, who was Peter's biggest supporter — during the early '70s to finish what several people have described as "the most beautiful ferrocement boat you'll ever see." (In fact, his wife Doreen notes that "every once in a while, we'd hear a tapping on the hull, and someone would ask, 'Is this fiberglass?'"") Stycket laughs that the younger siblings felt as if they were indentured servants because every weekend was spent working on the boat.

Peter and Doreen spent many happy years living aboard and sailing *China Rose* to the Delta and on coastal cruises, but they eventually built their dream home in Point Richmond and moved ashore. Peter wanted to make sure the boat got a facelift and was sold so Doreen wouldn't have to deal with it after his passing.

Stycket volunteered to head up the effort and dozens of friends have turned out to lend a hand. "Peter was a perfectionist," she says, "so we're doing it the way he would have wanted." In addition to the manual labor provided by friends, companies such as Svendsen's, Bay Marine and Hansen Rigging have donated supplies. Stycket has even set up a 'Friends of China Rose' Facebook page to post updates and enlist recruits. If you'd like to help out, the crew is usually working every weekend at Sven's — contact Kit at (916) 712-3571 or k11747@yahoo.com for details.

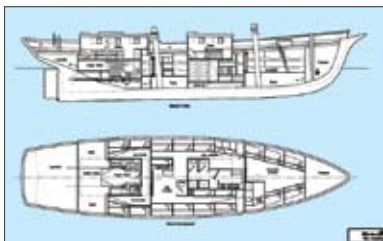
In addition to his contributions to the marine industry, Peter immersed himself in the Point Richmond community, serving as president of the Point Richmond Neighborhood Council for several years. "Peter loved the village feel of The Point and our little neighborhood," Doreen says. He was also actively involved in the Ferry Point Tunnel Mural, which will be painted on the Bay side of the tunnel and will now include something about Peter. Doreen asks that, in lieu of flowers, donations be sent in Peter's name to the Point Richmond Neighborhood Council, P.O. Box 70386, Point Richmond, CA 94807, designating the Ferry Point Tunnel Mural fund.

A remembrance date is pending.

— *ladonna*

san francisco flagship planned

San Francisco Bay is home to thousands of boats, seemingly of every size and style imaginable. But as longtime Bay sailor Alan Olson points out, there's one special vessel type that's conspicuously absent: a resident tall ship that could serve as a flagship for the Bay. Of course, the Bay is home to a wealth of beautiful schooners. But despite the fact that our city's colorful nautical heritage is intrinsically



linked to the great Age of Sail, not a single brig, barque, or brigantine is based here — although a dozen can be found in Southern California. Thanks to Olson and a visionary group of backers, that's all about to change.

In the coming weeks the keel will be laid for a splendid 140-ft LOA brigantine, whose mission will encompass a broad range of educational opportunities for 'students' of all ages, both during and after construction. In-the-Bay and offshore programs will focus on marine ecology and local maritime history,

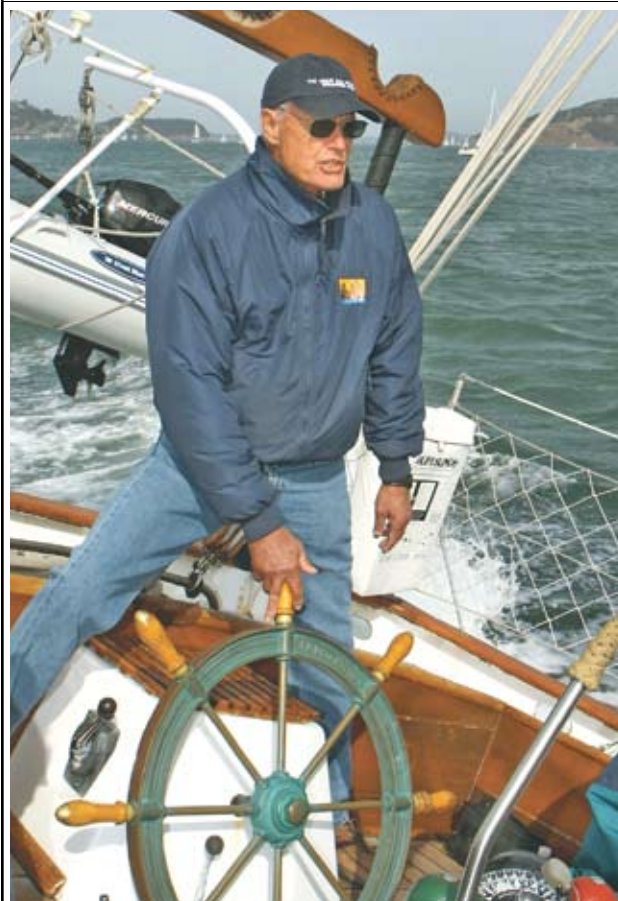
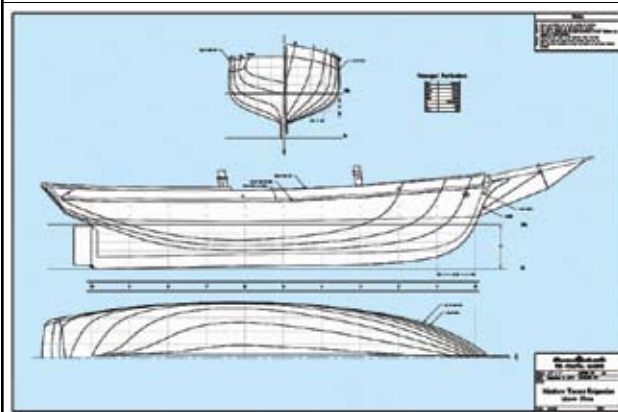
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strictly sail

have the chance to tour the 10-boat fleet of the Clipper Round the World Race. "The 68-ft boats will start arriving in Oakland on April 2, and will be hosted at marinas in and around the Strictly Sail Basins," reports the event's sales manager, Mitch Perkins.

If that's not enough, the show is planning a live feed from Naples, Italy for the America's Cup World Series, which is scheduled to run April 7-15. You won't miss a minute of the action!

In addition to *Latitude 38's* seminars on



cont'd

the Baja Ha-Ha and Pacific Puddle Jump (dates and times TBA), we'll be holding a special gathering to honor members of our 'official' West Coast Circumnavigators' List at 3:30 p.m. on Friday, April 13. Open to both veteran globetrotters and armchair travelers, the event will host a panel of speakers, each discussing their trips around from a specific point of view: circumnavigating solo nonstop, with kids, in the days before GPS, and so on. Stay tuned to *Lectronic Latitude* for details.

— *ladonna*

flagship — cont'd

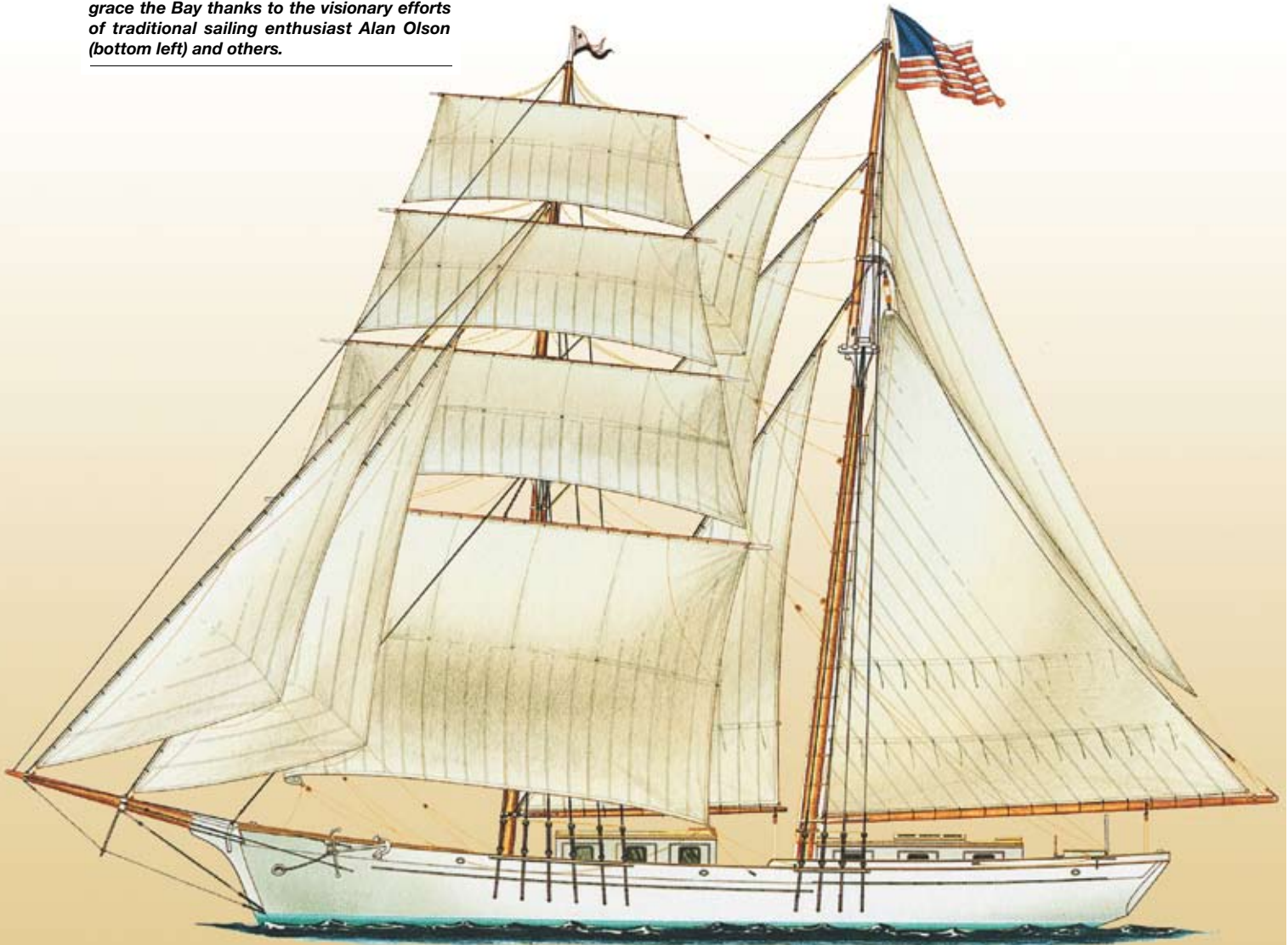
as well as building such life skills as leadership and teamwork. The ship may also serve as the Bay's goodwill ambassador at West Coast tall ship events.

With design work and project oversight being done by Richmond's Tri-Coastal Marine, the vessel will be built to U.S. Coast Guard specs as an Inspected Vessel, legal to operate in any waters. She will sleep up to 40, and will be licensed to carry more than 80 on day trips.

Sustainability is a key buzzword within Educational Tall Ship, the nonprofit formed specifically for this project. So every stick of wood in the boat will be sourced from nearby forests — primarily Oregon white oak and Douglas fir. "I've visited the forests, I've looked at the trees, and I've talked to the owners," explains Olson. "We want to

continued on outside column of next sightings page

If all goes as planned, this new tallship will grace the Bay thanks to the visionary efforts of traditional sailing enthusiast Alan Olson (bottom left) and others.



SIGHTINGS

flagship — cont'd

know where every tree comes from.”

The ship's basic lines are taken from the 19th-century brigantine *Galilee*, although she will be a scaled-down version. During the latter half of the 1800's — when San Francisco's maritime trade was booming — her designer, Matthew Turner, became both famous and wealthy for designing the fastest cargo ships in the business. Bucking convention, he narrowed their bows and moved their displacement farther aft, as echoed in the designs shown here.

For more on the project see *EducationalTallShip.org*.

— andy

occ & cca

Last month, Thies Matzen and Kicki Ericson won the Cruising Club of America Blue Water Medal and the Ocean Cruising Club Award of Merit, becoming only the second sailors to win both honors in the same year. They did it on the iconic, 30-ft, wooden boat *Wanderer III* that carried Eric and Susan Hiscock around the world on their first two circumnavigations. This is the second Blue Water Medal for



Clockwise from l to r — As a reward for their scholarship, local students got to ride in the boat parade; local musicians performed; cruisers got into the spirit of things; kids got a rare beach day; contest winners brought home swag; the fleet parades through Zihua Bay.



PHOTOS MARGARET REID

winners

Wanderer III — only one other boat has had that honor in the more than 88-year history of the award.

The extraordinary cruising couple met in the BVIs in '89, and have since sailed *Wanderer III* around the world twice, spending a lot of time in the high southern latitudes, including two years (winters too!) in South Georgia. The fact that the

continued in middle column of next sightings page



zihua shows its spirit

For Mexico cruisers, the annual Zihuatanejo Sailfest is one of the most fun-filled events of the winter cruising season. And its secondary purpose as an educational fundraiser is consistently impressive. According to the state of Guerrero's secretary of education, Z-fest is the state's most successful educational fundraiser. Last month's event — the 11th — raised just under \$36,000 USD, all of which will go to enhance educational opportunities for local kids.

Thirty-eight cruising boats attended this year's six-day festival, which included both on-the-water and shoreside activities, each of which had a fundraising element. "They were enthusiastically welcomed by the local community and the national news media, who have come to admire and respect the cruisers' heart-felt volunteerism," says organizer Lorenzo Marbut, who is an expat in residence. According to Zihua's municipal director of education, more than 2,000 disadvantaged children are attending school thanks to the efforts of American and Canadian expats like Lorenzo who work in cooperation with the cruising community.

"Uncharacteristically overcast skies and occasional rain showers did not dampen the spirits of the cruisers and their local volunteer allies; all events were eagerly attended," reports Lorenzo. "More than 200 local businesses donated thousands of dollars in gifts and services for Sailfest auctions and raffles; 30 local and international musicians donated their talents to perform at three sold-out benefit concerts; and several fine-dining restaurants competed in the Chili Cook-off. In addition, cruisers welcomed 113 paying guests on board for the sail parade, and hosted 100+ school children at a beach party where fun, games and giggles ruled the day."

When fundraising earnings were totalled, the tally came to 459,556 pesos, including generous grants from the Bellack Foundation and California-based cruiser Pete Boyce. The organizer's vision has always been to provide educational opportunities to each and every child in Zihuatanejo, regardless of income level or social status. The funds will be administered and distributed by the nonprofit Por Los Niños de Zihuatanejo, Sailfest's Mexican charity. For more on this worthwhile event and its ongoing impact, see www.porlosninos.com.

— andy

sweet times in martinez

Currents reign supreme on San Francisco Bay, so it's not uncommon for sailors to forget to consult tide charts when planning a cruise-out. This can leave them in an embarrassing position for a few hours until the tide floats them free — at least that's what we're telling ourselves, so please don't burst that delicate bubble. As you can probably surmise, the start of Vallejo YC's annual Sweetheart Cruise to Martinez Marina over the weekend of February 11-12 wasn't as romantic as this writer had hoped.

Knowing we wouldn't be able to leave early in the day due to my work schedule, my sweetheart and I decided to set out by 4 p.m., which would allow us to slip through Carquinez Strait at slack water. Perfect, we thought. Unfortunately, we'd neglected to pick up the all-important cruise-out packet from the club office, which had detailed the best times to enter and exit the marina, a crucial bit of information, as it turns out.

We entered the marina around 6:30 p.m. — well after half-tide — and quickly realized that we were no longer in forward motion. What the . . . ? A good gunning of the little diesel engine got us moving again, but not as much as it should have. Hmm, must need to go over a little hump here. "Let's just head over to that empty slip," suggested this brilliant seamoman. We barely got the nose of our 36-ft Cascade into the slip before grinding to a dead stop.

And so, we were home for the night, 2/3 of the boat dangling out

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SIGHTINGS

martinez — cont'd

in the middle of the main fairway. Since the rest of the fleet was up at Martinez YC for dinner by then, and since we didn't have a key to the gate, we tied the boat off as best we could, set the alarm for the wee hours of the morning and settled in for the evening. We finally floated free around 1 a.m. and joined the rest of the fleet on the guest dock.

Craig Paulsen, harbormaster at the Almar-managed marina, teased

us good naturedly the next morning at our retelling of the previous night's escape. "Good sailors always check the tide charts," he laughed. Ironically, if we hadn't tried sailing for the first hour of our trip through the Strait, we might have had just enough water to eke our way through the silted area at the entrance. Oh, and that slip we tried to



Olivia and Craig love to host cruise-ins at Martinez Marina, but advise you to keep your eye on the tides.

pull into? It was empty for a reason — totally silted in.

But the good news is that in early February, the Martinez City Council approved a \$1 million dredging operation. "We have to wait till late October or early November to accommodate fish runs," says Paulsen, "but then we'll dredge the main fairway and the one east of it, as well as under A and B docks." That dredging will allow keelboats to come and go freely during all states of the tide.

In the meantime, you can simply check the Benicia tide charts to determine the best time to enter and leave, which depends on how much your boat draws. Of course, when you contact the marina office to reserve space (cruise-ins are very welcome), Craig or Olivia will be more than happy to answer any questions.

But there's more to see than just the marina. A short walk through a well-maintained park puts you in Martinez's historic downtown area, which is chockablock with antique stores and quaint eateries. If you need a bit of scenery, the wetlands around the marina are lined with paths, and the kajillion or so fowl that call the area home are a birdwatcher's dream come true. So if you haven't had a chance to check out this delightful Bay Area destination, we can assure you it's worth your time — even if some of it is spent waiting for the tide to come in.

— *ladonna*

jim quanci, singlehander

Jim Quanci has been a fixture on the local sailing scene for decades, and is no stranger to Hawaii races. "I think I've sailed to Hawaii 15 times," he says, "something like that." When a person can't recall how many voyages to the Islands he's completed, you'd be forgiven for thinking there was little left to challenge him. But this summer, Jim's trying something completely new to him: the Singlehanded TransPac.

"I've wanted to do the race for 25 years — ever since scoping it out while we visited Hanalei to see Paul Kamen and Jim Fair, who both did the '86 race on Merit 25s," Jim recalls. "It's time to do something different, and I'm really excited about it."

Jim says that, though the desire to join the 2,120-mile solo race to Hanalei Bay on Kauai was always there doing a "slow burn," he didn't decide to commit until two years ago — or rather, his wife Mary Lovely didn't give her blessing till then. "I used the '09 LongPac [in which he was the first monohull to finish] as a trial to see if I could deal with the sleep issue," he says, "but it took a year or so to convince Mary."

The sleep issue Jim was concerned about was really the lack of

continued on outside column of next sightings page

winners

Laurent Giles-designed classic is not only still floating, but has now completed four circuits of the globe and is still in practically the same condition as when she was launched in '52, is a testament to the couple's skill and dedication to a life of self-reliance.

Thies and Kicki are currently in Buenos Aires for a refit, but will make time



Jim Quanci has sailed to Hawaii with crew more times than he can remember, but he's never done it alone. Hopefully his Cal 40 'Green Buffalo' will steer him in the right direction while he's napping.

LATITUDE / LADONNA

— cont'd

to pop over to the New York YC on March 2 to collect their Blue Water Medal, and then to England on March 30 for the OCC award ceremony. We'd love to direct you to their blog, but as they've kept *Wanderer III* nearly as low-tech as the Hiscocks did, you'll only find their stories in back issues of *Cruising World*, *Wooden Boat*, and so on.

— ladonna

quanci — cont'd

sleep a singlehanded sailor gets during a long-distance race. Recalling his previous doublehanded Pacific Cups, he was concerned about safety as well as comfort. "My weirdest hallucination was when a stagecoach and a team of six horses ran around the inside of my compass," he laughed.

But the LongPac gave him an opportunity to perfect a sleep schedule that works for him — sleep for an hour, check things out for five minutes, and back to sleep. "When I got in, people asked me if I was

continued on outside column of next sightings page



SIGHTINGS

quanci — cont'd

tired. "No, I just slept 10 hours!"

As for comfort, his lean, mean racing machine *Green Buffalo*, a beautiful dark green Cal 40 that he's owned for eight years, should help soften the blow of two weeks at sea. "I want to do this in style," says Jim. "I've done the races where you get diaper rash, no showers and no sleep. I'm too old for that now." The fact that *Green Buffalo* probably knows her way to Hawaii by now — this will be her fourth trip across — is an added bonus.

Jim says he doesn't expect the Singlehanded TransPac to differ too much from the Pacific Cup in regard to camaraderie. "You talk to these people on the SSB for two weeks and you just have to buy them a pitcher of Mai Tais when you get there," he says. In fact, he believes doing it alone might just be easier than with crew. "The hardest part of long distance racing is managing the people — who's sick, who's tired, who's cranky. Plus the boat is noticeably faster with just one person aboard."

continued on outside column of next sightings page

find crew for your

Beer can racing is an ideal antidote for the stresses of the every day life, and three different series kick off this month: Ballena Bay YC's Friday Night Grillers on March 23 (www.bbbyc.org), Monterey Peninsula YC's Sunset Series on March 21 (www.mpyc.org), and St. Francis YC's Kiteboarding Series on March 29 (www.stfyc.com). The majority of other clubs start their series next month, and run them through the fall (check out the full schedule in the *Northern California Sailing Calendar & YRA Master Schedule*).

If you don't have a boat of your own, we suggest showing up early at a sponsoring yacht club with a six-pack of cool beverages, some snacks and a smile, and you'll



SUTTER SCHUMACHER

summer beer cans

be likely to find a ride. For those new to racing, beer can races are an ideal way to get some hands-on experience in a decidedly low-key setting. And you don't have to be a member of the sponsoring club.

Another great way to find a ride — or crew, for that matter — is to drop in to *Latitude's* Spring Crew List Party at Golden Gate YC on March 7 from 6-9 p.m. It costs just \$7 (\$5 if you can show you're under 25), and provides skippers and potential crew a way to get to know each other in a low-pressure environment.

Head over to the St. Francis docks by 3:30 to watch an in-the-water liferaft demo presented by Sal's Inflatable Services.

— *ladonna*

Summer beer can races offer lots of opportunities to let loose after work. Our Crew List Party offers an even better way of finding good crew!



quanci — cont'd

In the months running up to the start off Corinthian YC on June 30, Jim will be busy racing *Green Buffalo* nearly every other weekend, primarily in ocean races. The boat itself is ready to go, as is her skipper. "Once you've done a Hawaii race, it's not that hard," he contends. "Besides, ocean races are a good way to find out if anything is amiss."

As for Mary, she expects to greet Jim in Hanalei when he arrives — unless he beats her there. "We have a little wager on who will get there first," he explains. "This boat has sailed to Hawaii three times, and we always do it between 12.5 and 13.5 days — it's never taken 14 days. Mary will get there on Day 14, so I hope to greet her!"

Check out www.singlehandedtranspac.com and www.pacificcup.org for more on this summer's Hawaii races. Deadlines are looming, so if you've been on the fence, jump down and sign up today.

— *ladonna*

new life at cass' marina

Though Sausalito's Cass' Marina has been closed for the last two years, the colorful waterfront community surrounding it has continued to thrive. And part of that community has worked during that time to rescue the neglected landmark.

Heather Richard, an artist and instructor for Modern Sailing who lives aboard a wooden ketch in Galilee Harbor with her two young children, is heading up an effort to turn the city-owned property into a non-profit community boating center. The plan was given the thumbs-up by city elders in January when they granted Richard's group a lease. "This is the best way to use city property," Richard says. "Keep it open to the public for all to enjoy and keep the maritime heritage alive."

Cass' Marina was established in 1961 by Cass and Mary Gidley. Cass passed away in '98, after having sold the marina more than 25 years before, but Mary is so enthusiastic about the proposal that she's the vice president of the Board of Directors. "I really believe in the project," Mary says, "and want to see it get going." With the new *raison d'être* comes a new name: Cass Gidley Marina.

Adjacent to Dunphy Park and nestled between Galilee Harbor and the Sausalito Cruising Club, the marina is in a prime location for a water-focused community center. Plans are to restore the marina's two long docks to offer a space to showcase youth boatbuilding programs from neighboring Spaulding Wooden Boat Center and the Arques School of Traditional Boatbuilding, as well as boats donated for preservation. Programs such as free or low-cost youth sail training, wooden boat restoration, sailing for the disabled, creative workshops, waterfront boat tours and much more mean the center will offer something for everyone.

The group hopes to raise money through grants, fundraisers, memberships, boat and dock rental fees, and adult learning programs, but they're currently in need of cashflow to start immediate repairs, including retrofitting the facility for ADA compliance. If you'd like to donate, sign up for updates, or just learn more about the project, go to www.cassgidley.org or contact Heather Richard directly at heather@studioheather.com.



Heather, Julius and Ava Richard.

— *lynn ringseis*

LYNN RINGSEIS

SIGHTINGS

dude, where's the waves?

Forget what you've heard, ignore what you've read, and abandon your plans because nothing is as it seems in the cruising world. From the day I decided I was going to buy a boat, I found out everybody



If you have decided to bring a skateboard, there are a few good spots to check out. For example Todos Santos has a park, and there is a fun mini ramp at Nexpa. Make sure you cover the wheels with rags soaked in WD-40 or liquid wrench to avoid the bearings seizing up on you. The ninos love skating so make sure your better than them.

knows something or someone in the boating world. Suddenly friends had friends who'd sailed around Cape Horn, delivered multi-million dollar yachts in the Bahamas, and anchored in front of a perfect right-hand point break and for months had it to themselves. These dreams of running downwind, rich yachties, and uncrowded surf breaks danced around my head as I re-outfitted my '76 Allied Princess *Three Sheets* in Morro Bay for a glorious months-long Mexican odyssey.

My dreams collided with reality when I tied up to the pumpout dock in Morro Bay in the spring of '10 and was immediately offered methamphetamines from a yachtie who was dumping his poop bucket into the trash next to the pump. Granted I probably looked like I could use a little meth after the overnight rounding of Point Conception, but he was quite forward and was a little too interested in checking out the inside of my boat. While planning my escape, I had three different people explain to me the best way to leave the dock, taking tide and wind into consideration. According to one salty dog, my boat can't steer in reverse so I shouldn't even bother.

After reversing off the dock and back to the privacy of my own back-bay mooring, I settled into a more comfortable life. I ended up dumping thousands of dollars into the boat to get her Mexico-ready based on people's suggestions and online forums and such. My one regret is no one told me about Minney's in Newport, where you can get anything for pretty damn cheap, and I somehow missed *Latitude 38's* excellent articles on budget cruising. Don't be fooled, you can easily get away to Mexico on a boat that costs less than \$10,000!

I was finally released from my seasonal firefighting job and, after hiring a captain for a two-day crash course in how to sail, my buddies and I — all in our mid-20s — loaded our surfboards and were ready to go all the way to mainland. We motored out of the bay to find glassy ocean conditions and one-knot winds. Over the course of our four-month trip, we probably had the engine running about 75% of the time. Yes, we could have waited for the wind to pick up, but when you have a boat full of surfers looking for waves and with only four months off work, you kick up the diesel to 2400 rpms and get moving!



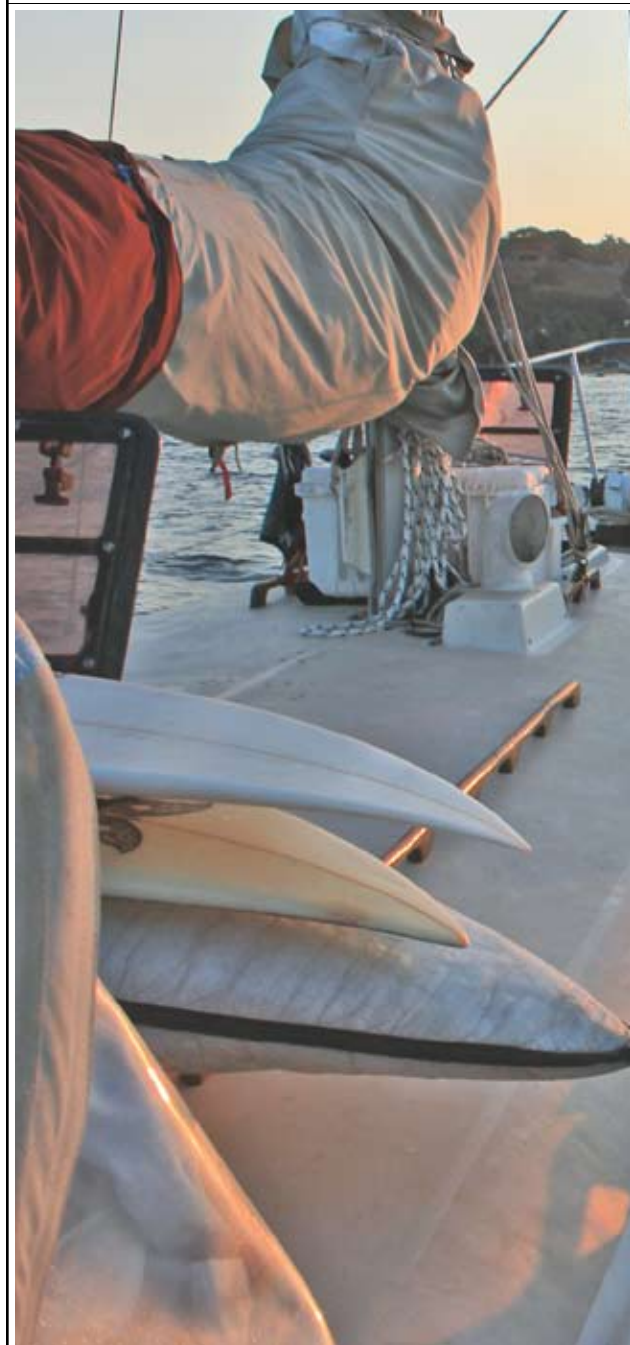
For all of the sailors spouting advice on every dock, there is precious little information on surfing and sailing together. Mexico cruising guides and internet resources have not detailed the amazing breaks Mexico has to offer. It's interesting to note that the prime Mexican cruising season is also the worst time to be in mainland Mexico for waves. To help other like-minded sailors out there, I've put together an e-guide

continued on outside column of next sightings page

where has the

It's come to our attention that this issue marks the 35th anniversary of the day that the publisher, assisted by Kathleen McCarthy, put together the first issue of *Latitude 38*. It's hard to believe how much has changed in that time, from boats, to the type of sailing that's done, to the way publications are put together.

One thing that hasn't changed is that we still love sailing. In fact, in many ways we love it more than ever. Another thing that hasn't changed is that we still love



time gone?

writing about sailing. In fact, in many ways we love that more than ever also. It's all the business B.S. that sometimes makes us grouchy and weary.

Anyway, if anybody would like to mention anything they particularly liked, or disliked, about the first 10,000 or so pages of *Latitude*, email richard@latitude38.com. (And yes, we already know that most of you men like the shots of women sailing topless.)

— richard

waves — cont'd

on sailing and surfing Mexico that's available for \$4.95 on our website www.sail3sheets.com. It's over 80 pages and includes 20 maps and detailed surf spots, so it's worth the price if you want to find the best breaks (plus it'll give us some much-needed beer money!).

Even though it took time to get from spot to spot, and the wind and swells never seemed to be what we wanted — not to mention all the weird yachties we met — we had the time of our lives during our cruise. But the crew is back to work fighting wildfires for the U.S. Forest Service and *Three Sheets* is for sale in San Diego (check out my *Classy Classified* on page 143). Now I'm looking for a faster way to get places — be it by plane, motorboat or even walking!

— bart powers



'Three Sheets' to the wind — Spread, a 36-ft Allied Princess was a perfectly good platform to launch a surf-sail adventure in Mexico; inset, Bart Powers, Brett Hildebrand, Ben Holmes, Brad Powers, and Shiloh Macmillan, along with some friends at a cockfight; insets left, snippets from Bart's e-guide on where to find the best breaks in Mexico.

ALL PHOTOS COURTESY THREE SHEETS