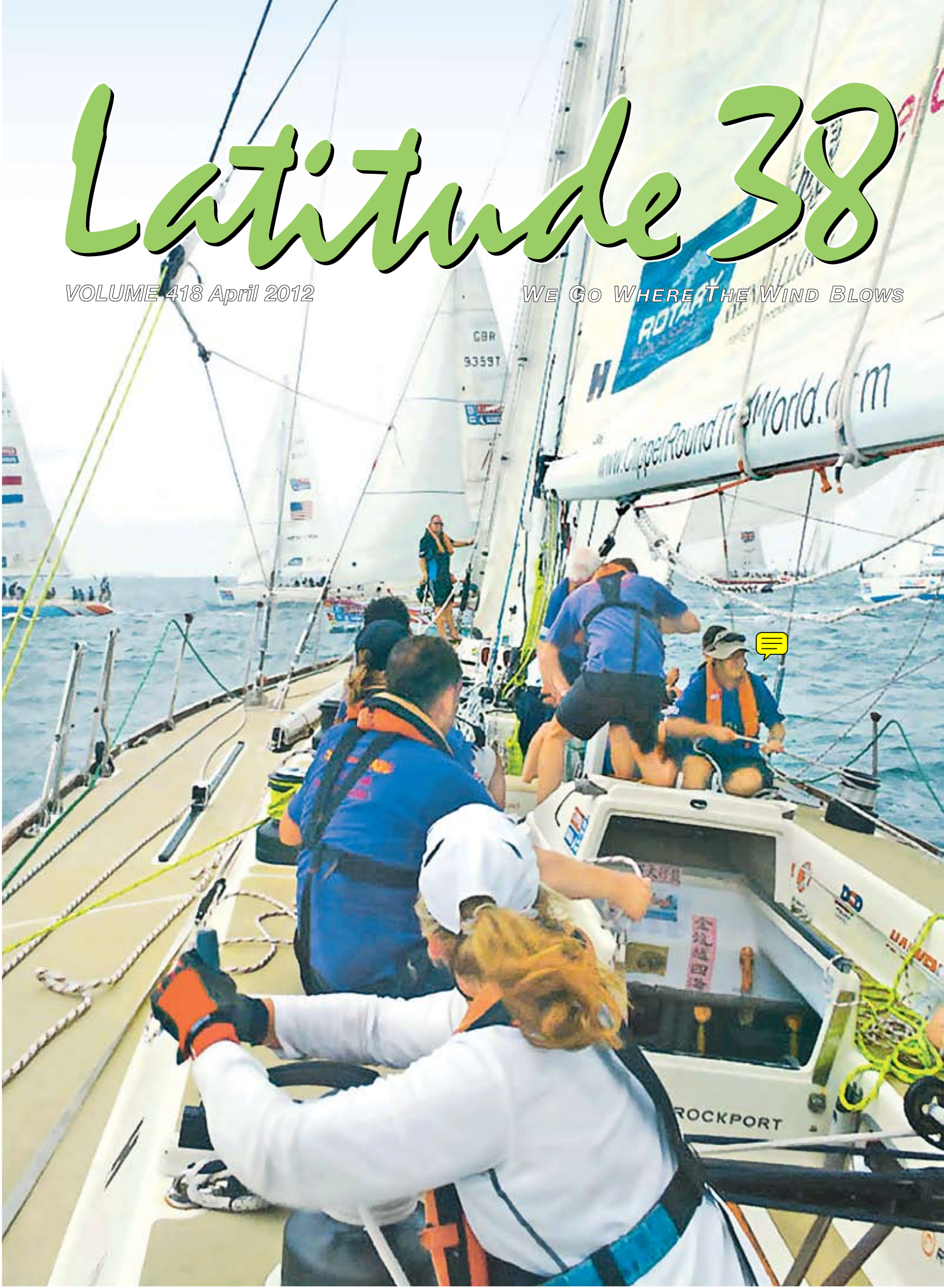


Latitude 38

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VOLUME 418 April 2012

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This year's winner is *California Condor*, Buzz Blackett's Antrim designed Class 40, placing first out of 85 finishers, including several multihulls.

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Cover: There will be a new level of excitement this month when the Clipper Round the World Race fleet enters the Bay.

Photo: Howie Choo / on Edition

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

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45' Island Packet, 1998 \$235,000



41' Dehler DS, 1998 \$169,900



38' Island Packet 380, 1999 \$228,000

### SAIL

|     |                          |      |           |
|-----|--------------------------|------|-----------|
| 54' | Moody                    | 2001 | \$633,000 |
| 47' | Beneteau 473             | 2005 | 279,000   |
| 46' | Island Packet 465        | 2008 | 429,000   |
| 45' | Island Packet            | 1998 | 235,000   |
| 44' | Spencer S-1330           | 1976 | 111,000   |
| 41' | Dehler DS                | 1998 | 169,900   |
| 40' | Beneteau                 | 2009 | 208,500   |
| 40' | Beneteau                 | 2008 | 185,000   |
| 39' | Beneteau 393             | 2006 | 139,000   |
| 39' | Cal Mk II                | 1980 | 57,000    |
| 38' | Island Packet 380        | 1999 | 228,000   |
| 38' | Island Packet 38         | 1993 | 119,000   |
| 38' | Beneteau Moorings        | 1991 | 49,500    |
| 38' | Hunter 380               | 2000 | 89,000    |
| 38' | Ericson 38-200           | 1988 | 69,000    |
| 37' | Island Packet 370 cutter | 2004 | 293,000   |
| 37' | Tartan 37                | 1982 | 65,000    |
| 37' | Pacific Seacraft yawl    | 1984 | 119,000   |
| 36' | Hunter sloop             | 2004 | 110,000   |
| 36' | Beneteau 361             | 2000 | 94,950    |
| 36' | CS Merlin                | 1988 | 52,000    |
| 36' | Pearson 36-II            | 1985 | 57,900    |
| 36' | Islander                 | 1977 | 44,950    |
| 36' | Islander                 | 1978 | 41,500    |
| 35' | Dehler 35 cws            | 1996 | 82,000    |
| 34' | C&B Marine Tiffany Jayne | 1982 | 29,000    |
| 33' | Hunter 33 sloop          | 2005 | 89,000    |
| 33' | Yamaha                   | 1979 | 22,000    |
| 32' | Beneteau 323             | 2007 | 88,000    |
| 32' | Beneteau 323             | 2006 | 90,000    |
| 32' | J/32                     | 1997 | 79,000    |
| 32' | Westail                  | 1976 | 64,400    |
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| 28' | Alerion Express          | 2002 | 87,000    |
| 24' | Corsair Sprint 750       | 2008 | 55,000    |

### POWER

|     |                          |      |         |
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| 61' | Mikelson SFPH            | 2002 | 990,000 |
| 53' | Navigator CPMY           | 1998 | 259,000 |
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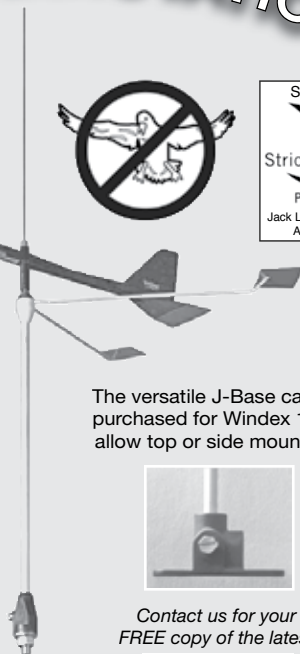
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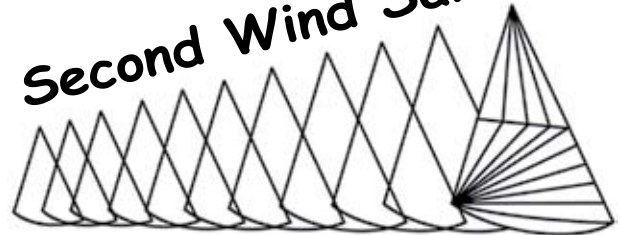
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## CALENDAR

### Non-Race

**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](http://www.internationalrescuegroup.org).

**Mar. 31** — North U. Trim Tour is a one-day course teaching the latest in sail trim. The next seminar (Cruising & Seamanship Seminar) is in Seattle, WA. All seminars run 9 a.m.-4:30 p.m. Other dates & locations: **3/31**: Vancouver, BC; **4/1**: Seattle, WA; **4/1**: Vancouver, BC (Cruising & Seamanship); **4/21**: Coos Bay, OR. \$85-115. Info, [www.northu.com](http://www.northu.com).

**Mar. 31-Apr. 1** — In-the-Water Boat Show at Yachtfinders/Windseakers Shelter Island sales dock in San Diego. Quality power and sailboats on display. Info, [www.yachtfinders.biz](http://www.yachtfinders.biz), or (866) 341-6189.

**Mar. 31-Apr. 1** — *Lady Washington* and *Hawaiian Chieftain* continue their Northern California tour in Sausalito with tours, educational programs, and adventure sails. **4/4-9**: Bodega Bay; **4/12-18**: Eureka; **4/20-30**: Crescent City. See [www.historicalseaport.org](http://www.historicalseaport.org) for a full schedule.

**Mar. 31 & Apr. 28** — Maritime Crafts for Kids at SF Maritime National Historical Park's Hyde St. Pier, 3-4 p.m. Free. Info, [john\\_cunnane@nps.gov](mailto:john_cunnane@nps.gov) or (415) 447-5000.

**Apr. 1** — Take your favorite fool sailing today.

**Apr. 1-29** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Apr. 4** — 'Emergencies at Sea' seminar by Modern Sailing's John Connolly at Corinthian YC, 7 p.m. Free. RSVP at [www.cyc.org](http://www.cyc.org) or (415) 435-4771.

**Apr. 4, 11, 18, 25** — *Building the Golden Gate Bridge* film at Sausalito's Bay Model, 1 p.m. Info, (415) 332-3871.

**Apr. 4-25** — 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](http://www.stfyc.com).

**Apr. 6** — Sail under a full moon on a Friday night.

**Apr. 7** — Chantey Sing aboard a historic vessel at Hyde St. Pier, 8 p.m.-12 a.m. Free. RSVP to [peter\\_kasin@nps.gov](mailto:peter_kasin@nps.gov).

**Apr. 8** — Instead of hiding Easter eggs around the backyard, hide them around the boat.

**Apr. 10** — 'Maritime History on the San Mateo Coast' program at SF Maritime National Historical Park, 6 p.m. \$5. David Hirzel explores the history of shipwrecks, shore whaling, dog holes and more along this slice of the NorCal coast. Info, (415) 447-5000.

**Apr. 12** — Amateur radio class in Santa Rosa, 9 a.m.-3 p.m. \$25. Registration required. Contact Dale at (707) 762-9414 or [wb6tms@arrl.net](mailto:wb6tms@arrl.net).

**Apr. 12** — 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](http://www.singlesailors.org) or (510) 239-7245.

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

**Apr. 14** — Berkeley Bay Festival at Berkeley Marina, 11 a.m.-4 p.m. Free music, sailboat rides (courtesy of Cal Sailing), and more. Info, [www.ci.berkeley.ca.us](http://www.ci.berkeley.ca.us).

**Apr. 14** — Suddenly in Command safety course presented by USCGA at the San Jose West Marine, 10 a.m.-2 p.m. \$15. RSVP & \$5 deposit required. Info, (408) 246-1147.

**Apr. 14** — Boaters Swap Meet at Emeryville Marina, 9 a.m.-2 p.m. Info, (510) 654-3716.

**Apr. 14** — Boaters Swap Meet at Stockton SC, 8 a.m. Fuel up at a pancake breakfast, too. Info, [www.stocktonsc.org](http://www.stocktonsc.org).

**Apr. 14** — Small Craft Tour at SF Maritime National



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- Catalina 470, 1999 .....**MAKE AN OFFER!** 225,000
- Catalina 42, 2001 .....**NEW LISTING!** 164,000
- Catalina 42, 2000 .....**NEW LISTING!** 169,900
- Catalina 42 MkII, 1995 .....**NEW LISTING!** 129,000
- Catalina 42, 1989 .....**NEW LISTING!** 95,000
- Catalina 400 MkII, 2001 .....**REDUCED!** 149,000
- Catalina 400, 1995 .....160,000

- Catalina 380, 2000 .....**NEW LISTING!** 141,000
- Catalina 36 MkII, 2001 .....98,500
- Catalina 350, 2005 .....129,900
- Catalina 34, 1989 .....49,300
- Catalina 30, 1984 .....**NEW LISTING!** 29,000
- Catalina 30, 1984 .....26,000
- Preowned Sailing Yachts at Our Docks**
- Moody 42 DS, 2001 .....249,000
- Tartan 4100, 2004 .....**NEW LISTING!** 345,000
- C&C 41, 1984 .....57,500
- C&C 38, 1979 .....45,000
- Beneteau Oceanis 373, 2005 .....137,000
- Islander 36, 1979 .....**NEW LISTING!** 36,000
- Tartan 33, 1982 .....**NEW LISTING!** 42,000
- Hunter 310, 2007 .....79,900

**New Ranger Tugs (base price)**

- Ranger 31 Tug, 2012 .....**NEW MODEL!** 279,937
- Ranger 29 Tug, 2011 .....**DISCOUNTS!** 229,937
- Ranger 27 Tug, 2011 .....**DISCOUNTS!** 159,937
- Ranger 25SC Tug, 2012 .....**NEW ARRIVAL!** 129,937
- Ranger 21-EC Tug, 2011 .....**DISCOUNTS!** 49,937
- New Cutwater Boats in Stock (base price)**
- Cutwater 28, 2012 .....**NEW MODEL!** 169,937
- Cutwater 26, 2012 .....**NEW MODEL!** 139,937
- Preowned Ranger Tugs at Our Docks**
- Ranger 25SC Tug, 2011 .....**NEW LISTING!** 139,500
- Ranger 25SC Tug, 2010 .....**NEW LISTING!** 144,500
- Ranger 25 Tug, 2009 .....**LET'S MAKE A DEAL!** 125,900
- Ranger 25 Tug, 2008 .....110,000
- Preowned Power Yachts**
- Cheoy Lee 66 Ocean Trawler, 1987 ...**NEW LISTING!** 599,500
- Tiara 4300 Sovran, 2008 .....**AT NEWPORT!** 475,000
- Carver 35 Super Sport, 2006 .....**NEW LISTING!** 149,900
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## CALENDAR

Historical Park's Hyde St. Pier, 10:30 a.m.-noon. Free. Info, [mgardner@maritime.org](mailto:mgardner@maritime.org).

**Apr. 14** — If you'd rather check out the big boats at Hyde St. Pier, check out 'A Day in the Life: 1901', where you'll learn about maritime arts & crafts. Vessel admission (under 16 free). RSVP at (415) 447-5000.

**Apr. 14** — Stand-up paddle board demo and clinic at 101 Surf Sports in San Rafael, 9 a.m.-2 p.m. Free. Info, [www.101surfsports.com](http://www.101surfsports.com).

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

**Apr. 15** — Lighthouses of the Bay program at SF Maritime National Historical Park's Visitor Center. 3:15 p.m. Free. Info, (415) 447-5000.

**Apr. 18** — Singlehanded TransPac race seminar 'Provisioning & Medical Issues' 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](http://www.singlehandedtranspac.com).

**Apr. 18** — 'SF Bay, the Past, Present & Future' talk by Save the Bay's David Lewis at Corinthian YC, 7 p.m. Free. RSVP at [www.cyc.org](http://www.cyc.org) or (415) 435-4771.

**Apr. 19** — Spring Race Instructions seminar, part of Sausalito YC's Third Thursday Seminar Series, 6:30-7:30 p.m. Free and open to the public. Info, [www.sausalitoyachtclub.org/calendar/whats-happening](http://www.sausalitoyachtclub.org/calendar/whats-happening).

**Apr. 20, 1854** — The 235-ft clipper ship *Flying Cloud* set the New York-to-San Francisco passage record of 89 days, 8 hours. She held the record for 135 years, until it was broken by Warren Luhrs aboard the *Open 60 Thursday's Child*.

**Apr. 21** — Marinship Day & Flea Market at Sausalito West Marine, 8 a.m.-3 p.m. BBQ gets fired up at 11 a.m. Proceeds from BBQ, booth rentals and raffle go to Spaulding Wooden Boat Center. Prizes and more! Info, (415) 332-0202.

**Apr. 21** — Amateur radio class in Petaluma, 9 a.m.-3 p.m. \$25. Registration required. Contact Dale at (707) 762-9414 or [wb6tms@arrl.net](mailto:wb6tms@arrl.net).

**Apr. 21** — 'Music of the Sea for Kids' aboard *Balclutha* at Hyde St. Pier, 3 p.m. Vessel admission (under 16 free). Info, (415) 447-5000.

**Apr. 21** — Opening Day on the Delta Parade. Starts at noon in front of Pittsburg YC on the San Joaquin River. Info, [www.pittsburgyc.com](http://www.pittsburgyc.com).

**Apr. 21-22** — CharterFest & Boat Show at Squalicum Harbor in Bellingham, WA, 10 a.m.-4 p.m. Free. Info, [www.portofbellingham.com/charterfest](http://www.portofbellingham.com/charterfest) or (360) 676-2542.

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

**Apr. 28** — Martinez Marina Swap Meet, 8 a.m.-1 p.m. Info, (925) 313-0942 or [slips@martinez-marina.com](mailto:slips@martinez-marina.com).

**Apr. 28** — Treasure Island Sailing Center Opening Day celebration, 11 a.m.-4 p.m. Free sailboat rides, music, games & food. \$3 for BBQ. Info, [www.tisailing.org](http://www.tisailing.org).

**Apr. 29** — Opening Day on the Bay! Don't miss the blessing of the fleet in Raccoon Strait, 10:30-noon (enter from the east). Info, [www.picya.org](http://www.picya.org).

**Apr. 29** — Celebrate Opening Day in style with the Golden Gate Tall Ship Society aboard *Freda B*, 10:30 a.m.-2 p.m. \$35-85. See [www.ggtss.org](http://www.ggtss.org) for info or tickets.

**May 10** — 'How the Tides Work for You' presentation by Kame Richards at Sausalito's Bay Model, 7 p.m. See for yourself how the waters move on the Bay. **5/12:** 1 p.m. \$15 (cash). RSVP required, [jimtantillo@comcast.net](mailto:jimtantillo@comcast.net) or (408) 263-7877.

**May 12** — Safety at Sea Seminar at California Maritime Academy in Vallejo. This day-long event fulfills the mandatory seminar requirement for Pacific Cup racers. \$100. Info, [www.pacificcup.org](http://www.pacificcup.org).

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| 55' Tayana, 1988, <i>Samadhi V</i> .....                  | \$249,000         | 40' Summit, '08, <i>Soozal</i> .....                  | \$579,000        | 34' MJM 34z, '05*.....                          | Reduced \$299,000 |
| 53' J/160, '01, <i>Mandalay</i> .....                     | \$579,000         | 40' Olson, <i>Elka</i> .....                          | SOLD             | 33' J/100, Hull #9, '05, <i>Brilliant</i> ..... | SOLD              |
| 52' Santa Cruz, '99, <i>Renegade</i> .....                | \$495,000         | 38' Sabre 386, '08, <i>Kuai</i> .....                 | SOLD             | 33' Back Cove, '08.....                         | \$269,000         |
| 52' Santa Cruz, '98, <i>Hula</i> .....                    | SOLD              | 38' Sabre 38 Mkl, '84.....                            | SOLD             | 32' J/32, '02, <i>Tango</i> .....               | SOLD              |
| 52' TransPac with IRC mods, '03, <i>Braveheart</i> *..... | \$499,000         | 38' Pearson True North*.....                          | \$239,900        | 30' Mull custom, '74, <i>The Shadow</i> .....   | \$40,000          |
| 50' Bakewell-White, '02, <i>Brisa</i> .....               | \$615,000         | 36' J/109, '03*.....                                  | \$189,000        | 30' Olson 911S, '89, <i>Halcyon</i> .....       | SOLD              |
| 48' J/145, Hull #9, '03*.....                             | \$675,000         | 36' J/36, '82.....                                    | \$59,000         | 30' Olson 30, '79.....                          | SOLD              |
| 48' 1D48, '96, <i>Chaya</i> .....                         | Reduced \$79,000  | 35' J/105, '02, Hull #581, <i>Business Time</i> ..... | \$99,000         | 30' J/30, '79*.....                             | \$26,000          |
| 47' Valiant, '81, <i>Sunchase</i> .....                   | \$90,000          | 35' J/105, '02, Hull #520, <i>Sea Room</i> .....      | SOLD             | 30' Peterson Half Ton*.....                     | Reduced \$19,900  |
| 44' J/44, '90, <i>Phantom</i> .....                       | \$239,000         | 35' J/105, '01, Hull #463, <i>Trickster</i> .....     | SOLD             | 29' MJM 29z, '07*.....                          | \$269,000         |
| 44' Kernan, <i>Wasabi</i> .....                           | SOLD              | 35' J/105, '01, Hull #405, <i>Swoosh</i> .....        | SOLD             | 28' Alerion Express, '02*.....                  | Reduced \$59,500  |
| 44' Wauquiez 43 Pilot Station*.....                       | \$299,000         | 35' J/105, '01, Hull #400, <i>Lulu</i> .....          | \$105,000        | 28' Islander, '78*.....                         | \$16,900          |
| 43' J/130, '96*.....                                      | \$184,000         | 35' J/105, '00, Hull #347, <i>Bald Eagle</i> .....    | Reduced \$89,000 | 26' J/80, '01, <i>Whiplash</i> .....            | SOLD              |
| 43' Custom C&C, '73.....                                  | \$299,000         | 35' J/105, '99, <i>Life Is Good</i> *.....            | \$73,900         | 26' J/80, '01*.....                             | \$32,900          |
| 41' J/124, '05.....                                       | \$239,000         | 35' J/105, '01, <i>John B</i> *.....                  | \$94,500         | 26' J/80, '00*.....                             | \$29,000          |
| 40' Pacific Seacraft, '99, <i>DreamKeeper</i> .....       | \$314,900         | 35' J/105, '92, Hull #44, <i>Orion</i> .....          | SOLD             | 26' J/80, '04, <i>Heart Attack</i> .....        | SOLD              |
| 40' J/120, '02, <i>Alchera</i> .....                      | Reduced \$189,000 | 35' J/35C, '91*.....                                  | \$89,000         |   |                   |
| 40' J/120, '00, <i>Dayenu</i> .....                       | \$174,900         | 34' J/34, '85, <i>The Zoo</i> *.....                  | \$29,900         |   |                   |

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## CALENDAR

**May 12** — US Sailing Basic Race Management Seminar at Treasure Island YC, 8 a.m.-6 p.m. \$40/\$85. Email [jzarwell@regattapro.com](mailto:jzarwell@regattapro.com) or [rsbreed@earthlink.net](mailto:rsbreed@earthlink.net) for info.

**May 19** — Opening Day on South Bay! Boat parade, blessing of the fleet, live music & fun for the whole family. Info, [www.southbayopeningday.org](http://www.southbayopeningday.org) or [www.sequoiayc.org](http://www.sequoiayc.org).

**May 19-20** — Corinthian YC presents its annual Women's Sailing Seminar. A terrific low-stress way to learn how to sail. \$250. Info, [www.cyc.org/WSS](http://www.cyc.org/WSS).

**May 20** — Nautical Swap Meet at Elkhorn YC in Moss Landing, 7 a.m. Info, [eyc@elkhornyc.com](mailto:eyc@elkhornyc.com).

### Racing

**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](http://www.bvispringregatta.org).

**Mar. 31** — BAMA's Doublehanded Farallones Race. Info, [www.sfbama.org](http://www.sfbama.org).

**Mar. 31** — Horsfall-Vincent Regatta. CYC, [www.cyc.org](http://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](mailto:manager@sgyc.org) or (619) 222-1214 to enter your schooner or find out more.

**Apr. 1** — Spring Series #3. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Apr. 7** — Spring Tune-Up Race, the mother of all beer can races. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Apr. 7** — Summer #1. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Apr. 7** — SSS Corinthian Race, formerly known as the In the Bay Race. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**Apr. 7** — Andy Byrd Memorial Race. CPYC, [www.cpyc.org](http://www.cpyc.org).

**Apr. 7** — Spring Series #2. VYC, [www.vyc.org](http://www.vyc.org).

**Apr. 14** — Bullship Regatta, the annual running of El Toros from Sausalito to the Cityfront. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**Apr. 14** — YRA-OYRA Full Crew Farallones Race. SFYC, [www.yra.org](http://www.yra.org).

**Apr. 14** — Women Skippers Regatta. SYC, [www.sausalito yachtclub.org](http://www.sausalito yachtclub.org).

**Apr. 14** — Don Wan Regatta. TYC, [race@tyc.org](mailto:race@tyc.org).

**Apr. 14** — Big Dinghy. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Apr. 14** — Mercury Series #2. EYC, [www.encinal.org](http://www.encinal.org).

**Apr. 14** — Commodore's Cup. BVBC, [www.bayviewboat club.org](http://www.bayviewboat club.org).

**Apr. 14-15** — Harken Opti #2. SFYC, [www.sfyf.org](http://www.sfyf.org).

**Apr. 14-15** — Camellia Cup on Folsom Lake, for centerboards, multihulls and keelboats. FLYC, [www.flyc.org](http://www.flyc.org).

**Apr. 14-15** — Tahoe Ski/Sail on Lake Tahoe. TahoeYC, [gm@tahoeyc.com](mailto:gm@tahoeyc.com) or (530) 853-6070.

**Apr. 15** — Estuary Cup. EYC, [www.encinal.org](http://www.encinal.org).

**Apr. 15** — Baxter Judson #1. PresYC, [www.presidio yachtclub.org](http://www.presidio yachtclub.org).

**Apr. 15** — Spring Series #4. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Apr. 21** — Singlehanded #2. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Apr. 21-22** — BYC's 40th Annual Rollo Wheeler Regatta. One design and PHRF buoy races on Saturday, pursuit race on Sunday. Bobbi, (925) 939-9885 or [bobbi@jfcbat.com](mailto:bobbi@jfcbat.com).

**Apr. 21-22** — Resin Regatta, for Melges 24s, Moore 24s, Express 27s and Etchells. SFYC, (415) 789-5647 or [www.sfyf.org](http://www.sfyf.org).

**Apr. 21-22** — J/Fest, one-design and PHRF racing for the J/boat faithful. StFYC, (415) 563-6363 or [www.stfyf.com](http://www.stfyf.com).

**Apr. 27** — 65th Newport to Ensenada Race, one of the largest international yacht races. Info, [www.nosa.org](http://www.nosa.org).

**Apr. 28** — Twin Island Series #1, a choose-your-direction

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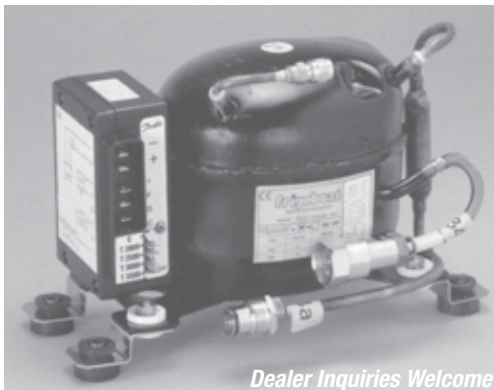
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## CALENDAR

race around Alcatraz and Angel Islands. SYC, [www.sausalito-yachtclub.org](http://www.sausalito-yachtclub.org).

**Apr. 28** — YRA-WBRA City #1. GGYC, [www.yra.org](http://www.yra.org).

**Apr. 28** — YRA-OYRA Duxship. GGYC, [www.yra.org](http://www.yra.org).

**Apr. 28** — Small Boat Spring #1. EYC, [www.encinal.org](http://www.encinal.org).

**Apr. 28** — Trans-Folsom Champagne Challenge on Folsom Lake. Info, [www.flyc.org](http://www.flyc.org) or (916) 685-4869.

**Apr. 28** — 28th Annual Konocti Cup, a 26-mile marathon on Clear Lake. Info, [www.kbsail.com](http://www.kbsail.com).

**Apr. 29** — Spring Series #5. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**May 5** — Doublehanded Long Distance #2. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**May 5** — YRA-WBRA #2. RYC, [www.yra.org](http://www.yra.org).

**May 5** — Summer #2. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**May 5-6** — 18-ft Skiff Regatta. SFYC, [www.sfyyc.org](http://www.sfyyc.org).

**May 5-6** — Elvstrom Zellerbach. StFYC, [www.stfyyc.com](http://www.stfyyc.com).

**May 5-6** — Commodore's Cup. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

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

**May 5-6** — Moore 24 PCCs. SCYC, [www.scyc.org](http://www.scyc.org).

**May 12** — Mercury Series #3. EYC, [www.encinal.org](http://www.encinal.org).

**May 12** — Long Distance Race #2. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**May 12** — Annual El Toro Flight of the Bulls at Foster City Boat Park. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**May 12** — If you like solitude, go for the Singlehanded Farallones Race. SSS, [www.sfbayss.org](http://www.sfbayss.org).

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

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

### Summer Beer Can Regattas

**BALLENA BAY YC** — Friday Night Grillers: 4/6, 4/20, 5/4, 5/18, 6/1, 6/15, 6/29, 7/13, 7/27, 8/10, 8/24, 9/7. Matt Schuessler, (925) 785-2740 or [race@bbyc.org](mailto:race@bbyc.org).

**BAY VIEW BOAT CLUB** — Spring Monday Night Madness: 4/16, 4/30, 5/14, 5/28, 6/11, 6/18 (make-up). Arjan Bok, (415) 310-8592 or [bayviewracing@sbcglobal.net](mailto:bayviewracing@sbcglobal.net).

**BENICIA YC** — Thursday nights: 4/5-5/24, 6/7-6/28, 7/12-8/23, 9/6-9/27. Grant, (510) 230-3649 or [harlessgrant@sbcglobal.net](mailto:harlessgrant@sbcglobal.net).

**BERKELEY YC** — Every Friday night: 4/6-9/28. Paul Kamen, (510) 540-7968 or [pk@well.com](mailto:pk@well.com).

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

**CORINTHIAN YC** — Every Friday night: 4/27-9/7. Michael, [racing@cyc.org](mailto:racing@cyc.org).

**COYOTE POINT YC** — Every Wednesday night: 4/11-10/17. George Suppes, (650) 921-4712 or [regatta@cpyc.com](mailto:regatta@cpyc.com).

**ENCINAL YC** — Friday Night Spring Twilight Series: 4/13, 4/27, 5/11, 6/1, 6/15. Susan, [rearcommodore@encinal.org](mailto:rearcommodore@encinal.org).

**FOLSOM LAKE YC** — Every Wednesday night: 5/2-9/26. Info, [www.flyc.org](http://www.flyc.org).

**GOLDEN GATE YC** — Friday nights: 5/4, 5/18, 6/1, 6/15, 6/29, 7/13, 7/27, 8/10, 8/24. Gary, (916) 363-4566 or [gialvo@pacbell.net](mailto:gialvo@pacbell.net)

**ISLAND YC** — Spring Island Nights on Fridays: 4/20, 5/4, 5/18, 6/8, 6/22. John, (510) 521-2980 or [iycracing@yahoo.com](mailto:iycracing@yahoo.com).

**LAKE TAHOE WINDJAMMERS YC** — Every Wednesday night: 6/6-late September. Will Anderson, (678) 517-6578.

**LAKE WASHINGTON SC** — Every Thursday night: 5/3-9/27. Dan Clark, [www.lwsailing.org](http://www.lwsailing.org).



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## CALENDAR

**LAKE YOSEMITE SA** — Every Thursday night: 5/10-8/23. Tom Cooke, [tcookeatty1@yahoo.com](mailto:tcookeatty1@yahoo.com).

**MONTEREY PENINSULA YC** — Sunset Series, every Wednesday night through October 3. Garth Hobson, (831) 915-7020 or [turbogarth@hotmail.com](mailto:turbogarth@hotmail.com).

**OAKLAND YC** — Wednesday night Sweet 16 Series: 5/2-6/20 & 7/18-9/5. John, (510) 366-1476 or [j\\_tuma@comcast.net](mailto:j_tuma@comcast.net).

**RICHMOND YC** — Wednesday nights: 4/4, 4/18, 4/25, 5/2, 5/16, 5/23, 5/30, 6/6, 6/20, 6/27, 7/11, 7/18, 7/25, 8/1, 8/8, 8/15, 8/22, 8/29, 9/5, 9/19. Eric Arens, (510) 841-6022 or [ericarens@comcast.net](mailto:ericarens@comcast.net).



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**ST. FRANCIS YC** — Wednesday Night Series: 5/2-6/27 & 8/1-8/29. Thursday Night Kiting Series: 4/12, 4/26, 5/10, 5/24, 6/7, 6/28, 7/12, 7/26, 8/2, 8/16, 8/30, 9/13. Friday Night Windsurfing Series: 4/13, 4/27, 5/11, 5/25, 6/8, 6/29, 7/13, 7/27, 8/3, 8/17, 8/31, 9/14. Robbie Dean, (415) 563-6363 or [racemgr@stfyc.com](mailto:racemgr@stfyc.com).

**SANTA CRUZ YC** — Wet Wednesdays: 3/14-10/31. Corinthian sailing every Friday night: 5/4-8/24. Info, (831) 425-0690 at [scyc@scyc.org](mailto:scyc@scyc.org).

**SAUSALITO YC** — Spring Sunset Series on Tuesday nights: 5/1, 5/15, 5/29, 6/12, 6/26. Dave Borton, (415) 302-7084 or [race@sausalitoyachtclub.org](mailto:race@sausalitoyachtclub.org).

**SEQUOIA YC** — Every Wednesday night: 4/11-10/10. John Graves, (408) 306-1408 or [www.sequoiayc.org](http://www.sequoiayc.org).

**SHORELINE LAKE AQUATIC CENTER** — Capri 14.2 racing every Thursday night during Daylight Saving Time. Laser racing (BYOB) every Wednesday night, April 25-October. Info, (650) 965-7474.

**SOUTH BEACH YC** — Friday Night Series: 4/20, 4/27, 5/4, 5/18, 6/1, 6/15, 6/22, 7/6, 7/20, 7/27, 8/3, 8/17, 8/24. Info, [rearcommadore@southbeachyc.org](mailto:rearcommadore@southbeachyc.org).

**STOCKTON SC** — Every Wednesday night: 6/6-8/29. Patrick Felten, (209) 518-6371 or [regatta11@stocktonsc.org](mailto:regatta11@stocktonsc.org).

**TAHOE YC** — Wednesday Night Beer Can Series: 5/30-6/27 & 7/11-8/29. Dan Hauserman, (530) 581-4700 or [dan@ilovetahoe.com](mailto:dan@ilovetahoe.com). Monday Night Laser Series: 5/28-8/27. Rick Raduziner, (530) 583-6070 or [raduziner@sbcglobal.net](mailto:raduziner@sbcglobal.net).

**TIBURON YC** — Every Friday night: 5/18-8/31. Ian Matthew, [race@tyc.org](mailto:race@tyc.org) or (415) 883-6339.

**VALLEJO YC** — Every Wednesday night: 4/4-9/26. Tom Ochs, [fleetcaptainsail@vyc.org](mailto:fleetcaptainsail@vyc.org).

### Mexico and Beyond

**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](http://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](http://www.clubcruceros.org).





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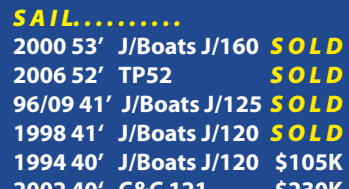
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## CALENDAR

**May 1-6** — Loreto Fest and Cruisers' Music Festival. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travelers for a chili cook-off, dinghy races and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit [www.hiddenportyachtclub.com](http://www.hiddenportyachtclub.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](http://www.pacificpuddlejumps.com).

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

### April Weekend Tides

| date/day | time/ht.  | time/ht.  | time/ht. | time/ht. |
|----------|-----------|-----------|----------|----------|
|          | LOW       | HIGH      | LOW      | HIGH     |
| 3/31 Sat | 0035/3.0  | 0611/4.8  | 1314/0.5 | 2046/4.3 |
| 4/01 Sun | 0143/2.7  | 0722/4.9  | 1409/0.4 | 2124/4.6 |
|          | HIGH      | LOW       | HIGH     | LOW      |
| 4/07 Sat | 0012/6.3  | 0627/-0.8 | 1314/5.2 | 1827/1.3 |
| 4/08 Sun | 0052/6.5  | 0716/-1.1 | 1411/5.0 | 1912/1.7 |
|          | LOW       | HIGH      | LOW      | HIGH     |
| 4/14 Sat | 0059/2.4  | 0643/5.0  | 1321/0.1 | 2037/5.0 |
| 4/15 Sun | 0210/2.0  | 0758/4.8  | 1418/0.4 | 2122/5.2 |
| 4/21 Sat | 0624/-0.2 | 1315/4.5  | 1811/2.0 |          |
|          | HIGH      | LOW       | HIGH     | LOW      |
| 4/22 Sun | 0020/5.6  | 0656/-0.3 | 1357/4.4 | 1845/2.3 |
| 4/28 Sat | 0424/4.7  | 1118/0.2  | 1859/4.3 |          |
|          | LOW       | HIGH      | LOW      | HIGH     |
| 4/29 Sun | 0007/2.8  | 0532/4.5  | 1215/0.3 | 1944/4.6 |

### April Weekend Currents

| date/day | slack        | max                    | slack                  | max                    |
|----------|--------------|------------------------|------------------------|------------------------|
|          | 3/31 Sat     | 0301<br>1549           | 0536/1.5F<br>1854/2.6F | 0822<br>2210           |
| 4/01 Sun |              | 0022/1.8E              | 0404<br>1639           | 0642/1.8F<br>1942/2.9F |
|          | 0930<br>2253 | 1236/3.5E              |                        |                        |
| 4/07 Sat | 0155<br>1459 | 0501/5.5E<br>1731/3.8E | 0840<br>2046           | 1140/4.6F<br>2340/3.7F |
|          | 4/08 Sun     | 0234<br>1555           | 0547/5.6E<br>1819/3.4E | 0930<br>2130           |
| 4/14 Sat | 0314<br>1548 | 0602/2.0F<br>1906/3.2F | 0838<br>2203           | 1150/3.4E              |
|          | 4/15 Sun     |                        | 0115/2.4E<br>1305/3.3E | 0420<br>1643           |
| 4/21 Sat | 0949<br>2249 |                        |                        |                        |
|          | 0141<br>1448 | 0443/4.4E<br>1709/2.7E | 0836<br>2033           | 1134/3.6F<br>2318/2.7F |
| 4/22 Sun | 0210<br>1530 | 0518/4.5E<br>1746/2.5E | 0912<br>2102           | 1208/3.4F<br>2351/2.5F |
|          | 4/28 Sat     | 0105<br>1354           | 0348/1.3F<br>1658/2.5F | 0620<br>2032           |
| 4/29 Sun | 0228<br>1451 | 0458/1.4F<br>1756/2.7F | 0738<br>2121           | 1055/3.2E<br>2345/2.3E |

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## LETTERS

### ↑↓ THE COVER GIRL IS READY AND WILLIN'

Thank you for the excellent photos of our Catalina 30 *Willin'* that appeared on both the cover and on page 65 of the February issue. The *Willin'* crew races in the Corinthian YC, Sausalito YC, and Presidio YC Beer Can races and various other regattas. We are thankful to the race committees of these and other Bay Area clubs who work indefatigably to give us the opportunity to have an enjoyable time with fellow sailors.

*Willin'* is not a seriously competitive race boat. Our priority is having a fun, safe and pleasant time on the Bay. This is why you see a double reef in the mainsail in the photo that was taken on a particularly blustery day. I have noted that it's very unusual to see other buoy racers reef their sails. I suppose that most skippers feel that they can always dump their mainsail if the wind picks up, and that it's too difficult to unreef a sail should the wind moderate.



LATITUDE / ANDY

**Tishler and his all-female 'Willin' crew sail in style.**

One attribute of *Willin'* that you may have noticed — despite the concealing sock-monkey hats — is that we have an all-female crew. This aspect of our crew affords me a certain notoriety at the various sailing venues. And now, with *Willin'* being the *Latitude 38* 'cover girl', this notoriety will most assuredly proliferate.

Our crew are also all members of the Got Wind and Water Meet Up group which, very much like *Latitude*, provides boatowners with a vehicle for connecting with those who are in need of crew.

Thank you again for the cover shot, as you have fulfilled a life-long ambition of mine and of my crew.

Mark Tishler  
*Willin'*, Catalina 30  
Sausalito

Mark — We're delighted that you're happy with the cover. We also like your sailing style — even when racing, we feel the real 'winners' are those who have the most fun sharing the experience with friends.

### ↑↓ A RELIABLE FAMILY TOUCHSTONE

I got a chuckle out of the Honfleur photo confusion — mixing it up with St. Katherine's Dock — in the February 10 *Lectronic*, as it reminded me of our time there long ago.

Our first boat was a French-built 26-ft centerboard sloop that my wife and I lived aboard at the Touring Club docks on the Place de la Concorde in Paris in the late '70s. On many evenings we would cast off the docklines, motor down around the Île Saint-Louis, and then back up to the Île de la Cité, where we would dock and send someone up for Vietnamese take-out.


This idyllic routine was cut short when the wake of a passing *Bateau Mouches* pitched my wife and the laundry into the Seine. So the boat — *Enfant Terrible* — was banished to Deauville where she became our weekend home. But we did have many pleasant sails to neighboring Honfleur, where we would stern tie to the quay and enjoy the ambience of the town.

I do recall one particularly 'celebratory' evening at Honfleur that ended in another unplanned swim. If memory serves me, we had, in French fashion, dined well and drunk well. Our companions for the evening decided that the walk all the way around the basin to where their schooner was moored was too pedestrian. They figured the journey could be much



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## LETTERS

more readily accomplished by taking a shorter, more direct route to their boat. This, of course, was to be done without the benefit of a dinghy.

Before more sober heads could prevail, I was standing on the quay with their clothes in my arms, watching their shiny backsides disappearing in the dark. Shortly thereafter,



KLOD MONEY

**Photographs of Honfleur almost look like Impressionist paintings.**

their distressed and increasingly loud shouts began to wake up everyone in the vicinity, as they echoed off the buildings that form a perfect amphitheater and amplification system for the lovely little harbor. As most of your readers will have guessed, my friends had been unable to board their boat, and weren't hesitant to share this unfortunate circumstance with all and sundry. Rather more sober than when they'd gone into the water, they were dredged out by the time we got around to them, but seemed none the worse for wear.

I enjoyed reading last month's story about Kara Dobers of the San Francisco-based Peterson 44 *Magnum*, who completed her first circumnavigation earlier this year at the tender age of 7. Our Wylie 65 *Saga* was one of those 'kid boats'. Our two-year cruise started out with the '98 Ha-Ha when our children were 3, 5 and 9 years old. I concur with almost all the points made in the article. And I would firmly recommend that if anyone has the least inclination to take their family cruising, they are nuts if they don't. There simply aren't any negatives that I can think of that could possibly outweigh the pleasures of family cruising, as was so aptly detailed in the article.

The only qualification I can think of is that you have to start when the kids are young. Each child/family is going to be different, but I think there is a wider window in the 3- to 10-year-old range, which is a period during which kids — or at least our kids — were more tuned to the family unit. The older they get, the more engaged they become with their peers, and

breaking free would seem to be more of a negotiation than a parental choice. The flip side of going young is that the kids may or may not retain a lot from their experience. There are obviously some things that are indelible, but for Addie, our youngest — who was featured in *Latitude* free-climbing *Saga*'s 95-ft mast and 'trick or treating' by dinghy in her princess costume while we were anchored in the San Blas — the memories come more from pictures and family stories than her own authentic recollections.



MATT STONE

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We came back from cruising 11 years ago, and reintegrating posed challenges for all of us. But none of those challenges in any way offset or negated the experiences that we had together. And I believe those experiences continue to give us a reliable family touchstone. And even though we haven't been to sea as a family recently, we still get along well enough to go messing about in boats — for example on the Russian River last summer.

Matt Stone  
Napa



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## LETTERS

### ↑↓ CALLING MEMBERS OF THE CLASS OF '94

Heather and I have recently been sorting through all our sailing memorabilia, and one of the items was a series of articles from *Latitude* listing the "Some Like It Hot Rally" participants who had registered at the Broken Surfboard Restaurant in Cabo between November '94 and February '95. If I'm not mistaken, you consider the '94 rally to be the first Ha-Ha. I know that not everybody who headed to Mexico that year registered.

Anyway, it got me thinking of where all those people are now. I decided to track down as many of them as I could, so I sent an email to all the addresses I had for the Class of '94-'95. The addresses were many years old and most were no longer valid. But a few responded, and I asked them to forward my message to any of the other cruisers with whom they were still in contact with. So far I've gotten 33 replies.

I also asked folks to send me an update of their adventures, and told them that I'd send out a general update from time to time, including a contact list for all the boats and a newsletter with all the messages I receive — removing any personal information, of course. I'd use a 'blind carbon copy' so the addresses wouldn't get spread around. If anyone saw anyone else on the list with whom they wanted to reconnect with, I told them I would forward that message.

The year 2014 will mark 20 years since we started our journey, so I'm also considering organizing a reunion. Any member of the Class of '94/'95 can reach me at [tether@telus.net](mailto:tether@telus.net).

Ted Taylor  
Tether, Coast 34  
Canada

*Ted — Prior to the Ha-Ha, we had an 'event' of sorts called the Some Like It Hot Rally. There was no starting date or starting line; you simply signed up when you got to Cabo, at which point you got a Some Like It Hot Rally t-shirt and maybe a free cocktail.*

*The first Baja Ha-Ha, on the other hand, took place in the fall of '94, and was an organized event with specific starting times and places for each of the three legs. Forty boats signed up. The start was, as it has been ever since, off San Diego. The funny thing is that it was too windy for the America's Cup boats to sail that day, but not too windy for the intrepid Ha-Ha fleet. There were two stops, at Turtle Bay and Bahia Santa Maria, before the finish in Cabo, so that hasn't changed over the years. The Broken Surfboard taqueria catered the awards party at what is the now the site of some giant hotel, and just about everybody got food poisoning.*

*If memory serves us, that was the first year we included all the Ha-Ha entries in the Some Like It Hot Rally list. If anybody wants to see a list of all the Some Like It Hot Rally boats from '94-'95, they should visit the March 26 'Lectronic.*

*The early 'Some Like It Hot' and Ha-Ha years were so long ago, yet in many ways they seem like just yesterday. We're glad you're thinking about organizing a reunion, and will be happy to publicize it.*

### ↑↓ THE ONLY CRUISING DEADLINE YOU'LL NEVER REGRET

Signing up for the first Baja Ha-Ha in '94 set the only cruising deadline we've never regretted. We still wear our faded "Some Like It Hot" t-shirts with pride.

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# LETTERS

So please, sign us up for the proposed SoCal Ha-Ha! We think it's a great idea, and we would be willing volunteers in whatever capacity with which you might need help.

We want to thank *Latitude* for being a source of cruising inspiration for us in the '80s, and a springboard to our starting to realize our cruising dreams in '94.

John & Janice Barker  
Dulcinea, DownEast 38  
Long Beach

*John and Janice — You know how to make us feel great. Thanks.*

*The two places we really needed to find cooperation for a SoCal Ha-Ha were Santa Barbara, where it will start, and Redondo Beach, the Thursday-night stop before the fleet takes off for Catalina. We somehow assumed that both places would have a long list of reasons that such an event wouldn't be right for their harbors. But on the contrary, we got very positive feedback from both of them. We're proposing a schedule of September 9-16, and are now in the process of giving the Santa Barbara and Redondo harbor staffs the opportunity to review our plans and make sure the dates won't conflict with something else going on.*

*We're also very cognizant that for the last bunch of years Mike Leneman has held a mid-September Summer Splash event for multihulls from Marina del Rey to Catalina and back on that last weekend, and that this year it would be on the same weekend that we're proposing for the SoCal Ha-Ha. Not wanting to horn in on somebody's existing event, we asked Mike if it would be a problem. His response was, "No problem. I'm pretty casual about the whole thing, and if together we can make it a bigger event, so much the better."*

*We hope to have a final announcement about the Inaugural SoCal Ha-Ha by April 15, and hope that you'll become a part of SoCal Ha-Ha history, too.*

## ↑↓ THE FRIENDS OF BEDBUGS AND MOSQUITOES

I just re-read — again — the publisher's piece on the America's Cup in the February *Latitude*. On the third re-reading of that article, I still find it to be one of the best and most humorous pieces that has graced your pages. "The Friends of Bedbugs and Mosquitoes," personified by Aaron Peskin, indeed! Is the "Friends of BB&M" of your invention? No matter if it is or is not, my compliments on your fine journalism.

Steve Katzman  
South Lake Tahoe

*Steve — We're glad you enjoyed it. Our idea was to take a more casual and detached look at the America's Cup and all the political arm-wrestling associated with it. As for the "Friends of Bedbugs and Mosquitoes", yes, we came up with that specific term, but using silly exaggerations to emphasize a point is a common journalistic technique. Mark Twain was pretty good at it.*

## ↑↓ BUY LOW, SELL HIGH

When you mentioned that the price of West Marine stock had nearly doubled in the last six months, you asked if anybody got in on the ride. I did. About two years ago I saw an article in the *Wall Street Journal* that said Geoff Eisenberg, the president of West Marine, was buying West Marine stock. And at the market price, not some option price. I thought that was a good sign, so I bought at \$6.

Mark H.  
Planet Earth



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## LETTERS

Mark — West Marine stock has been going up and down like the bow of a heavy cruising boat sailing out the Gate during a strong ebb. If you bought West Marine at 6, it must have been in '09. It had a great run up to 13 by the middle of '10, plunged to about 8 in late '11, but has since taken off like one of the rocket flares they sell to 14.

While at the Le Select patio bar in the Caribbean, we were surprised to hear our name called by George Eisenberg, Geoff's brother and our insurance guy. We pumped George for insider information on West Marine, figuring that if it's legal for members of Congress and their staffs to trade on inside information, we should be able to get in on a little stealing, too. Alas, "West Marine has been riding a wave of improving consumer confidence," was all that George would say.

### ⇅ COMPOSTING HEADS TAKE CARE OF BUSINESS

I'm writing in response to Gordo Klenk's February letter asking for comments on composting heads. My 25-ft boat never had a pump-hoses-and-holding tank system in her, so when I put in a Nature's Head brand composter two years ago, it was a big step up from a bucket. But I've never been a fan of the liquid septic system approach on boats anyway. After all, I've used many different types of normal marine heads on other boats, and I've listened to the tales of woe from the



JOHN BOYE

*John Boye likes his super duper composting poopier.*

boat owners. Also, I can always smell the head the second I enter a boat that has a normal type of marine toilet. So it was a no-brainer for me to give the composter a try.

The advantages listed by the manufacturers of composting toilets are many, just as Gordo said. And at this point, I have to say his claims are accurate.

By the time our composting head was part of the boat, I'd spent about \$1,000. That's more than I think it should cost, but it works exactly as advertised. Other advantages are that it doesn't weigh much and is dead simple. It's easy to service when the time comes — the end product goes into the woods or garden — and I can undo two hand-tight bolts and lift it out of the boat in 30 seconds flat.

I slightly modified our unit's two levers to fit it into the small space available in *Tom Thumb*. The head has a computer fan that ventilates the odor to a mushroom vent on deck, and I wired that to run either on the boat's 12-volt system or on shore power.

Gordo wants to know about the smell. I almost never smell anything, inside or outside the saloon. There is a little smell that comes out of the vent on deck, and you might smell it if you're sitting in the cockpit directly downwind from it. But it's not the shit smell that one might expect. This odor is a very small issue.

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## LETTERS

The composting head actually takes some getting used to, as you're not using water to wash away every trace of excrement. This requires some care, but it's no big deal. By comparison, we're amazed at all the trouble most people go to with their holding tank and pump systems.

P.S. The fire extinguisher next to the composter in the photo is for salsa lovers.

John Boye  
Tom Thumb, Havsfidra 25  
Brookings, OR

### ↑↓ REMEMBERING 'BOAT OF THE MONTH'

If I'm not mistaken, I first met the publisher of *Latitude* when he was selling boats and I was looking at buying an Islander 36 before *Latitude* came to be. I've collected all of the issues from the get-go, and have enjoyed every one. (By the way, *Latitude* has very few typos, even compared to the *Wall Street Journal*.)

I remember that the early issues of *Latitude* had a Boat of the Month feature, with photos and information on popular classes and/or production boats. The information went far beyond what the brochures had to offer, with photos, a walk-through, a description of special features, and occasionally a deck plan of the belowdecks spaces. I do not recall any comparisons to other sailboats, but these features certainly made for interesting reading, particularly to those of us who were shopping for boats. I'm not sure whether I'm writing this to necessarily answer Don Little's February letter, in which he asked why you didn't do boat reviews, but I felt compelled to respond.

Granted, those were substantially different sailing times, with Southern California companies building huge numbers of fiberglass sailboats. I bought one, a "pre-osmotic blistering" '74 Coronado 35 designed by Bill Tripp. I enjoyed sailing her for many years in the Bay and Delta, as well as on a coastal 'bluewater' cruise to Carmel. My crew was my wife and occasionally my brother.

I particularly enjoyed charging across the Bay in near-gale- or gale-force winds. I had the regular heavy main and 110% headsail, as well as a 75% jib, but also a lighter main and cruising spinnaker for lighter air. As the boat was a CCA (Cruising Club of America) design, she was predominantly stabilized by ballast rather than hull form, and we were thus able to ghost along in mere zephyrs.

Later, after many production boat manufacturers had gone out of business, smaller companies started producing rather specialized boats made of esoteric materials, focusing on the newer racing rule and performance, and consequently costing more money. In short, I'm saying that there are so many boats to choose from nowadays that it would be very difficult to compare them.

Dmitri De Denko  
Euphoria, Coronado 35  
St. Francis YC

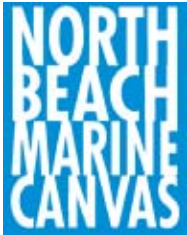
*Dmitri — We think you're right on the difficulty of comparing boats, as there are so many different types of sailboats built for so many different conditions.*

*We indeed sold Islanders and Coronados prior to founding Latitude 38. Selling boats drove us out of our mind, because many times potential buyers were complete novices, and would tell us they were having a hard time deciding between the nautical equivalent of a Porsche and a Greyhound bus. Then, too, the deciding factor in a boat purchase was very often whether the wife of the potential buyer thought a boat's curtains were*

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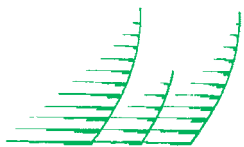


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## LETTERS

cute or not.

The Boat of the Month features from the early days of Latitude were four pages long, and about half the space was taken up by photos. We're not sure we had all the detail that you remember in each one, but we're glad you remember them fondly.

We noticed that you used the word 'gale'. Because people frequently misuse it and associated terms, we thought we'd go over the proper definitions. A 'near gale' is 31 to 38 knots. A 'full gale' is 39 to 46 knots. A 'strong gale' is 47 to 54 knots. A 'whole gale' is 56 to 63 knots.



LATITUDE / LADONNA

**It frequently blows 'near gales' on the Bay but summer winds rarely go beyond that.**

Any kind of gale is a whole lot of wind. Anything over a 'near gale' is pretty rare on the Bay.

### ↑↓ "POT AIN'T JUST FOR KIDS NOWADAYS"

If I'd been one of the sailors who found the bale of pot floating off the coast of Del Mar, such as the ones you mentioned in March 2's *Lectronic*, I would have left it and hoped nobody killed me for being near it. I started with pot at age 11 and finished at 28. I'm now 53 and have access to an unlimited supply of killer weed from a friend up north. But I'm looking for a job, so I wouldn't touch any of it even if I wanted to.

Fortunately, most kids these days are so smart that they know better than to smoke pot. Pot is for older folks with failing health.

Brad Smith  
Hobie 18  
Santa Cruz

### ↑↓ A BALE FOR A BOAT

I did a little research and found out that dispensaries in L.A. pay \$4,500/lb for high-grade pot, while dispensaries in San Francisco will pay \$3,500/lb. So in L.A., a 25-lb bale would have been worth about \$112,500. I guess somebody with a medical marijuana card could have sold the bale to a dispensary. For \$112,500, it might be worth the time to get a card or find somebody with one to help with the sale. That amount would buy a nice boat, but I'm not sure it would be worth the risk.

Grant D.  
Emeryville

Grant — We're troubled by the disparity in prices for pot in California. If what you say is true, why wouldn't someone buy pot low from dispensaries in San Francisco and sell high — sorry about the pun — to dispensaries in L.A.? He/she could make big profits without having to go to the bother and risk of smuggling.

Also, you'd need more than just a medical marijuana card to sell pot to a dispensary. The cards — easily obtained by anyone over 18 — allow the patient to carry no more than 8 oz of Maui Wowie. But an Orange County Court of Appeal just made buying the sticky stuff even more difficult. Early last month, the court said that Lake Forest's attempt to ban dispensaries was illegal but ruled that such clinics must grow the pot themselves, effectively putting the entire industry out of business. The issue





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## LETTERS

is expected to be heard by the California Supreme Court.

### ↑↓IT DEPENDS ON THE QUALITY OF THE POT

If it were me, I'd take one, maybe two, hits. If I found myself sailing to Hawaii or the South Seas, I'd keep the bale and continue on. But if, after smoking several joints, I found myself continuing on to my original destination, totally aware of all my body parts, I'd do what the two gentlemen did and call the Coast Guard.

John Terry  
*Best Day Ever*, Hylas 45.5  
Park City, UT

### ↑↓LEAVE THE POT TO PROFESSIONALS

I lived in New York for a long time, and those of us who survived learned to leave the dope to the dope dealers. It's safer.

Bob Schilling  
*Tuckernuck*, Cherubini 44  
Long Beach

### ↑↓SHARE AND SHARE ALIKE

A friend of mine found the same thing while we were boardsailing in Baja. We divided it up and had some fun. But it was scary at first.

Steve C.  
Oakland

### ↑↓PARANOIA OR JUST GOOD SENSE?

Rather than take any of the options *Latitude* listed, I'd



KURT ROLL

have tossed the bale back over the side. I don't need no Coasties getting into my business, and I definitely don't need no narcos getting into it either. Besides, these days pot just makes me paranoid — and probably with good reason.

Read more about Kurt Roll's 'bale fish' in this month's *Changes in Latitudes*.

P.S. We're currently in Mazatlan, four months into our second year in Mexico.

Steve & Lulu Yoder  
*Siempre Sabado*, Westsail 28  
Newport, OR

### ↑↓CASH WOULD MAKE IT A TOUGH DECISION

Great question! Back in the day, I would have smoked most of it and marketed or given the rest of it away to friends. "Peace and love" was real in those days. I'm in recovery now, but even if I still partook, in this day and age of nanny cams and GPS bugs, I'd still call the Coast Guard. If, on the other hand, it were a bale of cash rather than pot, it would be more of a moral-versus-paranoid dilemma for me.

Brian Beers  
*Calisto*, Catalina 30  
Santa Cruz

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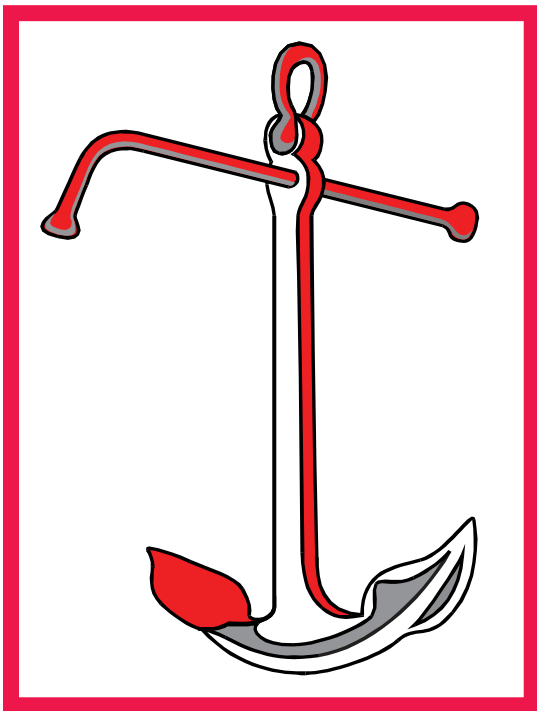


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## LETTERS

### ↑↓**DITTO**

Keeping the bale seems as if it would be bad karma, as there is probably a direct link between the bale and narco violence and killings in Mexico. I'd call the Coast Guard because I wouldn't have anything to think about the next day. If it were a bale of money, it would be harder to make the call.

Stephen Estes  
Portland, Oregon

*Readers — We received many responses to the 'what would you do with the bale?' question. The previous letters are representative of the responses.*

### ↑↓**IT'S ABOUT THE MEXICAN PEOPLE, NOT ME**

On February 6, my wife Jane and I — along with Richard Fadling, our crewmember on the '97 Ha-Ha; Steve Halsey, a former water polo player friend of mine at UC Davis whom I hadn't seen in 40 years; and his wife Heather — departed Boca de Tomatlan for a beautiful hike along the south side of Banderas Bay to a beach called Quimixto. About 1½ miles into the hike, I stepped on a sand-covered rock that caused my feet to slip out from under me. I fell, hitting by head on the rock, and continued to slide 15 feet down an embankment covered with rocks. I came to a stop only when I got tangled in jungle growth. Had I fallen another two feet, I'd have gone off a 50-ft drop to a rock quarry on the beach below. The injuries incurred in this unexpected part of my trip are as follows: three fractures to my skull, concussion, unconsciousness for 10 minutes, bleeding from head, nose and arms, hyperextended neck, fractured clavicle and fractured ribs.

At this point, the only way to get me help was to get me 15 feet up and out of the ravine, and carry me the 1½ miles back to the car, then drive to the hospital. Realizing that this was going to be a difficult, if not impossible, task, Steve and Heather began giving me first aid while Jane and Richard went ahead on the trail to try to find help.

After having gone 50 yards down the trail, which led them to a beach, Jane and Richard came upon five middle-aged Mexican workers. When Jane explained what had happened and that I needed help, the Mexicans, without hesitation, dropped their tools and grabbed a tarp to carry me and a chair in case it would be needed to get me down to the beach. They then ran to my side and pulled me out of the ravine and up to the trail. Then they carried me the 50 yards to where they had a *panga*. During this time, Pia and Martin, a couple from Argentina, saw we were in trouble, fashioned a sling from Pia's sarong to immobilize my arm and shoulder, and assisted in the carry. After a 30-minute *panga* ride back to Boca, and another 30-minute ride to the emergency room, I received excellent medical care from a doctor who had been waiting for my arrival. When I offered the Mexican workers payment for their help — without which I might have died given the loss of blood — they refused it.

We live six months a year on our boat in Mexico, and we see, hear about, or experience Mexicans selflessly helping others on a daily basis. In our world, it's been such things as a 14-year-old boy carrying groceries to the bus for Jane and not accepting a tip; a young girl on the bus getting up so Jane could sit down; an 80-year-old man, obviously very poor, offering us bus fare when he thought we had none. The stories of the kindness of the people of Mexico go on and on.

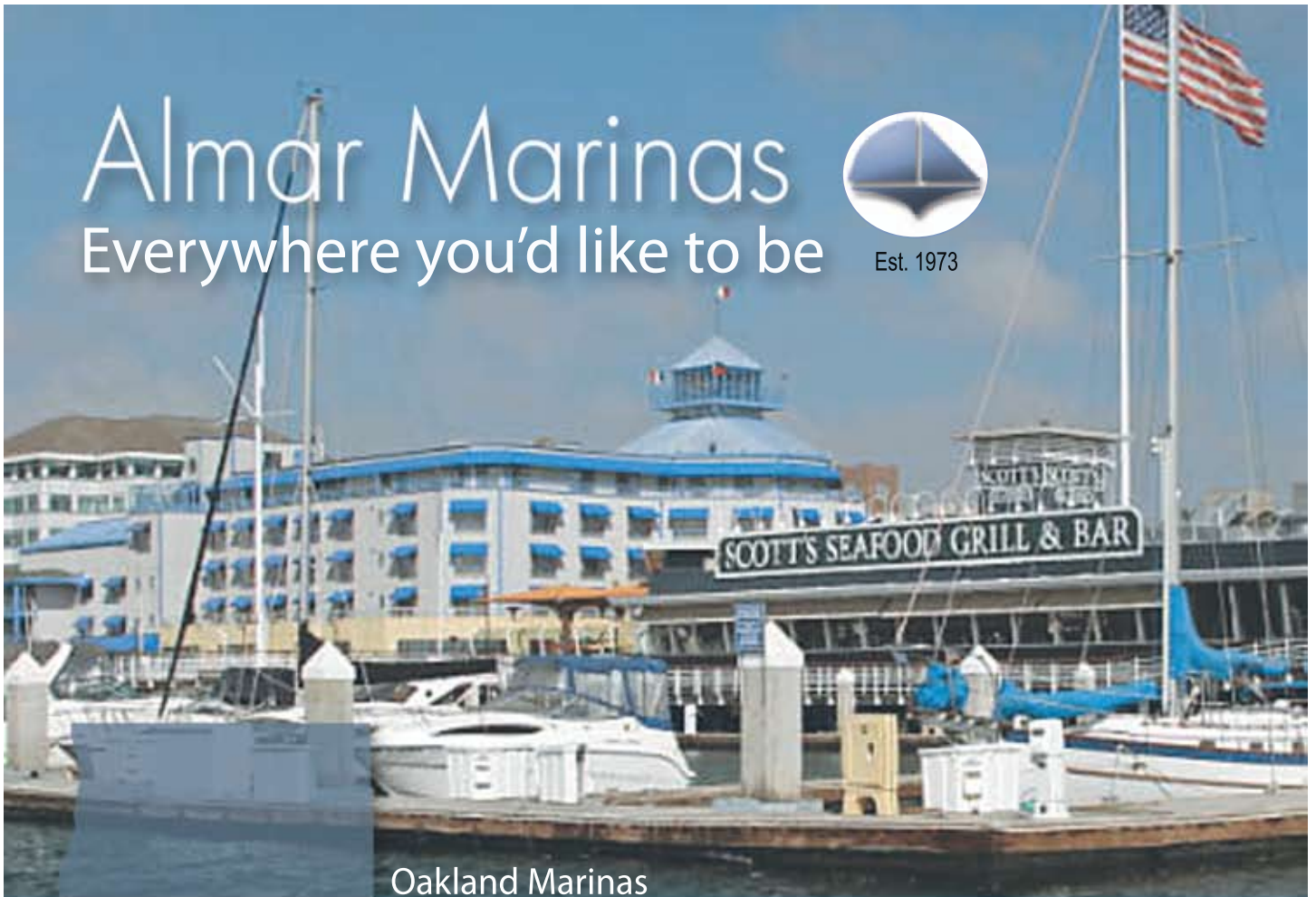
Having lived in Mexico six months a year for 15 years, Jane and I have found that while Mexico does have problems — as do all countries — the Mexican people are some of the warmest, most caring, giving and fun-loving people we have ever had the

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## LETTERS

pleasure of living with. We are proud to call them our friends and neighbors, and we will continue to return yearly.

My heartfelt thanks to the five Mexicans who most likely saved my life!

Jerry Hinsdale  
*Dilly Dally*, Catalina 36  
Marina Riviera Nayarit

### ↑↓ A CHILD'S BIKINI OFFERS MORE COVERAGE



SPORTS ILLUSTRATED

Comments on the *Sports Illustrated* swimsuit issue cover girl Kate Upton? It's obvious her suit is way too small. She must have found it on her parents' boat, a leftover from when she was 8, and had to wear it because her latest suit was lost overboard. Or something like that.

Holly Scott  
*Mahalo*, Cal 40  
Alamitos Bay

*Holly* — On the other hand, Upton was wearing more on the cover than some women wear to Sunday afternoon lunches at Nikki Beach in St. Barth. Must be a cultural thing.

### ↑↓ FFFs, NOT BIKINIS, ARE THE REAL CAUSE



SUZY HOME MAKER

The February letter blaming America's woes on the bikini, and your response blaming it on lust for money, are both incorrect. In fact, I have long known that the use of frost-free freezers (FFF) is the root of America's decline. Frost-free freezers' hitting the mass market in the '60s is as likely a villain as any other conspiracy. Besides, I never trusted that Frigidaire outfit anyway.

For me, the real appeal of *Latitude* is your ability to make your work seem fun, and fun seem important. Keep it up — but don't trust your freezer!

Tom Evans  
*Tappan Zee*, Coast 34  
Bellingham, WA

*The insidious FFF infiltrated our homes and ushered in the decline of America's morals.*

### ↑↓ PAYING THE DOCTOR TO WATCH THEM HAVE SEX

While cruising in Borneo 11 years ago, we crossed paths with the inimitable Harry Heckel of the Norfolk, VA-based Dreadnought 32 *Idle Queen*. Eighty-five at the time, he was in the process of completing the second of his three circumnavigations. To prove that triple circumnavigators in their 90s haven't lost their senses of humor, I am sharing a joke Harry just sent to me:

A Florida couple, both well into their 80s, went to a sex therapist's office.

"What can I do for you?" the doctor asked.

"Will you watch us have sexual intercourse?" the man responded.

The doctor raised both eyebrows, but he was so amazed



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## LETTERS

that such an elderly couple was asking for sexual advice that he agreed.

When the couple finished, the doctor said, "There's absolutely nothing wrong with the way you have intercourse." He thanked them for coming, charged them \$50, and wished them good luck.

Nonetheless, the couple returned the next week, asking the sex therapist to watch again. The therapist was a bit puzzled, but he agreed.

The same thing happened several weeks in a row. The couple made an appointment, had intercourse with no problem, paid the doctor, then left.

Finally, after five or six weeks of the routine, the doctor said, "I'm sorry, but I have to ask. Just what are you trying to find out?"

The old man said, "We're not trying to find out anything. She's married and we can't go to her house. I'm married and we can't go to my house. The Holiday Inn charges \$98. The Hilton charges \$139. We do it here in front of you for \$50, and I get \$43 back from Medicare!"

Kirk McGeorge  
Gallivanter, Hylas 49  
St. Thomas

*Readers — If you're interested in getting your joke published in Latitude, all you have to do is circumnavigate three times as Harry did. For poetry, it's six singlehanded circumnavigations.*

### ↑↓A MORE DESIRABLE ROLE MODEL

Because of financial hardships in his family, my father dropped out of school to take over full management of a small farm in Michigan . . . when he was eight years old.

Maturity is a state of mind and has little to do with the date on the birth certificate. Having done a little singlehanded myself, and having personally experienced the gamut of physical, emotional, and spiritual challenges that arise when sailing a small boat hundreds of miles offshore, I compliment Laura Dekker on what she's done. I see her as a more desirable role model than some of her listless peers, who hang out at the mall, punching their iPhones, complaining that "life is a drag because there's nothing to do."

Sam Vahey  
Between boats  
Brookings, OR

*Sam — You're a dear friend of more than 30 years and two Singlehanded TransPacs, but if 'management' means "the act of getting people together to accomplish desired goals and objectives using available resources efficiently and effectively," the notion that an eight-year-old could do it strains our credulity to the max.*

*We're able to admire what each of the youth circumnavigators has done, while not forgetting Cyndi Lauper's '84 hit 'Money Changes Everything'. Fame and bucks have been part of the mix of youth circumnavigations ever since Robin Lee Graham did it with Dove back in 1970 — although it's sometimes been the parents who have been the prime movers behind the youth attempts, or at least have been the ones who made them possible. Opinions differ, but until someone can reasonably be expected to fully understand the risk-reward equation of doing something such as singlehanded around the world or climbing Mt. Everest, we don't support such efforts.*

### ↑↓"IT'S STILL A GOOD DEAL"

I wanted to add a note to your long 'Lectronic piece about



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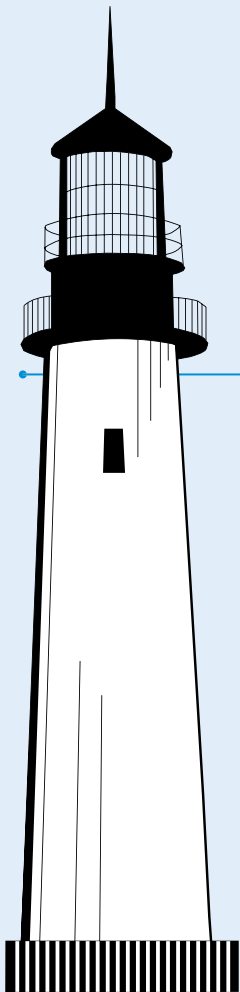
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## LETTERS

San Francisco wrestling with the idea of whether a slip should go with a boat when the boat is sold, and how Monterey handles that issue.

I keep a Catalina 22 in the municipal marina in Monterey. Even if someone pays 50% more in slip fees to jump ahead of everyone on the waiting list, I think it's still a good deal for them. After all, I pay about the same for my slip — at the normal rate — as I paid 20 years ago at G Dock at Ventura West Marina. Admittedly, Ventura West was a better facility for liveaboards, and I think at least half the boats on G dock were liveaboards, but even at 150% of the normal berth rate, Monterey is likely still less expensive than other marinas.

Tom LeDuc  
Kolohe, Catalina 22  
Monterey

*Tom — You have a good point, although there's an 'apples and oranges' quality to your comparing marinas in different areas with different circumstances. And also remember that anyone willing to pay 1.5 times the normal rate to jump to the top of the list is stuck with whatever boat is in the slip for two years. That's a long time.*

*For those who missed it, you can find the entire piece in the February 22 edition of 'Electronic Latitude.*

### ↑↓ PRIVATE GAIN FROM PUBLIC PROPERTY

I suspect that a fair number of the berths in San Francisco's West Marina are occupied by boats owned by lawyers, such as their spokesman Bruce Munro, who will do damn near anything to protect their sweetheart of a deal. The group is whining that if San Francisco goes ahead with the proposal that slips won't be able to go with boats when they are sold, they won't be able to recoup the inflated prices that they paid for some junker of a boat in order to get a berth within walking distance of the Grill Room at the St. Francis YC. And they're whining that they won't be able to make a profit sub-leasing their slip for some astronomical rate when they're summering up at Tinsley Island.

Well, so what? The berth they are leasing is public property. When they paid an inflated price in order to get a berth, they took a gamble, and now it's coming up snake eyes. They should get over it, because there shouldn't be private gain from public property.

Nick Salvador  
Finn, USA 1109  
Richmond

*Nick — While we can empathize with the slipholders' argument that what's proposed is a sudden reversal of longstanding — albeit unstated — policy, we philosophically agree that there shouldn't private gain from having the right to a slip in a public marina.*

*For the record, when Santa Barbara and Newport Beach considered eliminating private gain from public berths/moorings, a combination of the threats of lawsuits and a sense of what they considered to be fair play resulted in a modification, rather than an outright reversal, of the previous policy. At both places the public now gets a share of the profit made from the 'sale' of the right to a slip.*

### ↑↓ HOW GOOD WAS IT?

The February issue *Max Ebb* was his best ever!

Doug Royer  
Sudden Impulse, Catalina 27  
Danville



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## LETTERS

*Doug — That's saying a lot, because Max has been writing them for 32 years.*

### ↑↓ THE GOOD OLD PILOT CHARTS

For passagemaking forecasts, I considered a complete set of Pilot Charts, which depict average conditions worldwide by the month, to be invaluable. But my voyaging was done in the '80s and early '90s, when many of the technological advances available today didn't exist.

Capt. Doug Owen  
Anakalia, Grand Banks 42  
San Francisco

*Readers — As stated on the Maritime Safety Information website, "Pilot Charts depict averages in prevailing winds and currents, air and sea temperatures, wave heights, ice limits, visibility, barometric pressure, and weather conditions at different times of the year. The information used to compile these averages was obtained from oceanographic and meteorologic observations over many decades during the late 18th and 19th centuries. The Atlas of Pilot Charts set is comprised of five volumes, each covering a specific geographic region. Each volume is an atlas of 12 pilot charts, each depicting the observed conditions for a particular month of any given year." For sailors planning a long voyage or a long cruise, we think Pilot Charts provide a valuable historical context not available in GRIB files.*

### ↑↓ THE IRIDIUM FORECASTING SOLUTION

When it comes to weather forecasts, the big question is whether you can access the internet, and if so, at what speed. I like [passageweather.com](http://passageweather.com), and [sailflow.com](http://sailflow.com) is great for graphics if you are sailing in an area they cover.

But if you are using Iridium or some other slow and expensive way to access the internet, I recommend [grib.us](http://grib.us). It's a free downloadable application, and through it you can select any area on the planet, as large or small as you need, easily and graphically. You can also select whether to include wind, pressure and/or rain forecasts, how long a forecast you need (1, 3, 5 days, etc.), the frequency of info (every 3, 6, 24 hours, etc.), and whether you need data accuracy for every degree or half-degree. You do all this offline. When you and your Iridium are ready, one click downloads the GRIB files directly through their application, so there is no need to open a browser or log on to anything. What all this flexibility means is that you can download just what you need very quickly — usually in less than a minute via Iridium.

I have used these GRIB files from the North Pacific to the South Atlantic, and have been very pleased with their accuracy and reliability.

David Kory  
Ambassador, Beneteau 51.5  
San Francisco Bay / Currently in Uruguay

### ↑↓ UGRIB.COM FOR SLOW CONNECTIONS

Some of the weather sources I've used are: 1) [Magicsea.com](http://Magicsea.com). Although primarily a surfer site, it has good info on wind and wave predictions. 2) [Sailflow.com](http://Sailflow.com) has more localized forecasts, which are sometimes helpful inshore. If I'm not mistaken, standard GRIB files use 60-mile sections. 3) [Ugrib.com](http://Ugrib.com) lets you pick anywhere on the planet and gives you the raw GRIB. They have a free viewer that can be downloaded from their site. I like this since it gives the data without the glitz, which means the files are small and it's great when you have limited or slow internet access. Plus, you don't need to

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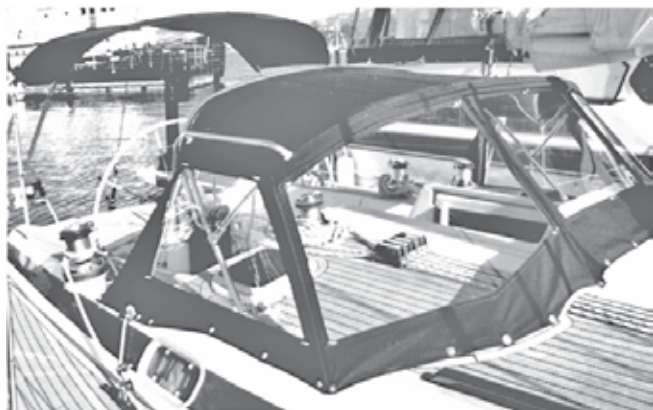
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## LETTERS

stay connected to keep the images coming.

Bill Lilly  
Moontide, Lagoon 470  
Newport Beach

### HEY DAD, WHAT'S THE WEATHER LIKE OUT HERE?

I did the '09 Ha-Ha on my Cape George 40 *Rachel S*, and after spending the winter in La Paz and the Sea of Cortez, sailed back home to Washington via Hawaii. I didn't have an SSB radio, but I did have an Iridium satphone. The phone worked great, and the sound quality was better than some cell connections I've had.

I called my dad every day when sailing from Cabo to Hilo, and then from Oahu to the San Juan Islands, and he would check Passage Weather for me. I was amazed at how accurate their wind predictions were. I was so thankful for their website that I actually donated some money to them.

P.S. I had such a great time doing the Ha-Ha on my own boat that I did it again in '10 with Craig Shaw aboard his Portland-based Columbia 43 *Adios*. I had serious Ha-Ha withdrawals when I couldn't make it last fall. But I did meet a wonderful woman on another boat during the '10 Ha-Ha, and I'm glad to report that we've been happily annoying each other ever since. Thanks for everything!

Patrick Orleman  
*Rachel S*, Cape George 40  
Marin County / San Juan Islands

### A VOTE FOR COMMANDER'S WEATHER

I've gotten excellent forecasts and route planning using Commander's Weather. And it's relatively cheap.

Stacey Dobson  
*Shaka*, Blackwatch 26  
Dana Point

*Readers — For information's sake, the Ha-Ha uses Commander's Weather forecasts. We had one reader complain about a weather forecast from Commander's Weather when sailing to the Caribbean from the Northeast last fall. Everyone has to remember that weather forecasts are just that, not weather guarantees. The same thing happened when all the forecasters missed Tropical Storm Cyril that hit the boats in Tonga, something you can read about in this month's Changes.*

### TAKING AFTER HIS GREAT-GREAT-GREAT GRANDAD

He may not look very interested — actually, he's enthralled — but I'm sure that someday Gavin Morgan Talman, my grandson, will someday love *Latitude* as much as I do. And



HUGH TALMAN

I'm sure that he will love sailing as well. After all, he is the great-great-great-grandson of Hugh Morgan Angelman. Gavin's already been lake sailing on our Capri, and seems to be a natural.

### **Hugh Angelman's great-great-great-grandson, Gavin, clearly inherited the sailing**

I wish Gavin could have had the opportunity to learn, as I did, from Hugh, who in addition to being my great-grandfather, was my mentor. The best times I can remember as a kid were sitting on his knee while sailing

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# LETTERS

his *Sea Rover* — the second *Sea Witch* design he built — to Catalina every summer. Those were the days.

My wife Nicki and I did the '07 Ha-Ha as crew for David and Karie Albert aboard their Oceanside-based Catalina 42 Mk II *Serenity*, and it was such a great experience! We hope to do it again soon, maybe when we get our next 'big boat'. Meanwhile, I try to get my cruising fix every month from your great magazine.

Hugh Talman  
Sweet 16, Capri 14  
Grass Valley

*Hugh — Younger readers may not know that Hugh Angelman, born in the Texas Plains in 1886, was a pioneering yachtsman on the West Coast. In addition to racing, Hugh was a relentless Southern California coastal cruiser, often with his wife Leslie, whom he married when she was just 15 years of age. Starting from nothing, Hugh and a partner created Wilmington Boat Works which, through many ups and downs, lasted for decades. Angelman's most famous design is the Sea Witch, a 35-ft gaff ketch.*

## ↑↓ **LOOKING FOR MORE INFO ON NADEJDA**

I was amazed to see *Nadejda*, our new-to-us 65-ft Colin Archer sailboat, described in *Latitude* as part of a letter titled 'The Sound of Two Grown Men Giggling'. I've actually been trying to ferret out information to piece together *Nadejda's* history, but haven't found much. So reading a bit that I didn't know about was very exciting.

Last spring my husband and I sold our house in order to travel to Napa to buy *Nadejda*. We spent the summer sailing her north, and now live aboard with our children. We are working toward more of a cruising life away from the dock, but there are some systems that need attention and some repairs that need to be taken care of. It's a little tricky getting the work done while we live aboard.

But I would love to hear from any of *Nadejda's* previous owners and hear where she's been. They can email me at [steelketch@gmail.com](mailto:steelketch@gmail.com).

Molly Strait  
*Nadejda*, Colin Archer 65  
Pacific Northwest

## ↑↓ **HAVING A HOOT**

I can't answer your question about the motoring range of



DONALD HILBUN

**'Hoot' performed a memorable round-down.**

I keep up with the sailing scene via *Lectronic*, but it's making me somewhat homesick.

Paul McKeon  
Singapore



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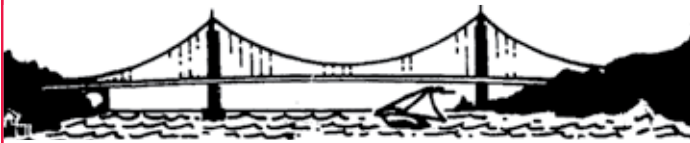
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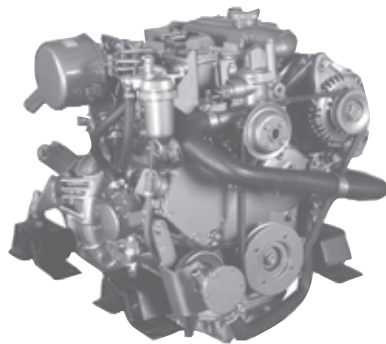
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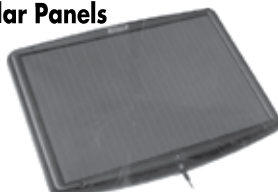
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## LETTERS

Paul — You can find the four-photo sequence shot by the late Donald Hilbun on the February 4, 2005 'Lectronic. That'll show 'em.

### ↑↓ GOING SO FAR ON SO LITTLE

The Wanderer — possibly needing to motor *La Gamelle* some or all of the way through the lees of the tall islands of Martinique, Dominica and Guadeloupe on the way from Martinique to St. Barth — wondered how far a 5-hp Honda could drive an Olson 30 on a six-gallon tank of gas. I'd say he could get 15 miles to the gallon or a total of 90 miles. For more range, he could carry more fuel.

Fred H. Lowe  
*Too Much Fun*, Endeavour 42  
 Kemah, TX

### ↑↓ OR MAYBE LESS FAR

My guesstimate is .1 gallon/hour/horsepower while at speed, speed being 5 knots. Six gallons gets you 12 hours or 60 miles.

Bill Rathbun  
*Rhumblin*, Islander 30 Mk II  
 Berkeley

### ↑↓ FINDING THE MIDDLE GROUND

A 5-hp outboard on an Olson 30 should burn .3 to .5 gallon of fuel per hour, depending on whether you run it full-throttle or at cruising speed. So a typical six-gallon tank should conservatively give you 12 hours of motoring. I don't know how fast an Olson 30 would motor, but probably six knots at



LATITUDE / RICHARD

*'La Gamelle'* didn't take up much room on the dockwise ship that took her to Martinique.

full throttle. So that would be 72 miles at full throttle. If you throttle back to five knots, you can probably get 90 miles out of a tank. Naturally, these calculations go out the window if you have strong seas and headwinds, as I assume that you'd be sailing in those conditions.

If *La Gamelle* were my boat and I were making the trip, I'd find a second jerry jug for gas, as it would be cheap insurance.

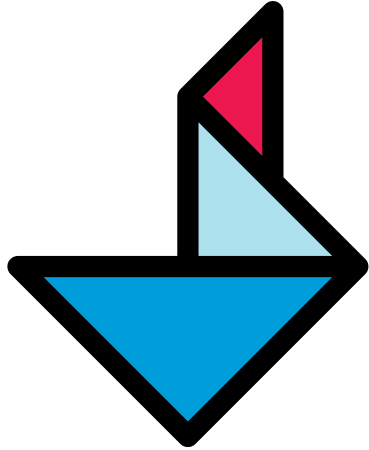
Evan Gatehouse  
 Naval Architect, Riverside Marine  
 Newstead, Queensland, Australia

Evan — Thanks for the calculations. The easterly trades in the Lesser Antilles are so consistent — it's never calm here — that we're confident one tank of fuel will be more than enough to get us by the lees of the mountainous islands of Martinique, Dominica and Guadeloupe. Chances are more than 90% that it's going to be a close to a broad reach the entire way.

### ↑↓ RISK AVERSION IN THE CARIBBEAN

It's not an answer to your fuel question, but maybe motor-ing to the windward side of Martinique and riding the blow from Africa would be faster and save you some fuel.

Mike Moen  
*Blow'n Away*, Sabre 402  
 Emeryville



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## LETTERS

Mike — That's an interesting idea, but La Gamelle hasn't been shaken down since her mast was resteped by strangers following her being trucked across the United States. We prefer to shake her down in the fluky lees of Martinique rather than on the reef-steun and inhospitable windward coasts of Martinique and Dominica. Particularly since the Olson doesn't have a depthsounder other than a line tied to a winch handle.

UPDATE: Shortly before this issue went to press, we arrived in St. Barth having used less than two gallons. We'll have a complete report on the adventure — and that's just what it was — in the next issue.

### ↑↓ THE REASON I COULDN'T I FIND MY BOAT

Latitude asked for examples of readers' being surprised by



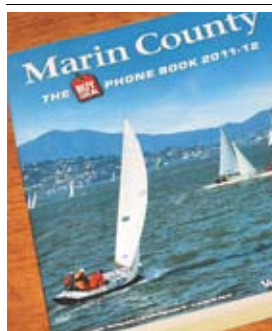
GOOGLE EARTH

Portland's Waterfront Blues Festival draws thousands of people, hundreds of boats, and dozens of top-notch entertainers.

their boats' showing up in photos taken by others, movies and the like. When I looked at Google Earth, I always wondered why I could never find *Talion* at her dock on the Columbia River in Northeast Portland. Then someone pointed out the attached photo of *Talion* anchored on

the Willamette River in downtown Portland for the annual Blues Festival. You can see what a popular event it is.

Patsy Verhoeven  
*Talion*, Gulfstar 50  
La Paz, Mexico



LATITUDE / JOHN A.

We featured this cover in a 'Lectronic' last year.

### ↑↓ PHONEBOOK FEATURE

In the '80s I co-owned the Folkboat US107 that appears in the foreground of the cover photo of the Marin phonebook. She was berthed at the San Francisco Marina at the time of the Loma Prieta quake. P.S. Although I'm now landlocked in Michigan, I still enjoy *Lectronic* Latitude.

John Minnich  
Mason, MI

### ↑↓ FINDING YOURSELF

A picture of my old Cabo Rico 38 *Sanderling* at Hart's Cut in Trinidad can be seen on Google Earth. I was told about it by fellow cruisers in South Africa.

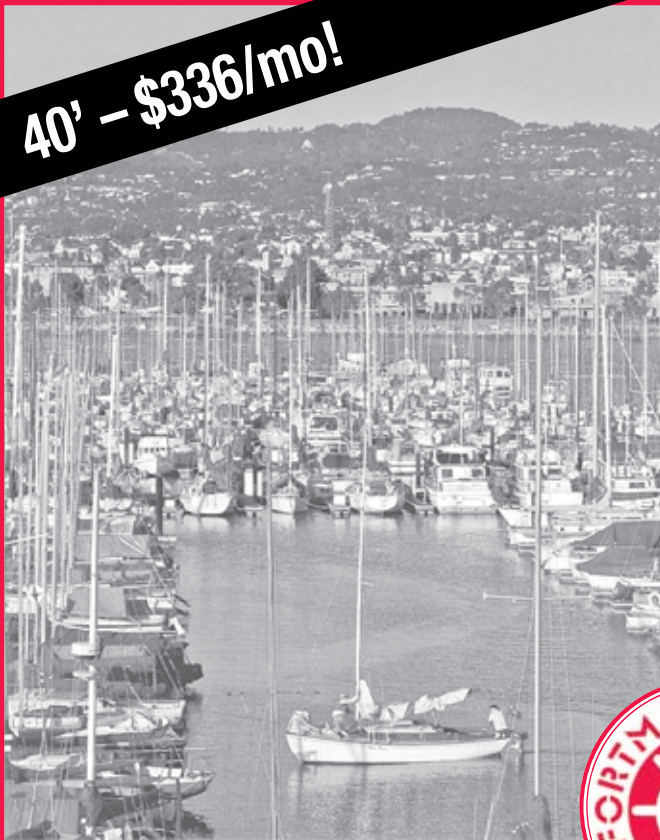
John Anderton  
ex-*Sanderling*, Cabo Rico 38  
Vancouver, WA

### ↑↓ THE PART WITH OUR BOAT WAS THE BEST

Our *Hazardous Waste*, complete with pink spinnaker, can be seen in the movie *Heartbreak Kid*, starring Ben Stiller. We heard about the shot from one of our kids who, ironically, saw it in Japan. My two partners and I bought copies of an otherwise so-so movie.

Chuck Cihak  
*Hazardous Waste*, J/105  
St. Francis YC

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## LETTERS

### ↑↓ WHAT ARE THE ODDS?

I haven't found any satellite images of my Laser so far, but



DENNIS OLSON

in October of '09 I took the attached photo of my wife resting on her kayak on the Russian River. I was sitting on my yellow Laird Hamilton SUP board at the

*That's serendipity at work.*

time. I later came across a Google Earth image of us taken from who knows how far up in the air.

Dennis Olson  
Santa Rosa

### ↑↓ WINDSONG IS STILL VISIBLE IN SPAIN

After an eight-year, 31,000-mile trip, I sold my Vagabond 47 *Windsong* in Spain in '05. When I recently looked at the Google Earth photos of Port Vall in Barcelona, Spain, there she was! You can still see 'Windsong, San Francisco' on the boom.

John O'Connor  
Sonrisa, Cabo Rico 38  
Sausalito

*Readers — We had many other readers who wrote in to report that their boats had been the subject of 'candid cameras', but we didn't have room to publish them all.*

### ↑↓ FIRST IT WAS 50 WAYS TO LEAVE YOUR LOVER . . .

The first article that comes to mind from the first 34 years of *Latitude* is the one called '50 Ways to Screw the Chute'. Perhaps because we've done all 50, plus a few twice, just to make sure we did it wrong the first time.

I also think you guys did a reprint of the great Gary Mull article from *Bay & Delta Yachtsman* titled 'Return to Alcatraz'. That was such a perfect spoof, but in our racing days we could almost swear that Alcatraz moved to block us no matter what direction we were trying to go. That would surely be worth running again.

Candy Morganson  
Infidel, Swan 44  
Alameda

*Readers — For those who took up sailing in recent years, Gary Mull was an Alameda-, and then Oakland-based naval architect who designed a number of the best production boats that were built in Southern California, including the venerable Santana 22. His biggest design was the late Jake Wood's 82-ft Sorcery which, during the Clipper Cup Series of the mid-80s, could lay claim to being among the fastest maxis in the world. Mull died way too young.*

### ↑↓ CRUISING FUND COURTESY SSI?

In the March *Cruise Notes*, Jim Green of Martha's Vineyard complained that a 68-year-old sailor such as himself couldn't get a "little extra" in Social Security checks for having a two-year-old daughter. Please tell the guy who has done three circumnavigations with the "submarine-like" 47-ft 10-Meter *Tango II* that he can get a little extra. All he has to do is sign his daughter up. The custodial parent will receive an amount

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## LETTERS

that is half of what he gets, and this goes on until the child turns 18 or graduates from high school.

Ivan Lund  
Bella, 2655 Bayliner  
Jacksonville, OR

*Ivan — If you're right about this — we're not familiar with Social Security benefits — who knows, Jim might go around a fourth time.*

### ↑↓THE NEW LETTERS TEMPLATE

I'm a huge fan of *Latitude 38*. I've worked at a few magazines, and have a lot of respect for what you pull off every month, especially in this craptastic economy. I read it cover to cover every month, even though the last time I was on a boat was six years ago.

As a reader now for three years, I've noticed a few trends in *Letters*. I think that the way you answer the same question for the umpteenth time is very gracious. You're way nicer about it than I could stand to be. So I thought you might enjoy this 'Letter to the Editor' template:

Dear Editor of *Latitude 38*,

I (choose one)

- just got back from singlehanding around the globe, beam seas the whole way.
- am a longtime reader, and this is my first letter.
- do not approve of your shenanigans.

I'm writing because I (choose one)

- want to know what in God's name you could possibly think is so terrific about child prostitution!
- think you're being far too hard on poor, hapless Abby Sunderland.
- think you're not being hard enough on that moron Abby Sunderland or her child-abusing parents.
- would like to triumphantly point out that on page 37, you refer to what is clearly a square-rigged ketch as a "kick-ass pork tamale feast at this year's Ha-Ha."
- want to kick your ass for saying people should take responsibility for themselves and get some experience before endangering themselves and others.
- think you're being far too hard on poor, hapless Norm Goldie.

Signed,

Name Withheld By Request

Name Withheld By Request  
Alameda

### ↑↓THE IMPORTANCE OF TITLE CHOICE

Regarding your memoir-in-progress, as mentioned in a response to a letter last month, please, please, please do not title it with a date of either 3-4-12 or 4-3-12 as you are apparently planning.

Life is a torrent of information wherein modern readers need all the help they can get to cut through the clutter. I'm reminded of a favorite submarine movie, *K19: The Widow-maker*, whose producer lamented his poor choice of title, which he blamed in part for the movie's poor reception. I'm also reminded of Latin American cities whose principal streets are assigned important historical dates.

Numbers aren't good book or movie titles. Sure, George Orwell's *1984* was a hit, but I bet sales fell starting in '85. Take the movie *Das Boot*. Everybody knows that Germans are bad-ass war mongers. In the movie *Mrs. Doubtfire*, police doubt fire was caused by an arsonist. Vladimir Nabakov's book *Lolita*, which was all about teen shenanigans, is regarded by



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## LETTERS

many as the best overall novel of modern times. *Darkness at Noon* is the totalitarian reply to 'let there be light'. *3:10 to Yuma* — there's nothing like bus and train schedules for movie titles. *Ulysses* is historical and obtuse, so attempt it at your peril. *Latitude 38?* Ten symbols could not say more.

So you've set a date of either 3-4-12 or 4-3-12. We were wondering when.

Sam Burns  
Southernaire, Catalina 309  
Alameda

Sam — We're not quite sure what to make of your letter, but note there are no numbers in *Das Boot*, *Mrs. Doubtfire*, *Lolita*, *Darkness at Noon* or *Ulysses*.

For the record, we don't intend to make a documentary or book titled 3-4-12 or 4-3-12, nor release anything on those dates. Those numbers merely refer to the fact that there are four



SAM MENDES

three-month periods in a 12-month year. Our working concept is as obtuse as *Ulysses*, and that's the way we like it, because we haven't started it yet and have no idea when we'll get the time.

'*American Beauty*' gave several nods to *Nabokov's* classic, including the lead characters' names: *Lester Burnham* is an anagram for *Humbert Learns*, and the last names of the sexualized girls are homophones (*Hayes/Haze*).

You think *Lolita* is about "teen she-nanigans"? It's actually about a middle-aged professor who becomes so obsessed with a 12-year-old girl that he gets sexually involved with her after she becomes his stepdaughter.

### ITALIAN-AMERICAN BOAT TAXES

*Latitude* is right; the new Italian taxes on all boats in Italy will chase some boats away.

But consider this: If you buy a high-quality 40-ft sailboat in California for \$400k, the county where the boat resides will collect something like 1% of the boat's value in local taxes. That works out to around \$333 per month — or just about what the Italians are proposing to charge.

Ron Sherwin  
Panache, Tartan 4100  
Monterey

Ron — We hadn't thought of that. Do you think it has any bearing on the fact that hundreds upon hundreds of mid-sized boats from California are kept in Mexico, both in the water and on the hard?

By the way, Italian legislators must have gotten a high school lesson in economics, because they have done an about-face, so there will not be any taxes on foreign-based yachts.

### LESS CORRUPTION IN MEXICO

I tied up at a slip at Cruiseport Marina in Ensenada at 8 a.m., and 2.5 hours later I had cleared into Mexico. This year I only needed to get a tourist card and fishing license. Two things to note:

1) Jonathan at the Cruiseport Marina office told me there had been some changes at the CIS office, and that things should go more smoothly for mariners wanting to check in to

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## LETTERS

or clear out of Mexico. I told him I'd read in *Latitude* about an old guy at the Immigration window who seemed to find some sort of problem with everyone's paperwork, problems that would immediately disappear when some pesos were forked over. All Jonathan would say is that there is a new officer at the Immigration window.

2) As I approached the *Aduana* window, Jonathan said it wasn't necessary because I'd gotten a Temporary Import Permit (TIP) during a previous trip. I countered that a TIP would be required at an airport to fill out the little card stating I didn't have any bones or ag products. Jonathan said that might be the case in some places in Mexico, but not in Ensenada, at least not at that time. "I should have brought more stuff!" I said. But he wasn't amused with that comment. He also refused to accept a tip, and I tried to give it to him at a time and place when nobody would see. So reform continues in Mexico, and one hopes that in another generation the corrupt habits of the past will be history.

By the way, there is a new API boss in La Paz, and the 11 pesos/day fee for anchoring out is actually being enforced. There was also mention of an 80-peso fee to use the channel into La Paz, but I haven't heard of anyone paying it. As is the norm, all this is in flux. But courtesy of the federal government, API has a nice center-console boat, and they are making the rounds in the anchorage to hand out fliers listing prices. The staff are always polite, patient and *muy propio*.

Edward Skeels  
Dos Gatos, O'Day 25  
Alameda

*Readers — When cruising in Mexico, our advice is to be flexible and go with the flow. But it's nice to see that, when complaints are made about an apparently corrupt Immigration officer, something is done about it.*

### ↑↓ "JOIN THE FLIES IN IMBIBING"

Here's our take on those "pinot pooping flies" at the Napa Valley Marina Boatyard.

This pair of lucky Canucks had the very fortunate accident of finding the Napa Valley Marina — complete with 'Pinot (aka grass) flies'. Personally we feel the flies were a small price to pay for:

1) An amazing setting, with rolling vineyard-covered hills as far as the eye could see, and rich and varied bird life from the recovered estuary surrounding the marina.

2) A boatyard that managed to make being hauled out enjoyable! They have an incredible team of people, very

reasonable prices and great service, and they gave us confidence that our baby was in very capable hands.

'One of California's best kept secrets' is our view of the Napa Valley Marina. We plan to spread the word to every southbound cruising group we know in Canada. It's definitely

worth the trip up the Napa River, which is an experience in itself. We do, however, have a warning for our fellow Canadians: Make sure you leave the Napa Valley Marina before you become too soft, because it's just so darn nice here!

As for the itty bitty flies, they sure weren't very feisty, per-



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## LETTERS

haps because they were drunk from the fumes of the grapes fermenting in the nearby vineyards. Besides, we felt they washed down easily, even with a few splashes of plonk. Even Two Buck Chuck would probably suffice. Or if you're like us, you could just spray them with water while sipping a nice, chilled local chardonnay, then watch them float away while pondering just how darn lucky you are. Eh?

Lee-Ann & Henry McKintuck  
*Caffeine*, Beneteau First 42  
En route south  
Victoria, Canada

### IN DEFENSE OF THE SSS

I want to thank Simon Winer of the Express 27 *Gruntled* for his feedback, via his letter in last month's *Latitude*, on the Three Bridge Fiasco awards meeting. I was offered the opportunity to respond in the same issue, but I was on vacation and missed the publication deadline.

Simon is probably right; the scolding over violations of restricted areas went on too long. I've heard that from others, too. I'll try to rein in that sort of thing. All I can say in our defense is that we — the race committee and past officers — have been getting really frustrated with the continued flagrant and widespread flouting of our carefully-written race rules. By the way, have you ever studied Corinthian pottery? Beautiful stuff.

Yes, it would be a good idea to call the crew's name as well as the skipper's at the awards. We will try to do that in the future. The skipper always could have dragged his crew up to the stage with him to get his award. I've done it myself.

Doubling up on trophies isn't going to happen any time soon, unless Simon or someone else can help me locate a cheaper source of trophies. That "\$5 trophy" that you and Bart sawed in half cost us nearly \$40, and that was after shopping around and getting a quantity discount for buying 63 of them. I would have liked to go bigger for our first-place trophies, but obviously that would have bumped our cost up even higher. Seriously, if you know of any cheap trophy shops, I'd love to get their names.

I'm sorry if Simon found our entry fee to be "freeeeeaaaak-ing" high. Two or three years ago it was \$15 higher, which I think was out of line. Anyway, our fee structure is designed to encourage membership. For another \$70 over what you paid for the Three Bridge, you can race the rest of our races this year — except the Singlehanded TransPac — for free. How about it?

Max Crittenden  
Commodore, Singlehanded Sailing Society  
[www.sfbaysss.org](http://www.sfbaysss.org)



COURTESY GRUNTLED

That was no \$5 trophy.

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

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

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



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## clipper fleet in the spotlight

We have to admit that when we first were introduced to the idea of recruiting sailors of modest experience to race around the world aboard identical 68-ft sloops, we thought the concept was a bit nutty. What we were too thick-headed to realize, though, was that completing even one leg of the Clipper Round the World Race is a tremendous personal achievement — and some participants go all the way around. Although all crew members undoubtedly push as hard as possible (under the guidance of professional captains and crews) so their boat will place high in the rankings, this eight-leg romp around the planet is more about achieving personal growth than getting your name etched on a plaque. It's as much a rite of passage as it is a yacht race.

We're thrilled to tell you that early this month the 10-boat fleet will arrive under the Golden Gate for the finish of Leg 6 off the Golden Gate Yacht Club, having completed the longest, and potentially most arduous, segment of the circuit, which began March 4 at Qingdao, China — a rhumbline distance of 5,920 nm! Not only is Clipper the only 'round the world race that stops at San Francisco Bay, but the public will have extensive access to the entire fleet this

year, as all boats will be berthed at Jack London Square during the April 12 to 15 Strictly Sail Pacific boat show.

One crew member we definitely plan to look up there is San Franciscan Lisa Perkin, 42, who will be completing her third and final leg with her homecoming to the Bay. Asked via high seas email about her motivation to join the race, she explained: "I wanted to step outside my normal comfort zone and further challenge myself. And I also wanted to take my sailing to the next level." In this case, the 'next level' is a substantial understatement. Completing six weeks of intensive RYA (Royal Yachting Association) training prior to setting sail, then toughing it out during 16,000 miles of offshore racing would seem to be more like a quantum leap up the ladder of sailing experience.

Raised on the East Coast, Lisa first learned to sail at a North Carolina summer camp, then did a fair bit of small boat sailing as a kid on the Chesapeake, and also later, while living in Boston and Toronto. It wasn't until she moved to the Bay Area in 2006 that she got into big boat sailing by completing Basic Keelboat and Basic Cruising courses at Club Nautique.

In regard to her personal growth during the race she said, "I have been tested time and again throughout the Clipper Race, and sailing has just been one aspect of the racing experience. Being on a boat for three to six weeks at a time with anywhere from 12 to 18 people from all walks of life and many nationalities has been the bigger challenge at times. I feel I have learned a lot from others."

Whether racing or cruising, offshore sailing tends to be a combination of highs and lows. "One highlight for me," recalled Lisa, "was arriving in Cape Town back at the end of September, early in the morning to family and friends, and seeing Table Mountain in the background. I can only imagine what finishing under the Golden Gate Bridge will be like for me, and arriving home in San Francisco to family and friends after more than five weeks at sea."

One person who will be anxious to compare notes with Lisa and her teammates aboard *New York* will be Yvette Zhu. A fellow San Franciscan, she sailed aboard the same boat on the first leg, from the UK to Rio. Having previously raced in the Bay for a decade, she came into the Clipper Race with more experience than Perkin, but

continued on outside column of next sightings page

## socal ha-ha

Throughout this magazine's 35-year history, we've had great success creating sailing events that were long on fun but short on rules and regulations. And it looks as if we'll soon stage a new one.

Having floated the idea of organizing a Southern California Ha-Ha this summer, we've gotten very positive feedback from potential co-hosts in both Santa Barbara and King Harbor (Redondo Beach). So now we simply need to pick dates, and hammer out a few other details. We're

COURTESY CLUB NAUTIQUE



Lisa's obvious joy for sailing is seen in this Club Nautique file shot from a Corinthian Midwinter Race in 2010.





## takes shape

looking at including a stopover at Catalina also.

From the sailors we've been talking to lately, there seems to be quite a bit of interest, and we're going to limit the number of entries. So stand by for an official announcement soon in *Latitude* (www.latitude38.com), and in the May edition of the magazine. If this cruise is as much fun as we think it will be, it may become an annual affair.

— andy

## clipper — cont'd

still had a lot to learn. "For me it was about gaining confidence sailing a big boat with big sails and big winches, and using a double-pole spinnaker system. I certainly got that." She claims there were no personal 'lows' during her trip, and she remembers many of the highs clearly: Drinking rainwater during the squalls in the ITCZ; catching and eating two bluefin tuna near the equator; being enchanted by sea turtles cruising by; headsail changes in sudden gusts; surfing the waves under the spinnaker and not broaching; being mesmerized by the large patches of sargassum floating in the wide Sargasso Sea; and being entertained by a falling meteor.

*New York's* crew, as well as all the others, are expected to receive a very warm welcome regardless of what hour of the day or night they

continued on outside column of next sightings page



*Spread: When the Clipper Round the World fleet arrives early this month, each boat will be met by a throng of greeters. In the sponsor lottery, 'Latitude 38' drew 'Gold Coast Australia', and we'd love to have you help us welcome them as they arrive at Oakland's Jack London Square. Inset: Aboard 'New York', San Franciscan Lisa Perkin tests her mettle.*

# SIGHTINGS

## clipper — cont'd

pull into the Jack London docks, as each boat has been adopted by one or more local marine organizations that will undoubtedly try to outdo one another with the flamboyance of their arrival fanfare. We're delighted to tell you that *Latitude 38* drew the Aussie boat *Gold Coast* (the leg's leader as we went to press) in the random selection process. Honest, we didn't even *try* to bribe the race committee for that honor. We invite any and all to join our welcoming effort. You can sign up at [www.latitude38.com](http://www.latitude38.com).

Other affiliations are: Encinal YC sponsoring the Dutch entry *De Lage Landen*; OCSC hosting *Derry-Londonderry*; Corinthian YC with *Edinburgh Inspiring Capital*; Richmond YC with *Geraldton Western Australia*; J/World with *Singapore*; Club Nautique with *New York*; Dragonboaters with *China*; and California Canoe & Kayak, Bay Green

continued on outside column of next sightings page

## sailors' boat show

It may be a terrible cliché to say there'll be something for everyone at this month's Strictly Sail Pacific boat show at Oakland's Jack London Square (April 12-15). But it's true — and it's shaping up to be bigger and better than ever.

As you'll learn by perusing the pull-out boat show planner that's stitched into this magazine, show organizers have done their best to provide a full menu of free seminars on a wide variety of subjects including preparation for cruising, rigging, Bay tides and currents, reading wind and weather, diesel basics, storm survival,



**She's a natural — 'Latitude's bookkeeper, Penny Clayton (center), took to sailing like a fish to water.**

PHOTOS COURTESY CLUB NAUTIQUE

## comes to town

provisioning, yacht chartering and more. Many sessions will be conducted by *bona fide* sailing celebs. There'll also be free boat rides and basic sail training for all ages, as well as a variety of interactive exhibits and demonstrations.

Thanks to the completion of a new two-story exhibition hall at Jack London Square, this show will be substantially bigger than recent shows, and parking will be much easier, thanks to a huge new parking structure with a pedestrian bridge that feeds right into the heart of the show.

continued in middle column of next sightings page



## clipper — cont'd

and Bay Crossings with *Visit Finland-Welcome to Yorkshire*. We're certain that any of these groups would welcome more greeters.

If the challenge of racing around the world appeals to your 'inner adventurer', there's still time to sign up for the '13-'14 circuit. You'll find details on both races at [www.clipperroundtheworld.com](http://www.clipperroundtheworld.com), including a real-time race viewer that shows transponder tracks of all entries as they battle eastward toward the Bay.

— andy

## building on what you know

When Penny Clayton was growing up in Canada, she never passed up a chance to go sailing with her late father, Michael. It was fun and exhilarating, but most importantly, it was a gratifying way to reinforce the bond between them.

Since moving from New York to the Bay Area a year ago (and becoming *Latitude 38's* bookkeeper) she often looked out across blustery San Francisco Bay and wondered how far the skills she'd learned as a teenager — crewing, but never captaining her dad's Tornado catamaran — would take her in these waters. "I knew by looking at the Bay that these are waters one needs to learn about before venturing out," she said knowingly, having worked for many years as a canoe guide in Northern Ontario. "I could see that the Bay's tides, currents and wind patterns were factors that could easily lead the unacquainted into predicaments." She figured that her childhood sailing experiences, although genuine, qualified her as a "novice sailor" at best.

But after other *Latitude* staffers encouraged her to take sailing lessons from a local school, she accepted the advice and soon signed up for a battery of classes at Sausalito's Club Nautique. When her U.S. Sailing Basic Keelboat text arrived in the mail, she devoured it and quickly realized that everything she'd learned as a kid was simply experiential — learning by doing — and that she'd never actually had any classroom theory. She didn't even know the proper names for many basic boat parts, or the correct lingo for the points of sail. But that all soon changed.

In two short weekends of instruction she went from being mildly intimidated by the Bay, to being eager to captain a boat on it herself — and perhaps even get into racing. As with similar courses at other local schools, Penny and her classmates — all of whom turned out to be recent transplants to the Bay Area — got a thorough introduction to safe sailing practices through daily classroom and on-the-water sessions. The broad range of topics covered included parts of a boat and sail, right of way, heaving to, anchoring, man overboard protocols, maneuvering under engine power, basic chart reading, tide tables, radio etiquette, and the physics of upwind versus downwind sailing.

Like proud parents, we're happy to report that our girl passed with flying colors — scoring 100% on her written test — and is now qualified to take out a Colgate 26 trainer as long as another certified sailor is along. And she's already signed up for the next tier, Basic Cruising, after which she can captain the bigger boats in the fleet.

Proactively enhancing her skills has opened up a whole new world for Penny. Not only is she going out on social sails with other Club

continued on outside column of next sightings page



**Joining a sailing school/club is a great way to hone your skill, make new friends, and get out on the water.**

## penny — cont'd

Nautique members, but her new-found confidence inspired her to attend our recent Crew List Party and look for additional rides. "I would never have done that before," she says. As a result, she may now be crewing on a fast Hughes 40 ketch during upcoming races.

Penny's advice to others with marginal experience: "Sign up for a class so you can clarify how much you know already, then let the instructors fill you in on the areas where you're lacking. It's so exciting to expand your knowledge and become more confident. And it might open doors for you that you haven't even considered."

— andy

## 'circ' vets to gather at strictly sail

One of the reasons we like to hang out with circumnavigators is that they all have such great stories to share. Actually, it would be hard to imagine sailing 25,000 miles or more and *not* having a few good tales to tell.

We expect all sorts of salty yarns to be retold this month at our Circumnavigator's Rendezvous at the Strictly Sail Pacific boat show (Friday, April 13 at 3:30 p.m. in seminar room D). Although we've invited our entire roster of West Coast circumnavigators to attend, armchair voyagers and wannabe circumnavigators — such as ourselves — are also welcome.

We've assembled a diverse panel of globetrotters to speak and share photos, each of whom will discuss going around from a different point of view: The newly-returned crew of *Magnum* (see last month's feature) will share experiences about both the advantages and challenges of circumnavigating with a small child; Mark Schrader will give insights into racing solo via the Great Capes; Paul and Susan Mitchell will tell how their practical skills allowed them to stay 'out there' for 25 years; Hans Bernwall will share anecdotes about going around before the availability of modern nav, communications and weather technology; Clifford Cain will recount memories from the lap he and his late wife Marian made aboard John Guzzwell's 21-footer; and Clipper Round the World Race Captain Richard Hewson (of *Gold Coast Australia*) and Watch Captain Martin Woodcock (of *New York*) will share their insights and experiences.

As mentioned in our February edition, one of the honored guests will be circumnavigator Merl Petersen, now 90, who reluctantly ended his stewardship of the 74-ft schooner *Viveka* recently, after owning her for 54 years. When we sat down with Merl last month and coaxed him to retell some of his famous tales, it occurred to us that there must have been a lot more tolerance for 'misbehaving' and pulling practical jokes a few decades ago. He bought *Viveka* in '57 — a Belnap and Payne design built in 1929 of Honduras mahogany and cedar. Soon afterward her head-turning elegance, combined with Merl's gregarious and fun-loving nature, led to him to befriend a wide range of West Coast celebrities — from Bill Cosby to Wilt Chamberlain — as well as journalists, including the late *Chronicle* columnist Herb Caen, who often publicized his antics.

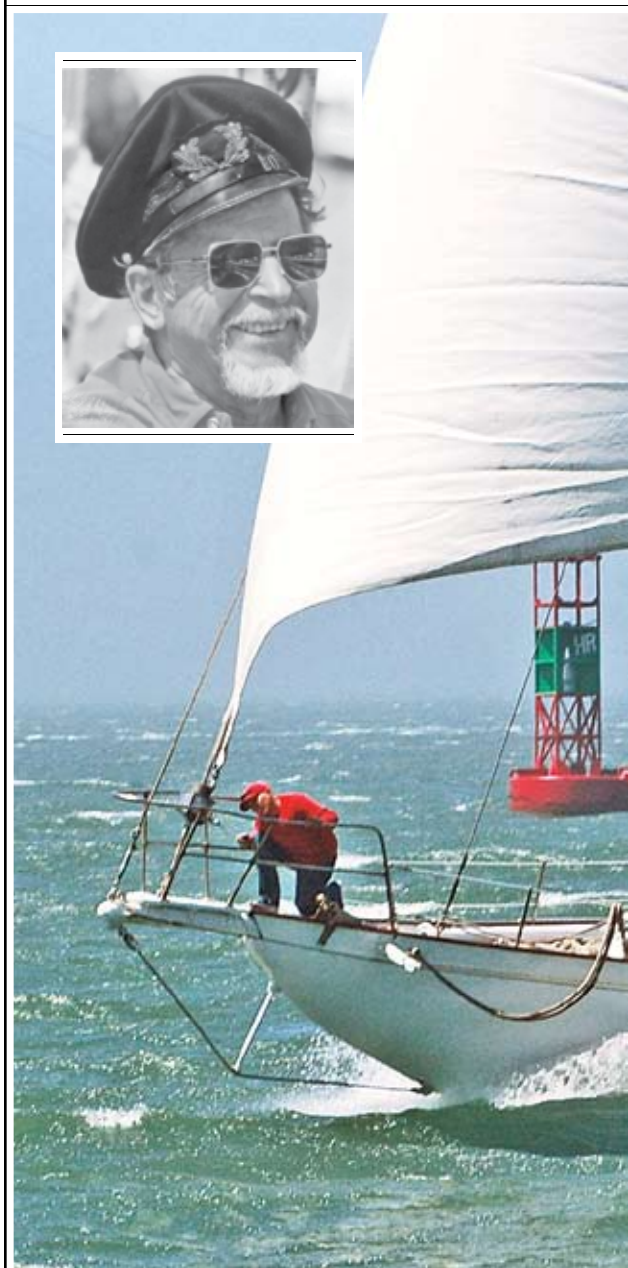
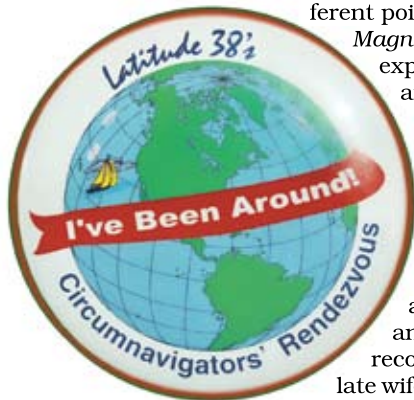
An inveterate prankster, Merl made headlines once when he stole the spotlight and temporarily stopped Phyllis Diller's comedy act at the famous North Beach nightclub called the hungry i, by striding in arm-in-arm with an entourage of a dozen lovely ladies. But the club's owner, Enrico Banducci, was as mischievous as Merl. Their most famous prank — as recounted in these pages previously — was stag-

continued on outside column of next sightings page

## boat show

Within the exhibition hall you'll find products of all sorts, from the latest in marine electronics to sailing logowear at discounted boat show prices. And you'll be able to pick the brains of on-site experts who know their products thoroughly.

In the marina basin you'll be welcome to inspect dozens of brand new sailing yachts, in addition to well-maintained used yachts. And on the channel-side end-ties some very special vessels will be accessible for inspection, including a Team Oracle AC45 catamaran identical to those that will be used later this year on the Bay during the AC World Series; the just-arrived fleet of



## — cont'd

the Clipper Round the World Race; and the 64-ft *Spirit of the Sea* (formerly *Ocean Watch*, when used during the Around the Americas expedition).

There'll also be live music, daily end-of-show parties at various booths (including ours, Friday), and an America's Cup Lounge with merchandise and AC presentations. As we said, something for everyone — even a Kid's Zone for the young mariners in your entourage. Check out the complete list of vendors, seminars and activities at [www.strictlysailpacific.com](http://www.strictlysailpacific.com). We'll see you there!

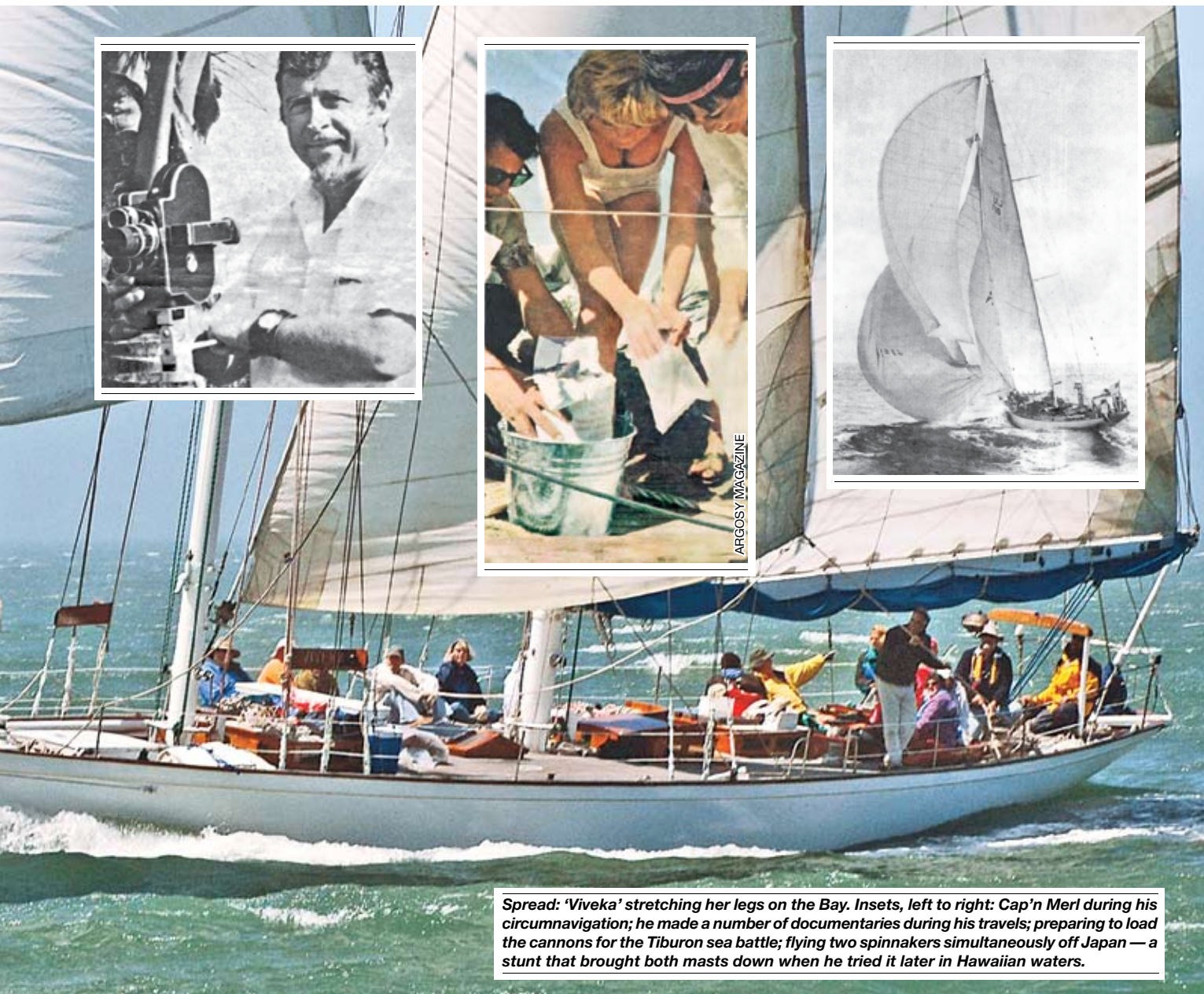
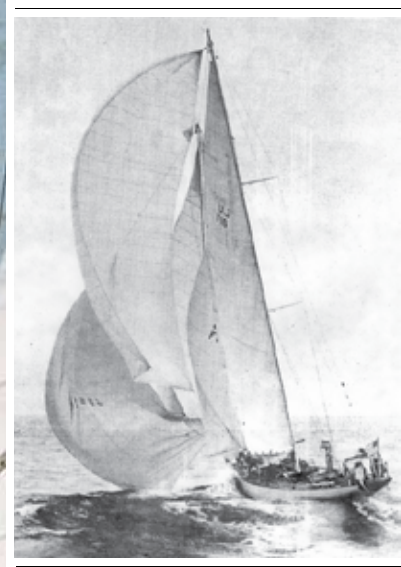
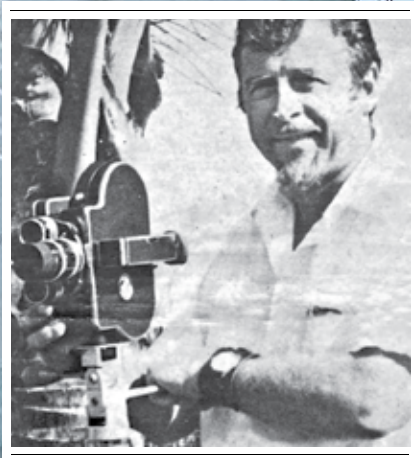
— andy

## circumnavigators — cont'd

ing a legendary sea battle in 1961 right off the Sausalito waterfront between *Viveka* and Banducci's lovely 60-ft Alden ketch *Shearwater*. Thanks to much hyping by Caen and several FM radio DJs, an estimated 15,000 people showed up, turning city streets to gridlock. With four canons aboard each boat — one supplied by actor/author/voyager Sterling Hayden — the battle raged just beyond the city patrol boat's jurisdiction. But as crazy as that was, the most jaw-dropping element of the day was the performance of a waterskiing elephant that Banducci had brought up from Hollywood.

They waited until the smoke cleared, literally and figuratively, before staging a second battle a couple of years later, this time off Tiburon. For that well-publicized engagement, Merl showed up with an all-girl crew who taunted and teased Banducci's sailors so thoroughly that the helmsman reportedly ran aground. Naturally, boarding parties

continued on outside column of next sightings page



**Spread: 'Viveka' stretching her legs on the Bay. Insets, left to right: Cap'n Merl during his circumnavigation; he made a number of documentaries during his travels; preparing to load the cannons for the Tiburon sea battle; flying two spinnakers simultaneously off Japan — a stunt that brought both masts down when he tried it later in Hawaiian waters.**

SPREAD: LATITUDE / JR; INSETS: PETERSEN ARCHIVES EXCEPT AS NOTED

# SIGHTINGS

## circumnavigators — cont'd

commingled afterwards.

In addition to Merl's fame as a prankster, he also did one helluva lot of ocean sailing — roughly 150,000 offshore miles. He and *Viveka* survived a hurricane at sea during their first big cruise to Mexico in '61, then got slapped by another while coming back from a cruise to Tahiti. Merl spent many years in Hawaii, living aboard at the Ala Wai Harbor. But in '89 the announcement of a race from Honolulu to Hiroshima, Japan piqued his interest. He refit *Viveka* (then 60 years old) for the 4,000-mile trip, and she ended up taking third. Unbelievably,

continued on outside column of next sightings page

## delta doo dah

"Say, when are you guys opening up registration for the Delta Doo Dah?" asks Maria Braska. "I want to mark my calendar so I can call in sick that day. I don't want to miss signing up just because of work!" We have great news for you, Maria. You don't have to play hooky (as much as you might want to) to get your chance at a spot on the official entry list for the 4th annual Delta Doo Dah, aka 'Fab Four', to



**Above:** San Francisco's Matt Brooks just might have been the happiest helmsman at last month's boisterous Heineken Regatta in St. Maarten. **Spread:** 'Dorade' struts her stuff in heavy air.



SPREAD: TIM WRIGHT / PHOTOACTION.COM; INSET: PAM RORKELEVY

## opens soon

be held July 28-August 3. The Doodettes — Christine Weaver and yours truly — have changed things up just a little to allow everyone an opportunity to join the party this summer.

We were as surprised as anyone when last year's 50 open slots were filled within 25 minutes of registration opening. With a waiting list a mile long, we were jazzed

continued in middle column of next sightings page



## circumnavigators — cont'd

a typhoon struck the boat while she was in Japan also. That same year, the old girl's speed shocked a fleet of more modern vessels when she took line honors in a 500-mile race from Japan to Russia.

By that time, Merl was so far from home that he just kept going around the globe, westabout, via the Suez and Panama canals, over a seven-year period. At one point *Viveka* was chased by pirates but managed to outrun them. As we said, Merl's travels have given him a boatload of stories and fond memories, and we suspect we could say the same about the other circumnavigators who'll attend our April 13 gathering. It will undoubtedly be an entertaining affair.

— andy

## a classic for all times

No wonder Matt Brooks is smiling. Not only did he win his division in the riotously windy St. Maarten Heineken Regatta last month, but he did so aboard his new pride and joy, the classic S&S yawl *Dorade* — arguably the most influential sailing yacht ever built.

Launched in 1930 at City Island, New York, she was the first, and perhaps most famous yacht ever designed by Olin Stephens, cofounder of the legendary firm Sparkmans & Stephens. When the Great Depression hit only months after that partnership was formed, Olin and his brother Rod's father ordered the 52-ft yacht, in order to keep the company afloat. Little did he know at the time that the innovative lines his 21-year-old son would soon draw would influence yacht design for decades, and by extension, help popularize both the racing and cruising segments of the sport.

Not long after her christening, the slender *Dorade* competed in the 1930 Bermuda Race, taking second in class with Olin at the helm and Rod crewing. (They would return two years later with a win.) In '31 the brothers entered the Transatlantic Race to Plymouth, England, competing against a fleet of larger boats that were expected to skunk her. But to the amazement of both organizers and competitors, *Dorade* took line honors (16 days), crossing the finish line two days ahead of the second-place boat — and four days ahead on

corrected time. The win signaled the end of big-boat dominance of offshore racing. The brothers stuck around to do the Fastnet that summer and won that race also. After arriving at New York aboard a steamer, the Stephens boys and *Dorade* were saluted by a ticker-tape parade down Broadway — an unprecedented honor for yachtsmen. (*Dorade* would score another Fastnet win in '33.)

By the summer of 1936, *Dorade* had been sold to St. Francis YC member Jim Flood, who entered her in the Transpac that summer against a fleet consisting primarily of large schooners — the S&S-designed *Santana* among them. With the late Myron Spaulding as *Dorade's* primary helmsman, she battled her way to Diamond Head (in 12 days) in one of the most hotly contested Hawaii races ever, eventually pulling off a trifecta that only one or two other boats have ever duplicated in the Transpac's long history: first to finish, first in her class and first overall.

In 2010, 80 years after her launch, San Francisco adventurer/businessman Matt Brooks took possession of her — and we'd bet he

continued on outside column of next sightings page



COURTESY DORADE.ORG

*'Dorade' today.*

# SIGHTINGS

## ***dorade* — cont'd**

was smiling as broadly then as he was in St. Maarten. Brooks wasted no time in organizing a thorough, stem-to-stern refit of this sleek, 10-foot wide classic, during which he would spare no expense. "Make her as near to perfect as you can!" he reportedly said to the refit's overseer Joe Loughborough. The work was done at the LMI yard in Newport, RI, and, like most refits of old woodies, soon became more complex than originally anticipated. In addition to internal structural repairs, *Dorada* now has new main and mizzen masts with all new bronze hardware, new winches, a new rudder and all new electronics. Her interior has been returned to its original configuration, just as it was when launched in 1930.

Brooks, a member of the St. Francis YC, will be racing *Dorada* early this month at Les Voiles de St. Barth (April 2-7), followed by the Antigua Classic Yacht Regatta (April 19-24). In June, she'll do battle in the Newport-Bermuda Race, where she last competed 78 years ago, that time taking class honors. "Our team feels honored to be sailing aboard the S&S flagship," says Brooks, "and, after the fun Caribbean season tuning up *Dorada*, we want to show what an 80-year-old lady in top form can really do. Our goal is to attempt all of the races *Dorada* won in her prime, beginning with this year's Newport-Bermuda Race."

Hopefully Brooks will eventually make room on *Dorada's* busy calendar to bring her 'home' to San Francisco — before next year's Transpac perhaps? — because there are a whole lot of West Coast sailors who'd love to have a look at her!

— andy

## **a very active pocket cruiser**

Northern California accounted for 22 of the 185-boat fleet in the 2012 Havasu Pocket Cruisers Convention (see page 104). One very active member of the pocket cruiser community is Gretchen Ricker. For the last three years, Gretchen has organized the Monterey Cruiser Challenge, a long-running trailer sailer event that served as partial inspiration for Sean and Jo Mulligan's creation of HPCC.

Thirteen summers ago, a group of avid West Wight Potter and Montgomery owners debated which boat was faster. The only way

to settle this issue was to "just race." They travel to Monterey Bay each July to try to answer this question, and are warmly hosted by the Monterey Peninsula YC.

The event, which is open to trailer sailers of any design, is built around low-key Saturday racing and is sponsored by the Northern California Potter Association — aka, the Potter Yachters — who have been featured in the pages of *Latitude* a number of times. "Potter

Attitude' rules prevail," says Gretchen, "which means show up, have fun, don't complain, and if another sailor drops a hat overboard while racing, you sail over and retrieve it for them." As to which boat is faster, Gretchen concludes, "It's the person at the helm that makes the difference." For more about the Monterey Cruiser Challenge, go to [www.CruiserChallenge.com](http://www.CruiserChallenge.com).

A founding member of the Challenge, Gretchen had an inspirational

continued on outside column of next sightings page

## **doo dah**

that so many people were interested in the event, but were also concerned that many folks were edged out because of a pesky thing called employment. So instead of simply opening up registration until it fills, we're trying out a lottery-style process this year. It'll work like this: Registration will remain open for 12 hours on April 2, starting as soon as that day's *Latitude* is posted (around noon). This will allow everyone the chance to throw their name in the hat at some point throughout



**You don't need to get a jump on the competition to have a chance to join the fleet of the Delta Doo Dah 'Fab 4' this**

COURTESY GOOD AND PLENTY



**Dan and Gretchen Ricker are very active in the pocket cruising community with their ComPac 19.**



**— cont'd**

the day, without having to keep refreshing their screen on their lunchbreak. The next day, the Doodettes will randomly select the 50 entries, with the remaining sign-ups going on the waiting list (the order of which will also be randomly decided). The final entry list will be announced in the next day's *'Lectronic*.

Those on the waiting list will have extra reason to hope for the best. Every year there's been a fair number of dropouts

continued in middle column of next sightings page

**gretchen — cont'd**

introduction to sailing. She was living in Morro Bay and feeling frustrated over her troubled relationship with her daughter. While walking near the harbor, she and her daughter noticed a sign for sailing lessons which, miraculously, appealed to both of them. This shared interest provided many happy and connected sailing adventures together, including the purchase of her first boat, a Potter 19.

In later years, after being out of sailing for a while, she and husband Dan purchased a MacGregor 26, the first of their backyard fixer-uppers. Currently living in Atascadero, they enjoy restoring old boats, sailing them for awhile and then selling them to friends. Their current boat, a ComPac 19 named *Good and Plenty*, truly epitomizes

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# SIGHTINGS

## **gretchen — cont'd**

the attitude of many pocket cruisers who take pride in owning a boat “that is just good enough and just plenty enough.”

The Potter Yachters group promotes organized salt and fresh water events throughout the year at such places as Tomales Bay, Eagle Lake, Woodward Reservoir and Huntington Lake. For more info, Gretchen urges interested pocket cruisers to check out the various trailer sail-boat websites such as *Potter-Yachters.org*, *Trailersailor.com*, and for Southern California sailors, *howies.net/socalpotter*.

Besides her sailing interests, Gretchen is the author of the newly published *What the Eye Doesn't See*, the first of a series of murder mysteries that place a sailor and non-sailor together aboard a West Wight Potter. For more, go to *GretchenRicker.net*.

— mark wilson

## **doo dah**

as the event approaches — illness, family commitments, or boat problems top the list of reasons for cancelling — but this year, the entry list just might shrink considerably in the first day. In order to register last year, you had to pay the entry fee in full, but with a lottery system, that becomes impractical. So this year, the final entry list will get 24 hours in which to pay the non-refundable \$99 entry fee. If you don't pay in time, you are automatically removed from the list and the next person on the waiting list gets



LATITUDE / RICHARD

## — cont'd

your spot. This may seem overly strict, but quite frankly, we just don't have the (wo)manpower to chase after folks to pay their fee. Find out more about the event at [www.DeltaDooDah.com](http://www.DeltaDooDah.com).

So be sure to mark your calendar for April 2. And if you're worried about forgetting, subscribe to *'Lectronic*. You will only receive an email when a new edition of *'Lectronic* is posted — no spam, no promotions, no junk. That way you'll get as much of a chance as anyone to sign up for Fab Four!

— *ladonna*

**The Greatest Spectacle in Sailing — The St. Barth Bucket offers some of the most spectacular photo ops in the**



## big gets bigger

While covering the March 22-25 St. Barth Bucket — the greatest spectacle in sailing — we got into a discussion with the Dutch navigator of the 203-ft Hoek schooner *Athos* on how the definition of "a big yacht" has changed over the years. We both remembered the late '70s when Jim Kilroy's 79-ft S&S designed *Kialoa III* was the gold standard for a big yacht. And as late as the St. Francis YC Big Boat Series of '87, big yachts meant the 80-ft Class A maxis. But as this photo of the Frers 156 *Hyperion* — originally built for Jim Clark of Silicon Valley — shows, 'big' has gotten so much bigger. Indeed, two of the entries in this year's Bucket were over 200 feet, including the spanking new 219-ft *Hetairos* which, despite a huge crew, still managed to slam her 27-ft-deep keel into the island that was the leeward mark. As for Clark, several years ago he moved up to the 295-ft schooner *Athena*, which also serves as the tender for his 'little boat', the 135-ft J Class *Hanuman*.

— *richard*

## tsunami debris to affect mariners?

In 1990, a container full of Nike shoes fell from a ship and provided a wonderful scientific opportunity for a group of researchers, including Curtis Ebbsmeyer. Over the next few months, as the shoes floated across the Pacific, Ebbsmeyer, who has worked his entire life to understand ocean currents, fine tuned statistical models that take into account the effects of wind on various types of flotsam.

Today, flotsam set adrift by the 9.0 Tohoku earthquake and resulting tsunami last March is now on on a similar journey across the Northern Pacific.

Ebbsmeyer and colleague Jim Ingram classify flotsam into five groups and factor flotsam performance as 1.00 — that which plods along with ocean currents — up to 5.00, the ULDB of flotsam, capable of traveling up to 23 miles a day. In an effort to accurately track this "sailing" debris, Ingram's Ocean Surface Current Simulator (OSCURS) model employs weather data collected by the U.S. Navy that gives exact wind conditions updated every 12 hours. Every 30 days the Navy releases what is the best weather data on the planet, and Ingram combines this data with the same statistical current data NOAA uses, creating highly accurate tracking models that transcend NOAA's debris forecast.

What does that mean to mariners? Well, frankly, a lot. "NOAA's prediction that tsunami debris wouldn't arrive until 2013 only takes into account ocean currents," says Ebbsmeyer, "but what they don't take into account is the fact that wind has a huge effect on how fast flotsam drifts."

Ahead of NOAA predictions, tsunami debris has already washed up on Canadian and Washington shores in the form of hard plastic and styrofoam floats, along with plastic kerosene and cooking oil containers. Larger objects are on the way.

On March 20, the Canadian Coast Guard reported a 150-ft squid-fishing vessel adrift 150 miles off the southern coast of Haida Gwaii, formerly known as the Queen Charlotte Islands, and say they are tracking several more ships. There is no exact number at this time but the potential of ships washed away in the massive wave is a credible threat. Ebbsmeyer wouldn't be surprised if a dozen or so boats



US NAVY S3C ALEXANDER TIDD

**Racers probably won't encounter debris on the way to Hawaii this summer but might on their way home. It's unlikely they'll see houses, but they might want to set an alarm on their radar just the same.**

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## debris — cont'd

become trapped in the Great Pacific Garbage Patch for years.

According to the OSCURS models, competitors in this summer's Singlehanded TransPac ([www.singlehandedtranspac.com](http://www.singlehandedtranspac.com)) and Pacific Cup ([www.pacificcup.org](http://www.pacificcup.org)) — whose entry deadlines are both May 1, incidentally — probably won't see any evidence of the tsunami debris flow on the way to Hawaii. However, during the delivery home into the Pacific High, mariners should expect denser-than-usual concentrations of flotsam — including the possibility of small boats. On the off chance you find an oyster string hanging from a float, you'd be well-advised to have your martinis and a shucker ready.

And here is where we can all help science, and to some degree the environment. If you come across Japanese flotsam while sailing offshore, Curtis Ebbsmeyer would love to hear from you at [www.flotsametrics.com](http://www.flotsametrics.com).

— dave wilhite

## a maritime history of baja california

It will only be a couple months before many members of this year's Mexico cruising class leave the mainland to head up to the spectacular cruising grounds of the Sea of Cortez. At first glance, the Sea might look like a place where the desert meets the ocean and not much ever happens. But looks can be deceiving, as you'll quickly discover if you read Edward W. Vernon's *A Maritime History of Baja California*, a beautifully written and superbly illustrated 300-page hardback.

Vernon's maritime history starts as far back as when Baja California was known as Isla de California — early charts showed it to be surrounded by water — and continues right up to the present. Covered are the visits by the Manila galleons and French and Spanish pirates, the attempts at settlements, the treks north by the friars to establish the missions in Alta California, the various wars and battles, the sinking and grounding of vessels, and much more.

When it comes to lost vessels, few can compare with the loss of the magnificent 162-ft Newport Beach-based schooner *Goodwill* and her

entire crew of 10, or maybe 11, on Sacramento Reef. There's even an aerial photo of *Goodwill* — which twice won the Barn Door Trophy in the TransPac — as she lies in pieces atop the notorious reef.

In reading the book, you'll learn how rapidly some things have changed in a short period of time. Who would think, for instance, that just 150 years ago there was enough water flowing in the Colorado River that Yuma, Arizona was a U.S. port of entry? And that there was regular ship service

from San Francisco to Yuma? Even more mind blowing, vessels were able to sail all the way up the Sea of Cortez and offload cargo onto shallow-draft vessels that were then able to take the cargo as far north as what is currently Lake Mead/Las Vegas. For the geographically challenged, that's farther north than Morro Bay.

The book will no doubt provide succor for those who might be stuck at Cedros Island attempting a Baja Bash, for there is a chart on page 195 showing the tracks of Francisco de Ulloa's 70-ton flagship *Trinidad* as Ulloa and the crew tried to head north from Cedros in 1540. They were driven back to the island three times by storms, and it took them three months to clear the north end of the island.

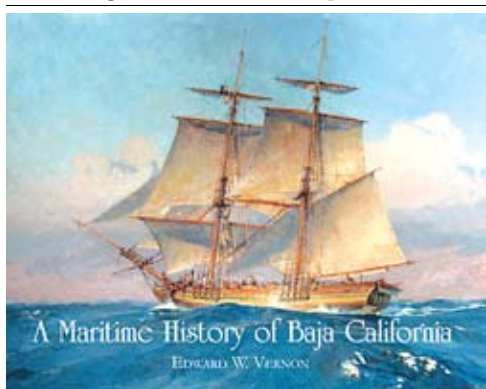
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## only so many

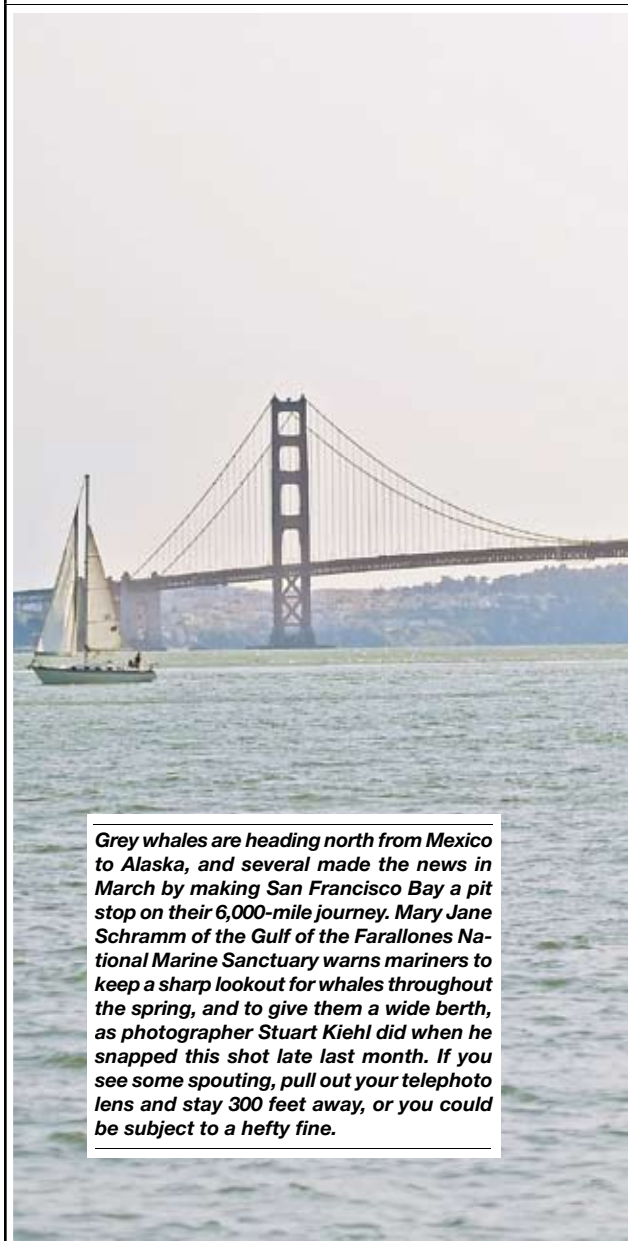
As Strictly Sail Pacific draws near, we're reminded of Bob Gorman, one of the best-loved 'behind-the-scenes' guys in the Bay Area marine industry, who passed away on December 22. He was 64.

Having worked in the industry since the mid-'60s, Bob was well-tuned to the needs of the Bay's boaters. During his tenure as executive director of the Northern California Marine Association, he worked with Sail America to bring the Pacific Sail Expo — aka, Strictly Sail — to Jack London Square, as well as helping to bring the Sacramento Boat Show and Folsom Water Festival to local mariners.

In addition to serving two terms as



*'A Maritime History of Baja California' is the perfect gift for any southbound cruiser.*



*Grey whales are heading north from Mexico to Alaska, and several made the news in March by making San Francisco Bay a pit stop on their 6,000-mile journey. Mary Jane Schramm of the Gulf of the Farallones National Marine Sanctuary warns mariners to keep a sharp lookout for whales throughout the spring, and to give them a wide berth, as photographer Stuart Kiehl did when he snapped this shot late last month. If you see some spouting, pull out your telephoto lens and stay 300 feet away, or you could be subject to a hefty fine.*

## summers left

executive director for the NCMA, Bob also served on the organization's board of directors for 17 years, holding a variety of positions. He went on to become the executive director for the California Yacht Broker's Association, where he worked tirelessly on behalf of the industry.

"Only so many summers left," was one of Bob's favorite *bon mots*, and one he lived by, whether it was hosting friends aboard his and wife Jeanne's La Paz-based Gulfstar 50 *Spirit*, giving kids sailing tips at Tinsley Island, or helping to improve the industry he loved. He'll be missed by many.

— *ladonna*

## baja history — cont'd

There's even a Sausalito angle. At the start of World War I, 11 German sailing cargo ships with 300 German crew found themselves interned at Santa Rosalia. Some of the vessels stayed on the hook in the same place for up to 10 years before being brought north to Sausalito, where they were converted to lumber barges and such.

Then there's the section on the Cabo storm of '82, where scores of cruising yachts — including Bernard Moitessier's beloved *Joshua*, now in a museum in France — were driven onto the beach and either badly damaged or destroyed. We're jazzed that Vernon used a number of our photos to illustrate the destruction.

Published by Viejo Press of Santa Barbara, with the cooperation of the Maritime Museum of San Diego, and distributed by the University of New Mexico Press, *A Maritime History of Baja California* sells for \$38. That might be a little steep for some cruisers' budgets, but if shared by the crews of four or five boats, it would be a bargain. Enjoy!

— *richard*

