

Latitude 38

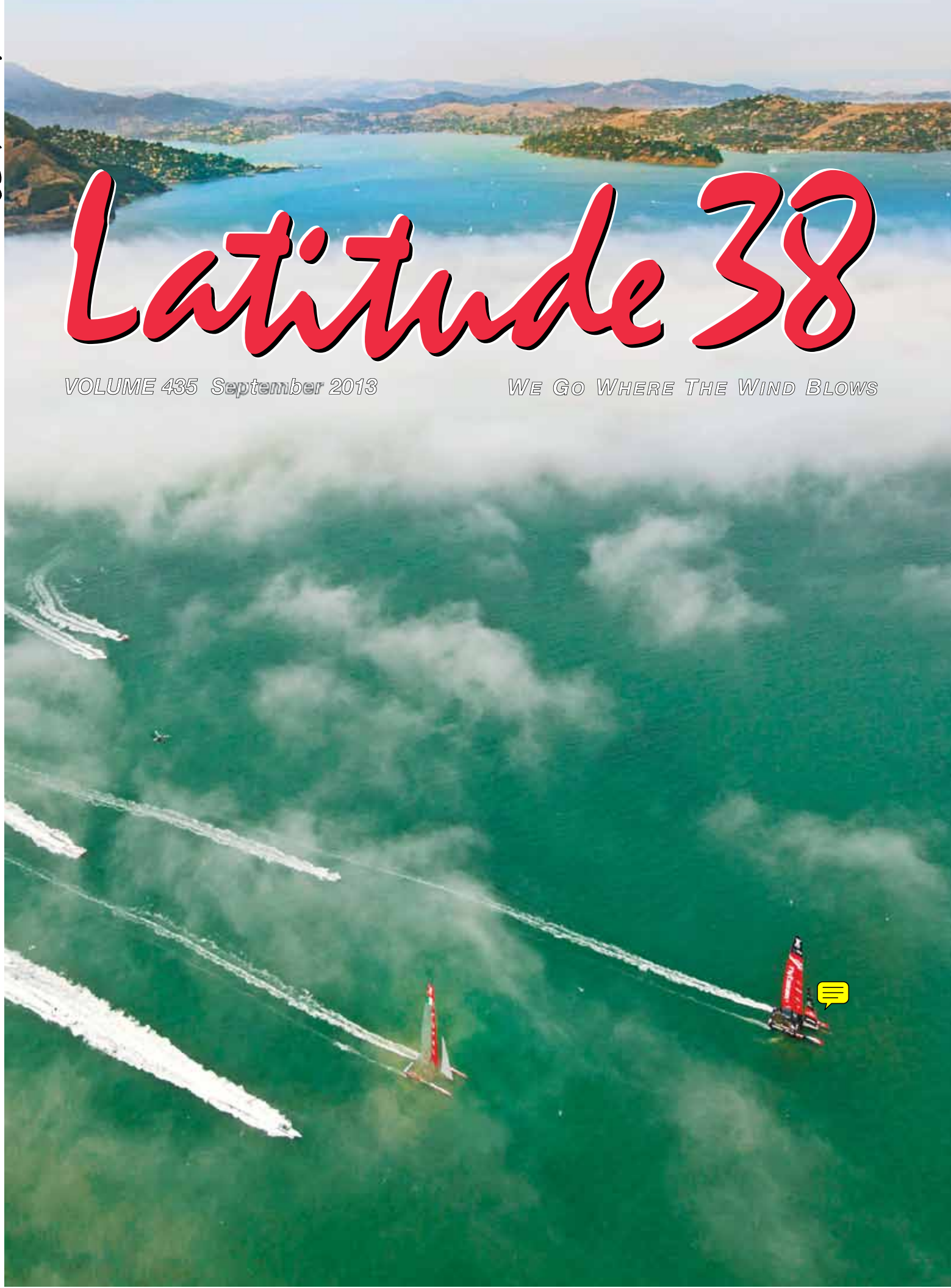
Latitude 38

VOLUME 435 September 2013

WE GO WHERE THE WIND BLOWS

SEPTEMBER 2013

VOLUME 435



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Élan - energy, style and enthusiasm

Elan has been a fixture in the Express 37 one-design fleet for a long time, but for relatively new owner Jack Peurach, the ocean races have been particularly rewarding. In 2012, *Elan* won her division in the Pacific Cup - and nobody was more surprised than first-timers Jack and his crew. The 2013 OYRA (Ocean Yacht Racing Association) season has been equally kind to *Elan*, with a string of solid finishes as the season comes to a close. Jack has won 3 of the last 4 ocean races, and is tied for the series lead in his class.

Elan has had this success with a relatively old set of Pineapple sails that came with the boat, which according Jack, "miraculously, still look great." It has only been this year that Jack has started to upgrade to a new set - not surprisingly, exactly like the old set ... from Pineapple Sails.

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Cover: A bird's-eye view of AC72 competition in the recently completed Louis Vuitton Cup Final.

Photo: Gilles Martin-Raget/ACEA

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

BENETEAU SAIL

AT OUR DOCKS



46



25



41

Sense 43 46 50 55 **FIRST** 20 25 30 35 40 45 *Oceanis* 31 34 37 41 45 48 50 55

BENETEAU POWER

AT OUR DOCKS



SWIFT TRAWLER 50



SWIFT TRAWLER 34



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OCEANIS 423	2004	\$175,000
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OCEANIS 40	2009	\$197,000
OCEANIS 393	2003	PENDING
OCEANIS 393	2005	\$130,000
OCEANIS 393	2003	\$128,900
FIRST 36.7	2010	\$135,000
OCEANIS 34	2009	\$145,000
OCEANIS 331	2003	\$79,900
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JEANNEAU 45	2007	\$250,000
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FREEDOM 36	1987	\$69,500
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CATALINA 34	1988	\$39,900
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ALERION EXPRESS 28	2011	SOLD
ALERION EXPRESS 28	2008	SOLD
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Latitude 38

"we go where the wind blows"

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Editorial editorial@latitude38.com press 1,6
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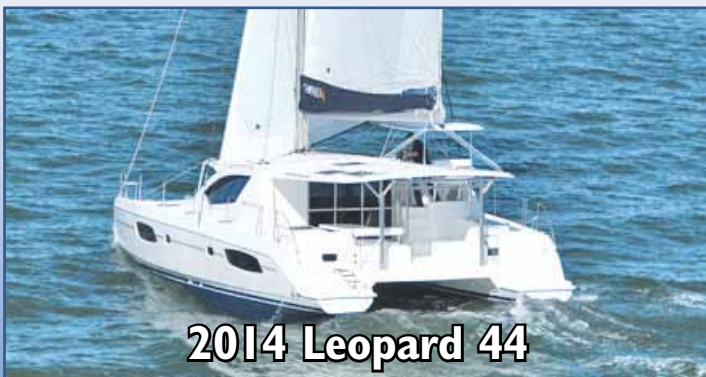
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Marina Village Boat Fest
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CALENDAR

Non-Race

Aug. 31 — Nautical Flea Market at Vallejo YC, 8 a.m.-3 p.m. "If it's legal, sell it!" Info, www.vyc.org or (707) 643-1254.

Aug. 31 — Maritime Crafts for Kids at SF Maritime National Historical Park's Hyde St. Pier, 3-4 p.m. Free. Info, john_cunnane@nps.gov or (415) 447-5000.

Aug. 31-Sept. 2 — Check out Jim DeWitt's America's Cup art at the Sausalito Art Festival. Info, www.sausalitoartfestival.org.

Sept. 1-29 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Sept. 1-29 — Built for Speed exhibit at the California Academy of Sciences. Find out what it takes to be swift in the sea, from AC72s to sailfish. Info, www.calacademy.org.

Sept. 1-Oct. 13 — Impressionists on the Water, an exhibit of boating-inspired art by Monet, Pissarro, Renoir, Signac and others at the Legion of Honor. Info, www.legionofhonor.org.

Sept. 1-Nov. 30 — America's Cup & Historic Racing on San Francisco Bay exhibit at the Maritime Museum, 10 a.m.-4 p.m. Includes historic boats, historic and modern photos, and a rare model of *America*. Open daily with museum admission. Info, www.maritime.org or (415) 447-5000.

Sept. 2 — The unofficial end of summer — Labor Day.

Sept. 4 — Mexico Cruising Seminar, featuring presenters from Mexican marinas, immediately preceding the Mexico-Only Crew List Party (see next listing), 4-6 p.m. Free. Stay for the party!

Sept. 4 — *Latitude 38's* Mexico-Only Crew List Party & Baja Ha-Ha Reunion at Encinal YC in Alameda, 6-9 p.m. \$7 (free for registered '13 Ha-Ha skippers and first mates). Info, www.latitude38.com/crewlist/CrewParty/CrewParty.html.

Sept. 5 — Setting the Land Speed Sailing World Record presentation by Richard Jenkins at Corinthian YC, 7 p.m. Free. RSVP at www.cyc.org or (415) 435-4771.

Sept. 6, 20, 27 — Sunset Sail aboard the schooner *Seaward* in Sausalito, 6-8 p.m. \$50. Info, www.callofthesea.org.

Sept. 6-8 — 37th Annual Wooden Boat Festival in Port Townsend, WA. "The Woodstock for wooden boat lovers." Info, www.woodenboat.org.

Sept. 7 — Free Fishing Day across the state! Info, www.dfg.ca.gov.

Sept. 7 — Chantey Sing aboard a historic vessel at Hyde St. Pier, 8 p.m.-12 a.m. Free. RSVP to peter_kasin@nps.gov.

Sept. 7-8 — 29th Annual Pittsburg Seafood Festival at Pittsburg Marina. Info, www.pittsburgseafoodandmusicfestival.com.

Sept. 8 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Sept. 10, 1959 — John Guzwel sailed into Victoria, BC, aboard his 21-ft *Trekka*, completing his solo circumnavigation and eventually earning him the Blue Water Medal from the CCA.

Sept. 11-15 — Lake Union Boats Afloat Show in Seattle. Info, www.boatsafloatshow.com.

Sept. 12 — Are you a single boatowner needing crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

Sept. 14 — Marine Swap Meet at Emeryville Marina, 8 a.m.-1 p.m. Info, (510) 654-3716.

Sept. 14 — Marine Swap Meet at Channel Island Landing in Oxnard, 8 a.m.-3 p.m. Info, (805) 985-6269.

Sept. 14 — Spaulding Wooden Boat Center open house in Sausalito, 11 a.m.-3 p.m. BBQ and free boat rides! Info,

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Catalina 42 MkII, 2005.....	199,900
Catalina 42, 1989.....	84,500
Catalina 400, 2001.....	REDUCED! 159,000
Catalina 380, 1998.....	REDUCED! 119,000
Catalina 36 MkII, 2001.....	REDUCED! 95,000
Catalina 36, 1994.....	SOLD!
Catalina 34 MkII, 2007.....	NEW LISTING! 115,900
Catalina 34, 1989.....	47,500
Catalina 34, 1986.....	49,950

Catalina 34, 1986.....	49,900
Catalina 310, 2001.....	SOLD!
Catalina 309, 2009.....	93,500
Catalina 30, 1989.....	37,900
Catalina 30, 1984.....	SOLD!
Catalina 28 MkII, 1997.....	32,000
Catalina 250, 2005.....	23,900
Preowned Sailing Yachts	
Norseman 447, 1984.....	REDUCED! 179,000
Island Packet 380, 1999.....	SOLD!
C&C 38, 1979.....	SOLD!

Hunter 356, 2003.....	84,995
Ericson 32, 1970.....	REDUCED! 26,900
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Ranger 25 Tug, 2009, includes trailer.....	105,000
Ranger 21 Tug, 2008.....	39,000

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CALENDAR

www.spauldingcenter.org.

Sept. 14 — Sea Music Festival on the Pier at SF Maritime National Historic Park, 9:30 a.m.-5:30 p.m. Two stages on Hyde Street Pier will feature music from around the world. Music is free; vessel admission, \$5. Info, (415) 447-5000.

Sept. 14, 21 — Sail aboard San Francisco Maritime National Historic Park's scow schooner *Alma*. Learn the Bay's history on this 3-hour voyage, leaving Hyde St. Pier at 1 p.m. \$40 adults, \$20 kids 6-15. Info, www.nps.gov/safr.

Sept. 19 — Sail under the full moon on a Thursday night.

Sept. 19 — Arrgh, matey! It's Talk Like a Pirate Day!

Sept. 20-22 — Sabre Rendezvous on San Francisco Bay, starting on the Estuary and ending at Clipper Cove. Contact Jack Lennox at jack@jk3yachts.com for info.

Sept. 21 — Marine Swap Meet at Alameda West Marine, 7 a.m.-noon. Info, (510) 521-4865.

Sept. 21 — Marine Swap Meet at Martinez Marina, 8 a.m.-1 p.m. Info, (925) 313-0942.

Sept. 21 — California Coastal Cleanup Day, 9 a.m.-noon. Show up at the nearest drop-in site to do your part to keep our beaches clean. Info, www.coastal.ca.gov/publiced/ccd/ccd.html.

Sept. 21 — Delta Blues Festival at Antioch Marina, 12-7:30 p.m. Free. Great boat-in venue! www.deltabluesfestival.net.

Sept. 21 — Chula Vista Harborfest at Bay Side Park, 10 a.m.-8 p.m.. Live music on three stages, beer & wine garden, seafood fest, boat parade and *The Californian*, the state's official tall ship. Info, (619) 233-5008.

Sept. 22 — Usher in the autumnal equinox with a sail.

Sept. 26 — B&G Academy at Sausalito YC, 6:30 p.m. Learn about marine electronic use and calibration, navigation solutions and selecting electronics. Bring your mobile device(s). Presented by West Marine Sausalito and Navico. Free. Info, (415) 332-0202.

Sept. 26 — Boatrides & Barbecues fundraiser for Cass Gidley Marina & Sausalito Community Boating Center at Dunphy Park, 4:30-6:30 p.m. Free boat rides, music & BBQ. Info, www.cassgidley.org.

Sept. 28, 1957 — The three-masted lumber schooner *C.A. Thayer*, now docked at Hyde St. Pier, sailed under the Golden Gate Bridge after a 14-day voyage from Seattle.

Sept. 28 — 17th Annual PICYA Wheelchair Regatta, a powerboat cruise for disabled U.S. veterans, followed by a picnic at Encinal YC. Info, www.picya.org.

Sept. 28-29 — 21st Annual Northern California Women's Sailing Seminar at Island YC. Info, www.iyc.org/wss.html.

September, 1983 — It Was Thirty Years Ago from the article 'Wildly Immodest' in *Sightings*:

At times, publishers are given to make wildly immodest claims on the covers of their magazines. We were reminded of this recently when a new swimming/fishing/boating publication humbly announced that it was the largest marine publication in the Bay Area.

A mere wisp of a thing, we had no idea what they could be talking about until another publisher explained the joke. "Don't you see?" he asked. "Their pages are three inches wider and almost three and a half inches taller than yours." Okay, now we get it. Nobody ever accused us of being too bright.

But the prank did get us to thinking about which U.S. marine publication had the most number of pages. We were a little bit surprised to find that, when we compared August [1983] issues, we were larger than *Sail*, *Yachting*, *Cruising World* and the rest. It's something we can brag about to our grandchildren, and we thank all of our readers, advertisers and contributors for making it all possible. We've busted our

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CALENDAR

butts for you folks in the past and plan on humping harder than ever in the future.

Oct. 3 — SF2SF Ocean Race, a presentation about the newest around the world race by Cree Partridge and Jim Antrim at Corinthian YC, 6:30 p.m. Free. RSVP at www.cyc.org.

Oct. 4-6 — Westsail Owners Rendezvous at San Leandro YC. Guest speaker: Dave King. Would-be owners welcome! Info, www.westsail.org/NCrondy.

Oct. 4-26 — A Salute to the America's Cup art exhibit by BayWood Artists on the Bay at the Bay Model in Sausalito. Info, www.baywoodartists.org.

Oct. 5 — Redwood City PortFest, a free showcase of the waterfront. Live music, kids' activities, food and wine garden. Info, www.rwcportfest.com or (650) 306-4150.

Oct. 5 — Chula Vista Marina Swap Meet, 7 a.m.-noon. Info, boatslips@cvmarina.com.

Oct. 5-6 — US Sailing Advanced Judges Seminar at St. Francis YC. \$90-\$135. Register at raceadmin.ussailing.org/Judges/Seminar_Calendar.htm.

Oct. 5-6 — Hey, sailor, it's Fleet Week. Details can be found at www.fleetweek.us.

Oct. 19 — Baja Ha-Ha Welcome to San Diego Party at Downwind Marine, 12-4 p.m. Info, www.baja-haha.com.

Oct. 27-Nov. 9 — Baja Ha-Ha XX Cruisers Rally starts from San Diego! Info, www.baja-haha.com.

Racing

Aug. 31 — Windjammers Race. Pop the chute and head for Santa Cruz! SCYC, www.scyc.org.

Aug. 31-Sept. 2 — 61st Annual Labor Day Invitational Regatta at Marshall Beach in Tomales Bay. A family event complete with camping on a sail-in only beach along the Pt. Reyes National Seashore. Santa Rosa SC, www.santarosa-sailingclub.org.

Aug. 31-Sept. 7 — Knarr International Championship. SFYC, www.sfyc.org.

Aug. 31 — 25th Annual Jazz Cup, a 26-mile romp from T.I. to Benicia YC. SBYC, www.southbeachyc.org.

Aug. 31 — Catalina 38 Nationals at Berkeley YC, open to all Catalina 38s. Info, www.catalina38.org.

Aug. 31-Sept. 1 — BAYS #5 at TYC. PYSF, www.bayarea-youthsailing.com.

Aug. 31-Sept. 1 — Redwood Regatta on Humboldt Bay's Big Lagoon. HBYC, www.humboldtyachtclub.org

Sept. 1 — 22nd Annual Day on Monterey Bay Regatta to benefit Big Brothers-Big Sisters. SCYC, www.scyc.org.

Sept. 1-4 — The AC45 action heats up again with the Red Bull Youth America's Cup, pitting 10 teams made up of the world's best young sailors against each other in one of the Bay's most challenging sailing months. www.americascup.com.

Sept. 2 — Laser Sail Off on Half Moon Bay. HMBYC, www.hmbyc.org.

Sept. 3-7 — 2013 Access NAs. BAADS, www.baads.org.

Sept. 4-7 — U.S. Multihull Championships at SYC. Info, championships.ussailing.org/Adult/USMHChampionship.htm.

Sept. 7 — YRA Series Race 4. EYC, www.yra.org.

Sept. 7 — YRA-WBRA #7. HMBYC, www.yra.org.

Sept. 7 — Barth Race. CPYC/SeqYC, www.cpyc.com or www.sequotayc.org.

Sept. 7 — Fall Series #1. SSC, www.stocktonsc.org.

Sept. 7-8 — West Marine Fun Regatta for junior sailors. SCYC, www.scyc.org.



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2006 43' J/133
TANGO \$375,000

ADDL SAIL.....

- 1988 70' Santa Cruz 70 \$380K
- 2005 52' TP52 \$459K
- 2000 42' J/42 \$209K
- 2008 41' X Yachts X41 \$275K
- 1992 40' Sea Ray Express \$57K
- 2002 41' Hunter 410 (TX) \$139K
- 2001 40' C&C 121 \$195K
- 2010 39' Jeanneau 39i (TX) \$209K
- 1987 37' J/37 \$79K
- 2013 36' J/111 **SOLD**
- 1995 36' Sabre 362 (TX) \$159K
- 2006 36' J/109 \$186K
- 2006 35' J/105 \$116K
- 1995 35' J/105 **SOLD**
- 1994 35' J/105 \$115K
- 1998 33' Seawind Cat \$139K
- 1995 32' Pacific Seacraft \$107K
- 2005 32' Beneteau 323 **SOLD**
- 2011 31' J/95 **SOLD**



1998 40' Lobster Boat
SARI ANN \$140,000



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ADDL POWER.....

- 2008 44' Renzo Rivolta **SOLD**
- 2006 44' Oyster 43LD \$490K
- 2003 44' Hinckley Talaria \$625K
- 2014 34' BackCove 34 **CALL**
- 2014 37' Downeast 37 **CALL**



2005 40' Raider Aquapro RIB
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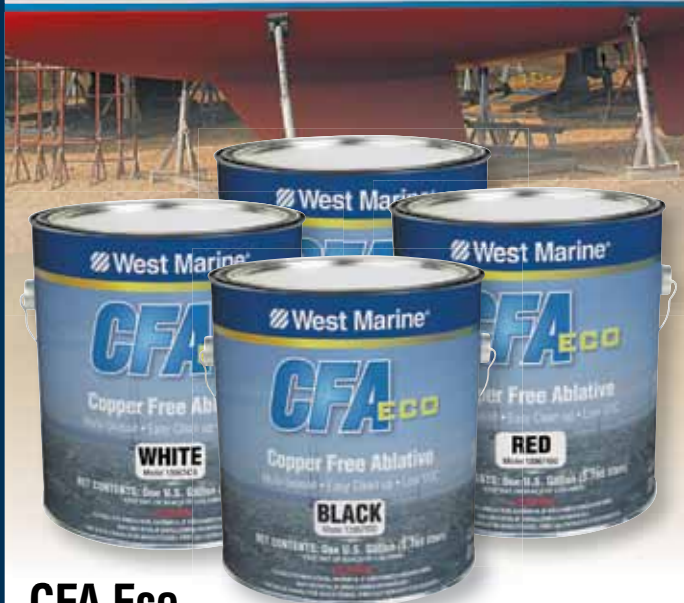
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CALENDAR

Sept. 7-8 — Millimeter Nationals. EYC, www.encinal.org.

Sept. 7-8 — Laser Champs. TahoeYC, www.tahoeyc.com.

Sept. 7-15 — Nespresso 18-ft Skiff International Regatta, including the Ronstan Bridge to Bridge, a mad dash from the Golden Gate Bridge to the Bay Bridge for 18s, boards and kites. StFYC, www.stfyc.com.

Sept. 7-21 — Two teams will duke it out in the 34th America's Cup. Expect AC Fever to overshadow every aspect of Bay sailing in September! www.americascup.com.

Sept. 8 — Fall #2 on Lake Elizabeth. Fremont Sailing Club, www.fremontsailingclub.org.

Sept. 14 — YRA-OYRA Southern Cross. BYC, www.yra.org.

Sept. 14 — Tornberg Regatta. TYC, www.tyc.org.

Sept. 14-15 — Totally Dinghy. RYC, www.richmondyc.org.

Sept. 14-15 — Beneteau Cup, fun racing (and learning) for Beneteau owners of any skill level, hosted by San Diego YC. Info, www.scyachts.com/join-beneteau-cup

Sept. 15 — Baxter/Judson #6. PresYC, www.presidioyachtclub.org.

Sept. 15 — Jack & Jill Doublehanded Regatta. SCYC, www.scyc.org.

Sept. 19-22 — Ultimate 20 Nationals. SCYC, www.scyc.org.

Sept. 21 — Small Boat Summer #3. EYC, www.encinal.org.

Sept. 21 — Schreiber Cup. OYC, www.oaklandyachtclub.net.

Sept. 21 — North Bay Challenge #6. VYC, www.vyc.org.

Sept. 21-22 — Tuleberg Regatta. SSC, www.stocktonsc.org.

Sept. 21-22 — Multihull Invitational. RYC, www.richmondyc.org.

Sept. 22 — Fall #3 on Lake Elizabeth. Fremont Sailing Club, www.fremontsailingclub.org.

Sept. 22 — Fall Series #1. FLYC, www.flyc.org.

Sept. 26-29 — 49th Rolex Big Boat Series, when Bay racing gets back to normal. StFYC, www.stfyc.com.

Sept. 28 — Wosser Cup. SFYC, www.sfyf.org.

Sept. 28 — Singlehanded #4/Commodore's Cup. SeqYC, www.sequoiayc.org.

Sept. 29 — Fall SCORE #2. SCYC, www.scyc.org.

Sept. 29-Oct. 5 — International Folkboat Regatta. RYC, www.richmondyc.com.

Sept. 30-Oct. 5 — Melges 24 Worlds. SFYC, www.sfyf.org.

Oct. 5 — Kay & Dave Few Regatta. CPYC, www.cpyc.com.

Oct. 5 — Oktoberfest. OYC, www.oaklandyachtclub.net.

Oct. 5 — Shorthanded Races. TYC, www.tyc.org.

Oct. 5-6 — YRA Season Closer. Island Tour on Saturday, Crazy 8 on Sunday. CYC, www.yra.org.

Oct. 5-6 — Sausalito Cup, a J/105 match race. SYC, www.sausalitoyachtclub.org.

Oct. 5-6 — Fall Dinghy Regatta. SCYC, www.scyc.org.

Oct. 5-6 — Vice Commodore's Cup. HMBYC, www.hmbyc.org.

Oct. 6 — Red Bra Regatta. SBYC, www.southbeachyc.org.

Oct. 6 — El Toro Stampede. RYC, www.eltoroyra.org.

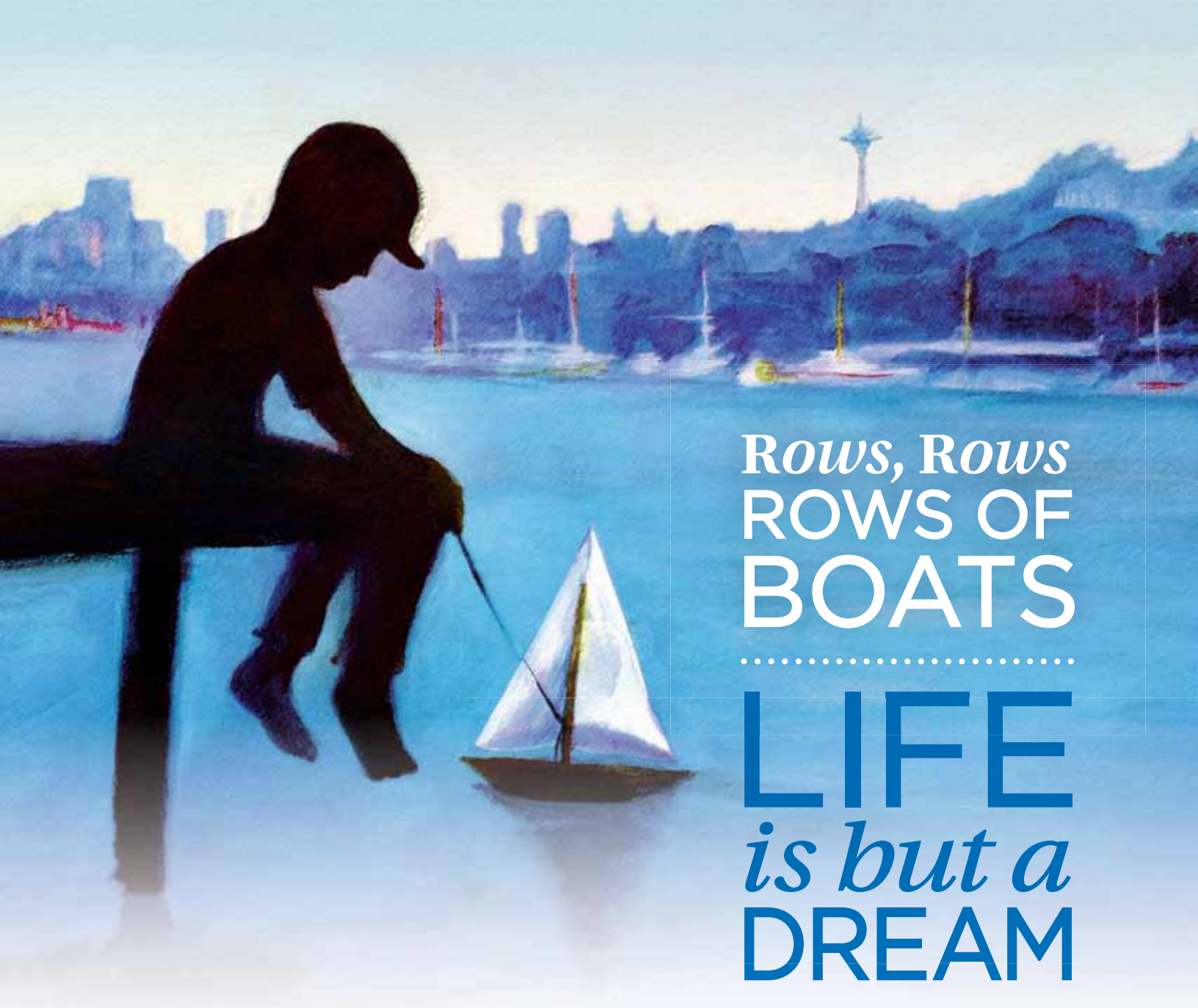
Oct. 6 — Chowder Series #1. BYC, www.berkeleyyc.org.

Oct. 11-13 — IOD NAs. SYC, www.sausalitoyachtclub.org.

Oct. 11-18 — International Knarr Championship. SFYC, www.sfyf.org.

Oct. 12 — Jessica Cup, fleet racing for big woodies. StFYC, www.stfyc.com.

Oct. 12 — Joan Storer Regatta. TYC's women skippers' race. TYC, www.tyc.org.



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\$44,000

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CALENDAR

Oct. 12 — Los Gatos Challenge Race. SeqYC, www.sequoia-yc.org.

Oct. 12 — Fall Series #2. SSC, www.stocktonsc.org.

Oct. 12-13 — PHRF Championship. MPYC/SCYC, www.scyc.org.

Oct. 12-13 — Vanguard 15 Fleet Championships on Tomales Bay. InvYC, www.invernessyachtclub.org.

Oct. 13 — Chowder Series #2. BYC, www.berkeleyyc.org.

Oct. 13 — Laser Short Course Championship at RYC. Info, nburke@skysail.com or (415) 601-7483.

Oct. 19-20 — Leukemia Cup Regatta, PHRF and one design racing to benefit the Leukemia & Lymphoma Society. Hosted by SFYC, featuring keynote speaker Sir Ben Ainslie. Info, www.leukemicup.org/gba.

Remaining Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 9/6, 9/20. Gary Helms, (510) 865-2511 or garyhelms44@gmail.com.

BAY VIEW BOAT CLUB — Fall Monday Night Madness: 9/2, 9/16, 9/23 (make-up). Arjan Bok, (415) 310-8592 or bayviewracing@sbcglobal.net.

BENICIA YC — Thursday nights through September. Grant, (510) 230-3649 or harlessgrant@sbcglobal.net.

BERKELEY YC — Every Friday night through 9/27. Patrick Hind-Smith, (415) 328-2819 or www.berkeleyyc.org.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intraclub only; Thursday evening JY15 races through October. Gary Farber, racing_chair@cal-sailing.org.

CORINTHIAN YC — Every Friday night through 8/30. Info, racing@cyc.org.

COYOTE POINT YC — Every Wednesday night through 10/2. Jim Maishin, (650) 793-0741 or regatta@cpyc.com.

ELKHORN YC — Saturday Beer Can Series: 8/31. John Herne, (831) 840-0200 or johnherne@gmail.com.

ENCINAL YC — Friday Night Summer Twilight Series: 9/6. Jim Hemiup, (510) 332-1045 or jhemiup@yahoo.com.

FOLSOM LAKE YC — Every Wednesday night through 9/25. Info, www.flyc.org.

ISLAND YC — Summer Island Nights on Fridays: 9/13. John, (510) 521-2980 or iycracing@yahoo.com.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/16. Steve Katzman, (530) 577-7715.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 10/2. Rak Kumar, rakk@copper.net.

OAKLAND YC — Wednesday night Sweet 16 Series through 9/4. Jim Hild, (510) 277-4676 or oycracecom@gmail.com.

RICHMOND YC — Wednesday nights: 9/4, 9/18, 9/25. Eric Arens, (510) 841-6022 or ericarens@comcast.net.

ST. FRANCIS YC — Thursday Night Kiting Series: 9/12, 9/19. Friday Night Windsurfing Series: 8/30, 9/13, 9/20. Robbie Dean, (415) 563-6363 or rdean@stfyc.com.

SANTA CRUZ YC — Wet Wednesdays through 10/30. Laser Fridays: 8/16. Info, (831) 425-0690 at scyc@scyc.org.

SAUSALITO YC — Summer Sunset Series on Tuesday nights: 9/3, 9/17. Bob Braid, (617) 699-6755 or race@sausalitoyachtclub.org.

SEQUOIA YC — Every Wednesday night through 10/9. Dan Lockwood, (650) 326-6783 or dan@hrnlockwood.com.

SHORELINE LAKE AQUATIC CENTER — Laser Racing every Wednesday night (BYOB) through late September. Maria Gonzalez, (510) 295-4114.

TIBURON YC — Every Friday night through 9/6. Ian Mat-



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51' ALEUTIAN CC KETCH, 1977

Integrity is a highly-customized Aleutian 51 motorsailer that has been meticulously upgraded and maintained by the current owners, who have more than 40 years of sailing experience. She recently completed a 10-year circumnavigation, having now provided successful and safe passages exceeding 45,000 nautical miles. Continuous upgrades and improvements include: new interior headliner (2003), all standing rigging replaced (May 2008), gelcoat completely redone (2007/2008), new Dickinson diesel heater (never used). Most recent bottom paint was applied in July 2013. All systems have been closely monitored, and there are only 2,000 on the rebuilt engine. Designed by Stan Huntingford, *Integrity* is no 'run of the mill' cruiser and needs to be seen to be appreciated.

Asking \$249,000.



40' PACIFIC SEACRAFT, 1998

Island Nomad was built for the current owner with many factory upgrades, improving upon the standard Voyager Package. Since her launch in 1997, she embarked on several Pacific Coast cruises to Mexico prior to heading out and completing a ten-year circumnavigation from 2002 to 2012. Even with the excellent reputation Pacific Seacraft enjoys as a true bluewater sailing vessel (well proven during *Island Nomad's* extended voyage!), this knowledgeable owner continued to make many improvements, additions and replacements to enhance her ability for worldwide cruising and to optimize her for singlehanded or shorthanded sailing in safety and comfort. A must-see for the person or persons ready to fulfill their dreams.

Asking \$298,000.



46' HUNTER 460, '00 \$164,000

Rosita has cruised from California to Mexico and spent much of the time between Mazatlan and Manzanillo. And she's loaded!



46' BENETEAU OCEANIS 461, '97 \$133,000

Fast, easy to sail, and has been professionally maintained. An offshore veteran, everything is clean, operating well, ready to go!



40' HUNTER LEGEND 40.5, '93 \$89,500

One of the roomiest 40-footers ever built, this boat has been a local Southern California boat and is well cared for. New dodger!



38' HANS CHRISTIAN MK II, '80 \$67,000

Attractively-priced Mk II offered by motivated seller. Complete hull overhaul in 2005 - new gelcoat, epoxy bottom, new standing rigging.



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Plenty of storage below. Equipped with solar panel, wind generator and dinghy davits. Numerous upgrades and improvements.



38' ENDEAVOUR, '85 \$59,000

Space both inside and out speaks in terms of a 40-footer. This is a vessel that should be at the top of the list for a boat in this category.



38' C&C Mk III, '86 \$38,000

Rigged to run races as well as take you offshore, with extra winches, spinnaker pole and double halyards. Willing to invest some TLC?



36' LANCER, '80 \$26,000

This very basic performance cruiser designed by Bill Lee and Bruce Farr will make a wonderful coastal cruiser, daysailer, or racer.



35' CONTOUR CUSTOM TRI, '05 \$70,000

Motivated seller! Make offers! Modern sail-handling systems with bow sprit, roller furling/self-tacking headsail, and full-battened main.



35' HUNTER 356, '02 \$84,500

Easily driven under sail, the Hunter 356 offered upgraded interiors that included Corian countertops and teak detailing down below.



32' CATALINA 320, '04 \$94,000

A very clean and tidy Catalina 320 that shows as near new. Tabernacled mast, Raymarine E80 chartplotter/radar and autopilot.



30' SUNBEAM OFFSHORE CRUISER, '87 \$24,900

Don't expect a new boat, however, for the serious cruiser she has the equipment needed to go offshore, and is priced to sell.

CALENDAR

thew, race@tyc.org or (415) 883-6339.

TREASURE ISLAND SC — Tuesday Night Vanguard 15 Team Races through 9/10. Dan Altreuter, daltreuter@gmail.com. Lasers & V15s every Thursday night through 9/26. Al Sargent, asargent@standfordalumnt.org.

VALLEJO YC — Every Wednesday night through 9/25. Gordon Smith, (530) 622-8761 or fleetcaptainsail@vyc.org.

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

September Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	LOW	HIGH	LOW	HIGH
8/31Sat	0301/0.7	1010/4.6	1455/2.8	2048/5.6
9/01Sun	0344/0.5	1046/4.7	1541/2.5	2137/5.7
9/02Mon	0421/0.5	1116/4.9	1621/2.3	2222/5.8
	HIGH	LOW	HIGH	LOW
9/07Sat	0109/5.4	0656/1.0	1334/5.7	1928/0.9
9/08Sun	0156/5.1	0731/1.4	1408/5.9	2013/0.7
	LOW	HIGH	LOW	HIGH
9/14Sat	0131/0.1	0850/4.7	1340/2.7	1949/6.0
9/15Sun	0232/0.0	0940/5.0	1445/2.2	2055/6.1
	HIGH	LOW	HIGH	LOW
9/21Sat	0127/5.5	0656/1.2	1323/6.1	1953/0.3
9/22Sun	0218/5.2	0737/1.7	1358/5.9	2020/0.3
	LOW	HIGH	LOW	HIGH
9/28Sat	0113/0.9	0839/4.5	1341/2.8	1913/4.9
9/29Sun	0208/0.9	1919/4.7	1434/2.5	2016/5.0

September Weekend Currents

date/day	slack	max	slack	max
	8/31Sat		0100/3.2E	0515
	1123 2243	1358/1.5E	1711	2003/2.0F
9/01Sun		0157/3.5E	0601	0913/2.9F
	1207 2334	1441/1.9E	1759	2051/2.3F
9/02Mon		0243/3.7E	0642	0949/3.1F
	1245	1516/2.3E	1841	2132/2.6F
9/07Sat		0003/3.4F	0310	0557/3.9E
	0923 2150	1219/3.4F	1522	1818/4.2E
9/08Sun		0045/3.4F	0355	0639/3.6E
	0955 2234	1255/3.2F	1554	1900/4.4E
9/14Sat		0653/3.1F	1011	1224/2.1E
	1552	1841/2.4F	2133	
9/15Sun		0045/4.2E	0450	0757/3.4F
	1107 2242	1331/2.5E	1659	1950/2.8F
9/21Sat		0008/4.0F	0317	0553/3.7E
	0924 2157	1214/3.5F	1512	1809/4.6E
9/22Sun		0053/3.8F	0406	0635/3.2E
	1005 2244	1253/3.1F	1550	1851/4.4E
9/28Sat		0644/2.4F	0946	1156/1.5E
	1545	1824/1.6F	2109	
9/29Sun		0010/3.0E	0426	0737/2.5F
	1035 2210	1258/1.8E	1641	1926/1.9F



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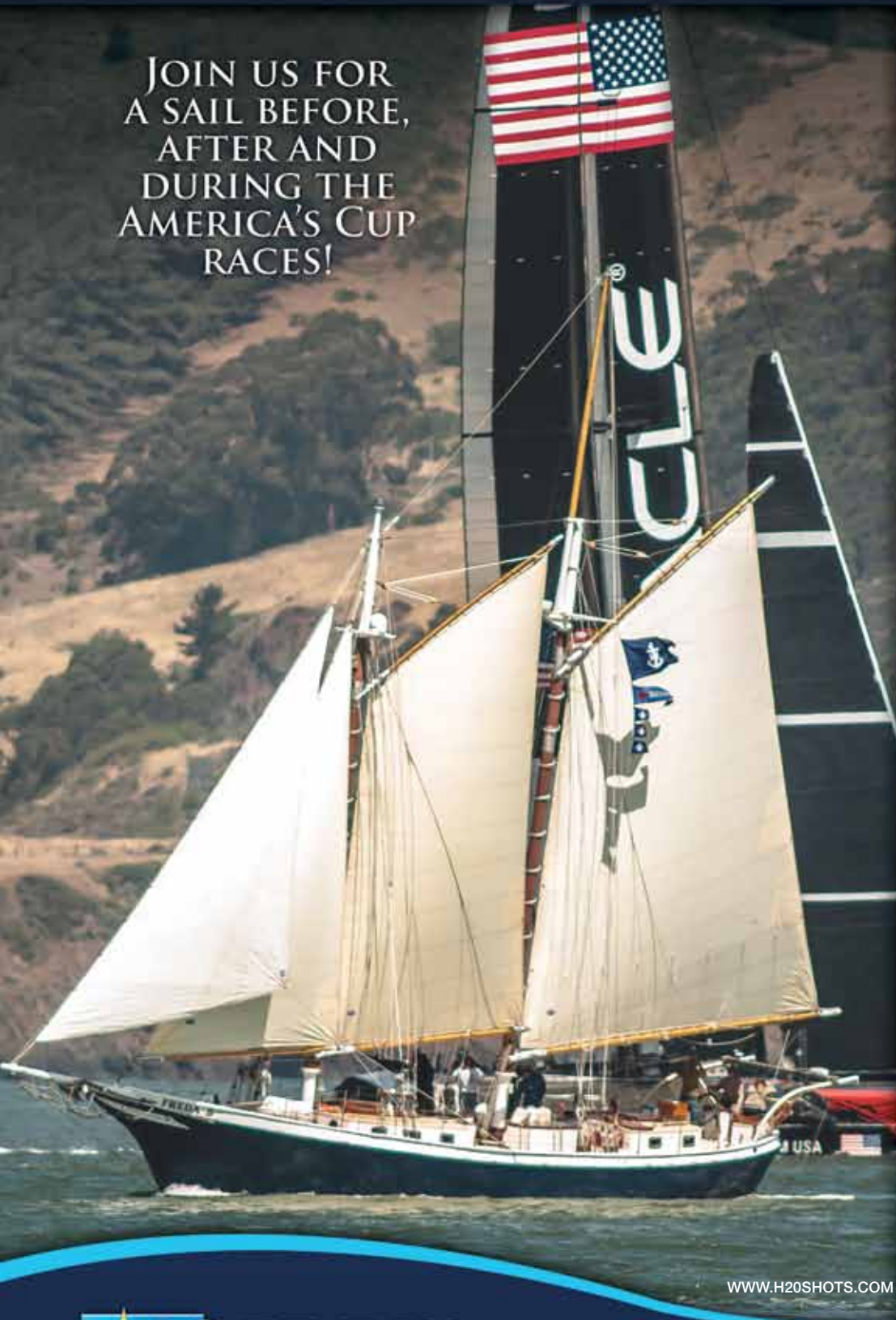
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LETTERS

↑↓ DON'T FORGET ABOUT ROSE NOELLE

In regard to the loss of *Niña*, *Latitude* listed the longest periods of time that people have survived vessel sinkings and such. You somehow forgot to mention the four men — John Glennie, James Nalepka, Rick Hellriegel and Phil Hoffman — who survived for 119 days in the overturned aft cabin of the 40-ft trimaran *Rose Noelle* in 1989. They ultimately washed up on New Zealand's Great Barrier Island, which is in the same general area of the world as where the *Niña* apparently was lost.



COURTESY ROSE NOELLE

The crew of 'Rose Noelle' survived for four months in the turtled trimaran.

The 119 days puts them in third place, between Poon Lim, who survived 131 days in World War II, and the Baileys, who survived 117 days after a whale sank their boat on their way from Panama to French Polynesia.

Warren Stimmer
 San Francisco

Warren — Right you are. The survival of the *Rose Noelle* crew is often omitted from lists of longest survivals at sea.

The four men were caught in heavy seas off New Zealand, and eventually set a sea anchor, which seemed to work well for a long time. Just before they attempted to retrieve the sea anchor and resume sailing, they heard a huge wave coming, and it flipped them. In retrospect, they think that not taking in the sea anchor earlier was a mistake.

The four had to scramble into the overturned aft cabin and, for the next four months, had to share a cold and damp space the size of a double bed. They eventually were able to cut a hole in the bottom of the hull — which now faced the sky — for the EPIRB. Although the EPIRB indicated that it was working for several days, the signal was never picked up. EPIRBs were notoriously unreliable back then.

Despite the many deprivations, the men appeared to be in such good shape when they ultimately were found on Great Barrier Island that some people were skeptical of their story.

Glennie, the owner of the trimaran, wrote a book titled *The Spirit of Rose Noelle: 119 Days Adrift*. It gets five out of five stars on Amazon.

↑↓ EVEN MORE GRAND THAN THE CUP ITSELF

I'm writing this just hours before the start the fourth race of the Louis Vuitton Semi-Finals — the one in which the Italian Luna Rossa team will beat the star-crossed Swedish Artemis team for the fourth straight time, and before the Luna Rossa team gets creamed by the Kiwis in the Louis Vuitton Finals. So far, I've found the America's Cup summer to be a bit of a snore, although the speed of the AC72s is incredible. And the concerts have been good.

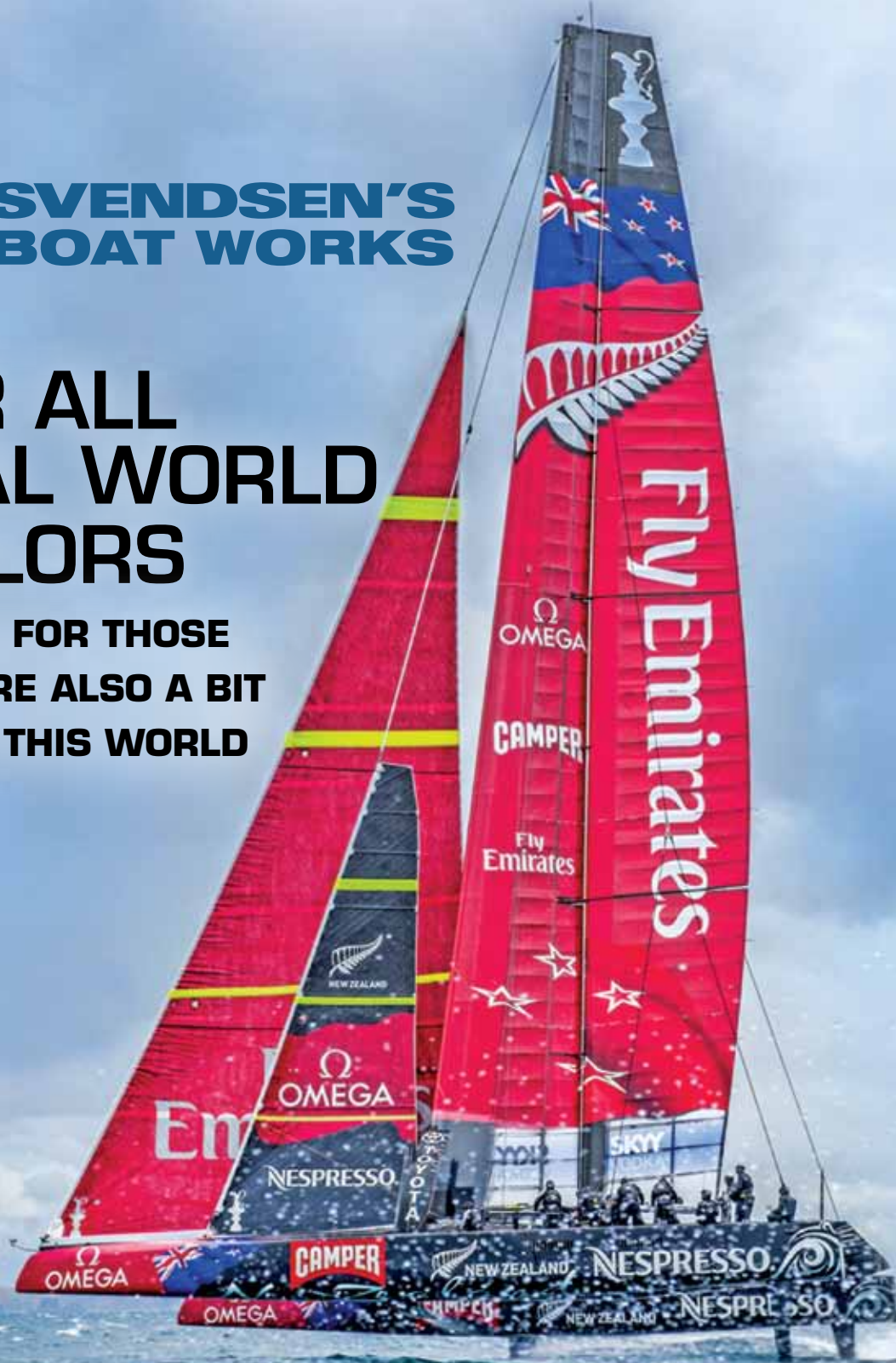
When it comes to racing, I suppose we can all hope that the America's Cup, between Oracle and Emirates Team New Zealand, will finally provide some real on-the-water excitement. But when it comes to spectator pleasure, I think the real sleeper for this America's Cup summer might actually be the Superyacht Regatta, which is slated for September 9, 11 and 13, the lay days of the America's Cup Final. Holding the Superyacht Regatta to coincide with the America's Cup started in New Zealand a few Cups back, and has always been a huge



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LETTERS

hit.

According to the America's Cup website, some 15 super-yachts, ranging in size from 85 to 300 feet, are expected to compete. Given the fact that the America's Cup folks promised 15 teams for the America's Cup, I'm not going to believe they're going to get that many participants until the boats actually hit the line. But I hope they do. I've been to the Voiles de St. Tropez and a couple of other superyacht regattas, and they are really something to see. In fact, I think most spectators would enjoy the Superyacht Regatta a lot more than the America's Cup itself.

Jack Rawson
San Francisco

Jack — We doubt anything is going to top the America's Cup for raw speed, but when it comes to a sailing spectacle, we agree, the Superyacht Regatta could be the biggest crowd-pleaser of all. The sight of the 214-ft all-carbon Hetairos running down the 289-ft Maltese Falcon on the Bay would be spectacu-



LATITUDE/RICHARD

Seeing superyachts such as the 174-ft sloop 'Salperton IV' sail around San Francisco Bay would be a sight, but we're not holding our breath.

lar. But it's all a matter of numbers. If the Superyacht Regatta really does attract 15 superyachts, it could be fantastic. But if they get just five, it's going to be a whiff. And we're a little concerned because the organizers are already fudging a bit. Sure, an 85-footer is a big boat, but proper superyachts start at 100 feet.

In too many respects, the America's Cup summer has been a flop, but we're hoping that the Red Bull Youth America's Cup, the Superyacht Regatta, and Cup can make everyone forget what came before. Everybody seems to think that the Kiwis are going to walk away with the Cup. We disagree. Oracle has done more two-boat racing than anybody with the 72s and has demonstrated an ability to foil upwind. We think they are going to retain the Cup.

↑↓A DOSE OF REALITY TV

Our neighbor, the captain of a 100-ft motoryacht, turned us on to *Below Deck*, a quirky reality show on Bravo supposedly about crewing aboard a 163-ft yacht in the Caribbean. It's pretty staged, but they manage to get across the drama of the charter business.

While paging through a past issue of *Latitude* today, I came across a photo of CJ Lebeau from a Ha-Ha recap — and recognized him as being one of the members of the crew on the *Below Deck* show! CJ was the guy who missed the first two legs of the 2010 Ha-Ha, but made his way down to Bahia Santa Maria and was able to hitch a ride to Cabo.

CJ plays the engineer of the boat. I say 'plays' because, while most of the regular crew of the yacht were dismissed during the five weeks it took to film the 10 episodes, the real captain, first mate and engineer were kept onboard to keep things under control. Given that it's a reality show, it's mostly

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ABOVE: J/88 hull #1 flying 3Di 760m mainsail and jib in Newport, RI. Photo courtesy J-Boats

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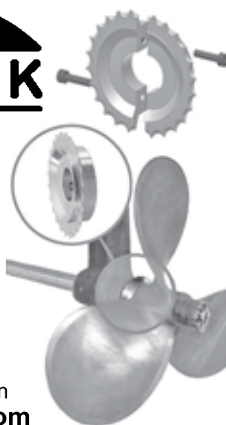
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LETTERS

about which chicks CJ hooks up with.

The first episode was based out of St. Martin, so perhaps the Wanderer will recognize the boat, *Cuor di Leone*, the name of which was changed to *Honor* to protect the innocent. Who knows, maybe you'll even run into CJ this coming winter.

Anyway, here's a photo from the Ha-Ha Beach Party



LYNN RINGSEIS

where CJ is applying a Ha-Ha tattoo to some unidentifiable chick — who bears a strong resemblance to Doña de Mallorca, Chief of Security for the Ha-Ha.

Lynn Ringseis
Moonshine
Leopard 43
Novato / BVIs

Expert Ha-Ha tattoo applier, CJ Lebeau, is now the star of a reality TV show.

Lynn — Thanks for the heads-up. We checked out a couple

of YouTube clips of the show, and it was a pretty dreadful concoction of manufactured drama. We also saw a clip of CJ giving a tour of the boat, and he actually did a good job — in a reality-show way.

THE MILSKIS ARE UNCOMMONLY GOOD SAILORS

I am a recent follower of *Latitude 38* from the other side of the Pacific, and I was really pleased when I saw the interview with Jim and Kent Miski of the Schionning 49 *Sea Level*. What comes through in their commentary is a relaxed confidence, and they play down their achievements. However, without wishing to embarrass them, I feel I should flag up the fact that they are a seriously accomplished team of sailors and all-around good people — as are their pals, Steve and Manjula Dean of the Corsair 41 catamaran *Endless Summer*.

My wife Kate and I were lucky enough to meet the four of them in Vanuatu in somewhat unusual circumstances in 2010. We were on John and Amanda Neal's *Mahina Tiare III*, doing the leg between Port Vila and Noumea. As we pulled into Port Resolution on Tanna, there was intense VHF radio traffic about a local small motorboat that had overturned 24 hours before while making the passage across from the neighboring island of Aniwa. The small boat had been overloaded with men, women and some children, as well as the produce that they hoped to trade for some diesel for their island's small generator. A rescue effort coordinated by a New Zealand SAR aircraft had begun, but they were calling for all available craft to assist.

John and Amanda — a couple who deserve more recognition — immediately put to sea. At the same time, Jim and Kent on *Sea Level* and Steve and Manjula on *Endless Summer* were approaching Port Resolution from Fiji. Despite doubtlessly being tired from a shorthanded passage, the crews of both boats immediately volunteered assistance and were assigned a search area.

It was a jaw-dropping moment when Jim came on the radio some hours later to report they'd found one survivor, then another. The two had survived 36 hours in the water clinging to bags of coconuts. The Miskis got both men aboard, and restored them with tea and chocolate to the extent that, when they were later dropped off on shore, they were nearly restored to good shape.

The next morning there was a conference between the cruisers and the villagers about how much longer to continue

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LETTERS

searching, given that there were still eight people, including women and children, missing. It was decided that, while the chances of anyone still being alive were slim, we should search for one more day, in part to help give the villagers closure.

As a result of this additional day of searching, Kate and I, who are medics, found ourselves aboard *Sea Level*. It was



KENT MILSKI

The 'Sea Level' crew saved found two survivors of a boating accident.

quickly apparent that Jim and Kent were uncommonly able sailors. Equally amazing was the boat itself, and because the workmanship was so staggeringly good, I found it hard to believe that Jim had completed her from a kit. Jim is a dedicated craftsman as well as an expert mariner.

We met again a couple of months later when they passed through Brisbane on their way to Tasmania, and discovered they are lively company on land as well. Having known them but briefly, I felt compelled to relay a story that highlights their many qualities as human beings and that modesty may have prevented them from telling.

Jonathan Fawcett
Brisbane, Australia

LOG BOOK MEMORIES

From 1980 to 1994, I lived aboard and sailed my Hunter 37 *Sandpiper* all over San Francisco Bay. I had one requirement of everyone who sailed with me — they had to leave an entry in my log book before they left my boat. When I sold *Sandpiper*, the book was stowed away with a lot of my sailing gear, and I had no thought of reading it again.

Well, things change and relationships end, so once escrow closed on the house, I started searching for my retirement



FRON ROWE

Log books can bring up fond memories of past adventures. Just watch out for anyone who might be reading over your shoulder.

home on the water. I found her in my soon-to-be-rechristened Crealock 34 *Marion Christina*. Naturally, I started going through all my old boxes of gear, during which time I came across the old log book. I spent several hours laughing as I read it and found myself longing for 'the good old days'. Some of the entries:

- The first day I sailed *Sandpiper* alone after my fiancée and I split.
- The first sail with my parents.
- Sailing with friends of friends, who were nicer than my friends.
- Friends now gone and friends now in foreign lands.
- The day I found a body off Stinson Beach, which happened to be the same day I blew the exhaust manifold when

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VOLVO PENTA

LETTERS

I left the slip. As a result, we had to tack back and forth near the body until the Fish & Game boat *Chinook* relieved us.

But I learned one lesson from re-reading the log book: never let a girlfriend sign your log until you're completely sure you'll never get back with the old girlfriend. Because if you do, you'll have a lot of explaining to do.



RON ROWE

Ron's new lady love, 'Marion Christina'.

going to happen out there."

I left the dock at Marina Village on July 20 by myself in fantastic weather. I steered clear of anything heading toward the America's Cup, raised the sails off Alameda Point, and headed toward the South Bay. The day was going great when suddenly I came upon a small group of harbor porpoises. They swam in front of the boat for a few seconds, jumped in and out of the water, and then departed. I continued on for another hour or so and started back to Alameda, when I ran into them again.

It was truly a great day on the Bay, and gave me a fantastic first entry into my new log book.

Ron Rowe

Marion Christina, Crealock 34
Alameda

↑↓ SIZE DOES MATTER, KIND OF

The July 30 edition of the *Whidbey News-Times* had a story about Rimas Meleshyus, 61, a Russian immigrant, who'd sailed out of Oak Harbor the day before hoping to cruise into sailing history. He departed aboard a San Juan 24 he purchased for \$500, and hopes to complete a nonstop circumnavigation in seven months.

It was interesting to me that his San Juan 24 would make him ineligible for entry in the Baja Ha-Ha, as boats need to be at least 27 long for that event. Care to comment?


Robert X.
Oak Harbor

Robert — Sure. Meleshyus would not be permitted to enter the Ha-Ha, not necessarily because of the length of his boat, but because he's singlehanded. Given the number of Ha-Ha boats sailing in pretty much a straight line, the Ha-Ha Committee doesn't think it would be safe or fair to others to have a boat on the course that didn't have someone on watch at all times. For the record, there has only been one collision in the Ha-Ha, and that was a bump from behind early on the first day of the first Ha-Ha, when there were only 30-some boats.

While the stated minimum length for Ha-Ha boats is 27 feet, sailors with shorter boats can seek special dispensation from the Ha-Ha Race Committee. And the Race Committee, after determining that the skipper has substantial offshore and sailing experience, has usually given it. For example, Raymond Jackson was given permission to do the second Ha-Ha in '95 with his Redding-based Cal 25 Duck Soup. And in '09, Jay Bowden was allowed to Ha-Ha with Little Lara, his Santa Barbara-based Dana 24.


The smallest Ha-Ha entry to date has been Dulcinea, Randy

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LETTERS

Ramirez's Stockton-based Flicka 20 in 2006. When Ramirez inquired about dispensation, the Committee asked where he had sailed his boat. He said that he'd sailed her to Canada and back. Actually, that's just what the Committee thought he said. He actually said that he'd sailed the boat to Catalina and back. It wouldn't have mattered, as either one would have been good enough.

About five years later, Ramirez teamed up with Jenny Haldiman on her Stockton-based Mariah 31 Mystic, and the two became known in the South Pacific for almost always sailing onto and off the anchor, moorings and docks. The two burned just 12 gallons of diesel in their nine-month crossing from California to New Zealand, forever earning our respect.

As for Meleshyus, we wish him all the best in his audacious endeavour, but we have significant concerns. First, while the San Juan 24 is a fine little boat, she was designed and built for sailing in protected waters, not rounding Cape Horn and/or a



RIMAS MELESHYUS

Meleshyus' first San Juan 24 was lost during an ill-fated passage across the Gulf of Alaska.

fast trip around the world. Nor was she intended to carry the considerable provisions necessary for a nonstop circumnavigation.

Second, Meleshyus has already lost one San Juan 24, during an ill-fated 34-day attempted passage across the Gulf of Alaska. He was rescued by the Coast Guard nine days after being shipwrecked. Third, when he departed Oak Harbor on his circumnavigation, it was the first time he'd ever sailed that particular San Juan 24.

We are aware of the many circumnavigations made with small boats, the smallest being former Berkeley resident Serge Testa's 11-footer. But few, if any of them, were via Cape Horn and nonstop. Our fear is that Meleshyus is underestimating the power of the ocean, which can be dangerous, if not fatal.

↑↓ A PROLONGED BLAST

Recently one of the members of a sailing group from the East Bay got pretty upset with me — in fact, later in the day he flipped me off — because I sounded a four-second blast upon leaving my Sausalito slip under power.

Evidently he related the sound of my boat horn to that of car horns on the street, and figured it was an insult aimed at him. He was crossing about 50 yards ahead of my bow. He also claimed that I must have sounded my horn because I was speeding. According to my boat's readouts, I was doing 1.7 knots.

In fact, my prolonged blast was intended for the many other boats and kayaks in the area that I couldn't yet see because of the large berthed yachts blocking my view on either side of the fairway that I was leaving. His proper response would have been an answering horn, not getting pissed. He needs to learn the rules, as do many others who think use of proper sound signals on the water might be rude.

Those who have studied the rules know that a prolonged blast of four to six seconds is required by USCG/federal regulation when approaching an obstructed view of the waterway and when leaving a dock.

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LETTERS

she shall sound one prolonged blast."

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Bob Braid

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Race Chair, Sausalito YC

Bob — Your prolonged blast is the correct signal when departing places such as Sausalito Yacht Harbor, Pelican Yacht Harbor and Schoonmaker Point Marina, where it's often not possible to see if there is traffic approaching in the channel. Lots of skippers don't make the signal. We suppose half don't because they are not aware of the requirement, the other half because it would make for some very noisy Sunday afternoons in Sausalito.

↑↓ EIGHT BELLS FOR ALEX KOZLOFF

I'm sorry to have to report the passing of Alex Kozloff, a longtime catamaran enthusiast and my good friend. Alex was the first American to win the Little America's Cup, and he later designed and built the D cat *Invictus*.

At one point, Michael Fay's Kiwi syndicate chartered *Invictus*



Alex Kozloff designed and built 'Invictus', now known as 'Adrenaline'.

to help his 'big boat' prepare for the monohull versus multihull America's Cup against Dennis Conner in San Diego. I had the pleasure of sailing with Alex on *Invictus* for a few days in that series. What a trip! *Invictus* is now Bill Erkelens' *Adrenaline*.

Alex and I worked together on many projects over the years, including the Duffy Voyager, a 62-ft electric powered trimaran. Alex was the most upbeat and positive guy I ever met.

Jim Antrim
El Sobrante

↑↓ THE 'CREOLE CURSE'

It's unfortunate that the current round of interest in large old wooden yachts has been sparked by the apparent loss of the 70-ft American staysail schooner *Niña* in the Tasman Sea. Nothing has been heard of the schooner, which was built in the Northeast in 1929, or more importantly her seven crew, since early June. What a terrible tragedy.

Although I've never owned a large wooden yacht, I've always been a fan of them, and thus was a little surprised that *Latitude* failed to mention the long and somewhat dark history of the 214-ft three-masted black-hulled schooner *Creole*, the largest wooden yacht ever built. I remember her from when she was in San Diego for the America's Cup in '91. It's my understanding that the yacht has long been associated with misfortune, misery — and maybe even murder. Can *Latitude* fill me in with some details?

Kent Minton
San Diego

Kent — It's a history as improbable as the great yacht itself. As Kim Hampton detailed on her site Yachtpals.com, Creole was designed in the mid 1920s by Charles Nicholson of England for Alexander Cochran of New York, who christened her Vira. After



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graduating from Yale, Cochran, who had inherited \$40 million from the family stake in the largest carpet manufacturer in the world, had taken up yachting as a way to pass his time. The so-called "richest bachelor in New York City" participated in the America's Cup with Vanitie, after which he called on Nicholson to create the ultimate personal yacht. Vira was built by Camper & Nicholson in Gosport, England, and launched in 1927.

Unfortunately, by the time Vira was launched, the then-50-year-old Cochran was suffering so badly from tuberculosis that he could barely walk from the bow to the stern. As he was too weak to break the celebratory bottle of champagne over the bow, he had a friend do it. It was considered a bad omen that his paladin needed three attempts to break the bottle of bubbly.

Cochran would only own Vira for two years, and they weren't very good ones for him or the yacht. Quite ill by this time, Cochran had the schooner's masts shortened several times, changed the keel, and added a lot of internal ballast. The net result was disastrous, as Vira's performance suffered badly and she rolled at anchor much more than before. Cochran lost interest in the yacht before he passed away in 1929.

Vira was purchased from Cochran's estate by Maurice Pope, who rechristened her Creole, and restored her three masts to their original height. In 1937 the yacht was bought by Sir Connop Guthrie, who returned Creole to Camper & Nicholson to have her restored to her original design. She subsequently sailed wonderfully, and won many regattas in grand style.

With the rise of Nazi Germany in 1939, Creole was drafted into military service as a minehunter, and renamed Magic Circle. After the war, she was returned to the Guthrie family, albeit stripped of her masts and interior, and thus barely recognizable.

Once again named Creole, the yacht continued to deteriorate until Stavros Niarchos — whose parents had owned a department store in Buffalo, New York until three months before he was born in Athens, Greece — purchased her in 1948. Niarchos had become wealthy in the 1940s and a multimillionaire in the 1950s as a result of building and operating the largest oil tankers in the world. It was after Niarchos bought Creole that things really started getting dark — if not a tad incestuous.

The 'Golden Greek' poured money into the dilapidated yacht for many years. The results were spectacular, however, and eventually Creole was once again worthy of having the finest art hanging from her walls. Niarchos spent much of the 1960s aboard Creole, and often referred to her as his home.

But in 1970, Eugenia Livanos, Niarchos's third wife and daughter of fellow Greek shipping magnate Stavros Livanos, was found dead from an overdose of barbiturates on Niarchos's private island. Although Niarchos was exonerated, the circumstances of his wife's death were never clear, and they cast Niarchos negatively in the public spotlight. He reportedly never sailed his much-loved schooner Creole again.

Niarchos's relationship with Eugenia had been an unusual one. While married to her, he had a well-known affair with Pamela Churchill Harriman — who seemed to have affairs with many rich and powerful men. After Eugenia and Niarchos were divorced, he married Charlotte Ford, daughter of Henry Ford II, in Mexico. After having a child with Ford and then divorcing her, Niarchos took up with Eugenia once again. Indeed, she would have become his fifth wife, in addition to being his third, had Niarchos' Mexican marriage to Ford not been recognized as illegitimate.

It gets even stranger.

A year after Eugenia died of the drug overdose, Niarchos married Athina, the Marchioness of Blandford. Athina was not only the sister of his late wife Eugenia, but had also been the first wife of Aristotle Onassis, Niarchos' bitter rival in shipping,



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riches and women. In 1974, four years after getting married, Athina died of a drug overdose in Paris, making her the second Livanos daughter to die of a drug overdose while married to Niarchos. Curious. It's not known if there was a connection. But following Athina's death, Niarchos put Creole up for sale.

The next owner of the 214-ft schooner was as unlikely as could be — the Danish government. Displaying the infinite wisdom governments are known for everywhere, the Danes decided the world's largest luxury yacht would make a wonderful sail training vessel for . . . school children. After that proved to be not such a bright idea, they came up with an even more foolish one — using Creole as a tool in an attempt to rehabilitate drug addicts. As one might imagine, the poorly-cared-for yacht went to hell once again. By the time the Danish government sold her in 1983, Creole needed a savior.

That savior turned out to be Italian couturier Maurizio Gucci, who unlike anyone else, both saw the potential in Creole and had the money to realize it. Pledging to restore Creole to her former glory, Gucci had her in the shipyard for six years, and spent a vast fortune having her restored. The results were spectacular, and Creole was once again one of the most beautiful yachts in the world, fully worthy of the Gucci name. She was more than just good looking, too, as she won many regattas.

As you mention, Creole came to San Diego in 1991 for the 28th America's Cup, but soon things started to go south once again. It was in '91 that the divorce of Gucci and Italian socialite Patrizia Reggiani, his wife of nearly 20 years, was finalized. The divorce might have been caused by the fact that six years earlier Gucci had told his wife he was going on a short business trip, but never came home. His 'business' was actually being in the arms of a younger and more beautiful woman. After the divorce in '91, things got worse for Reggiani, as a year later she was found to have a brain tumor. Miraculously, she survived and is still alive today.

Three years later, Gucci was brutally gunned down by a hit man on the steps of his office in Milan. Rumors circulated among the yachting community that the 'Creole Curse' had struck again.

A year later, Reggiani, then known as 'the Black Widow', was arrested, accused of hiring the hit man who killed her ex-husband. In the words of one wag, it brought together Italy's four greatest obsessions — sex, money, designer footwear and astrology — so it was the Italian trial of the century. After Reggiani's personal psychic admitted that she had hired the killers

on behalf of Reggiani, the gig was up, and the ex-wife was sentenced to 29 years in prison.

Allegra and Alessandra Gucci, Maurizio and Patrizia's two daughters, appealed to have their mother's conviction and sentence overturned, arguing that the brain tumor had affected her judgment and



COURTESY CREOLE

'Creole' has had a fascinating — and rather sordid — history.

her judgment and behavior. Their appeal was not universally supported by the extended Gucci family and, in any event, was denied. When Reggiani was offered a chance at parole in 2011, she dismissed it by famously saying, "I've never worked in my life and I'm not going to start now."

Creole is now owned by Allegra and Alessandra Gucci, but



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is rarely sailed. The sisters prefer to race the family's engineless 60-ft gaff sloop Avel which, like Creole, was designed by Charles Nicholson. But get this, she was built in 1897, 30 years before the huge schooner! Avel won her division in the Voiles de St. Tropez in both 2011 and 2012, with Allegra helping on the bow and Alessandra tailing the main.

So why do the Gucci women still own Creole? There may have been a hint in what they said following their most recent win at St. Tropez: "We must always look after the tradition, taking care of the boats."

People with smaller boats often gaze at megayachts in jealousy, unaware that big problems often come with big fortunes needed to buy and maintain megayachts. Creole, the biggest wooden yacht ever built, is perhaps the biggest cautionary tale of all.

↑↓ THE WOODEN HULL YC STEPS UP

I enjoyed the article on the Wooden Hull YC's One More Time Regatta in the August issue of *Latitude*. There's a photo of me standing next to Dennis Conner, and the caption identifies me as the Commodore of the Del Rey YC. I'm actually the Commodore of the Wooden Hull YC.

For what it's worth — and a little self-promotion — I've taken three firsts in class and one second in class in the last four McNish Classics with my Kettenburg 40. Not bad, eh?

If there's any way we can get an article that details the wooden boating community between San Diego and Port Townsend, I'd be an enthusiastic supporter.

Steve Guilford
Antares, Kettenburg 40
San Pedro

Steve — Three firsts and a second, not bad at all.

If the participants in classic yacht regattas want to get publicity, the basics of the event and results need to be made available to us. The folks at the Wooden Hull YC did a good job this year with the One More Time Regatta, but what happened with the McNish? We couldn't find any information on the July 27 event.

↑↓ BOATERS LOOK OUT FOR ONE ANOTHER

Once again we are in debt to our fellow sailors for helping us out of a sticky situation. After two days anchored at Decker Island in Horseshoe Bend near Rio Vista, our batteries had run low and we couldn't start the engine. Tristan, from the nearby 54-ft ketch *Excalibur*, offered some long jumper cables, and a local day-tripper motorboat, whose name we didn't get, used them to hook up their batteries to ours. Within minutes our engine was running.

The owner of the ketch and the motorboat were very gracious about giving assistance, repeatedly saying that the boating community looks out for one another. A big thanks to both boats and their passengers!

Gayle & Pete Vaughan
Cover Girl, Catalina 34
Benicia

↑↓ PERSONAL LOCATOR BEACONS

I liked last month's editorial response, the one that reviewed EPIRBs and other distress messaging options for boats. But what I'm looking for is something that I can wear in case I fall overboard when I'm on watch and my husband is asleep.

I know there are personal EPIRBs, but that's not going to do a lot of good if I fall over during the Ha-Ha or halfway to the Marquesas. In those cases I would likely die of exposure or



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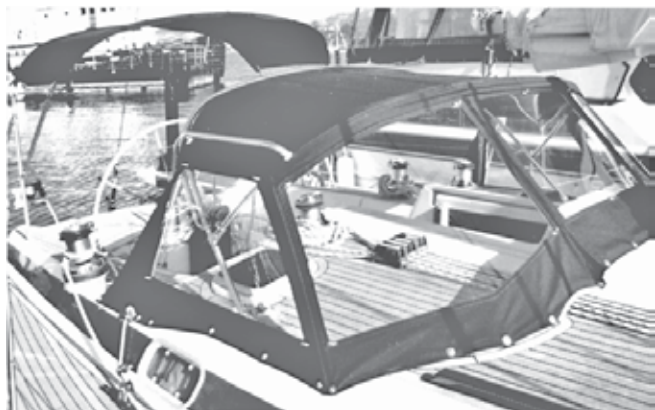
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drowning before my personal EPIRB would bring help. Can't somebody come up with something that will signal the boat I've fallen off that I'm in the water and need help?

Ellen Eferon
Two for the Road, Custom 46 Sloop
Sitka, Alaska

Ellen — They have. In the past there have been some devices that would send signals if you fell overboard, but the new SafeLink R10 by Kannad, and the SmartFind S10 by McMurdo, introduce superior technology to the solution. And the FCC was nice enough to approve the devices, called PABs (Personal AIS Beacon), a little more than a year ago.



Kannad's SafeLink R10 will send a signal to every receiver in a four-mile radius.

There are some PFDs that will semi-automatically turn on the Kannad device, which would be good if you went overboard because the boom whacked your coconut during an uncontrolled jibe.

The PAB works using AIS technology. When you turn it on, an alarm goes off aboard every AIS-equipped boat within four miles, giving your precise location, and each boat's bearing and range to you. Brilliant!

We know of a number of mariners over the years whose lives would have been saved by a PAB. In our estimation, PABs are just as important to doublehanded boats as EPIRBs are to the boat itself. The West Marine website has a video with Chuck Hawley explaining what's so great about the products, which retail for just over \$300. If you're a couple going cruising, where there often will be just one of you on watch, we can't recommend PABs highly enough. And if you're doublehanding, you only need one of them.

⚡ EIGHT BELLS FOR JIM CASEY

Jim Casey, a beloved character and friend to many people in the sailing communities of Lake Tahoe, San Francisco, and Mexico, passed away in early August. His wife Jamie shared his story with me, and we thought people in the sailing community might like to remember Jim with us.

Jim was an Iowa farm boy who discovered sailing in 1973 when he met Jamie at South Lake Tahoe. He bought a used Laser and learned to sail the old-fashioned way — by going sailing. They inherited their first keel boat, an Endeavor 26 named *23 Skidoo*, and won the Trans Tahoe thanks largely to the boat's massive handicap. They then bought a series of faster boats, including the J/109 *Ice Nine* and J/124 *Pleiades*, racing on Lake Tahoe and winning their share of Trans Tahoe and Southern Crossing races. They also spent many glorious summer nights 'boat camping' around the lake.

Jim loved sailing in warm weather, and one year he went to the boat show and came home the owner of a Jeanneau 43DS charter boat in the British Virgin Islands. He and Jamie sailed charters in the BVIs, Tahiti, British Columbia and Thailand, and then brought *Sierra Luna* through the Panama Canal to Mexico and renamed her *Tomatillo*.

Jim found a second home at Punta Mita on Banderas

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Bay, where he spent his last few winters. He contributed to the local community, working with the nonprofit community development project PEACE (Protection, Education, Animals, Culture, and Environment) and the Puerto Vallarta Marine Turtle Protection Program.

Anyone who knew Jim will remember him as a gentle, soft-spoken man with an inner core of steel, who lived life with gusto. He worked hard and played hard. After a race he drank his tequila in a wine glass at the Tahoe YC bar, and his crew was often treated to a meal at a fine restaurant where he had an "account," having traded roofing or sheet metal work for restaurant credit.

Jim Casey will be will be dearly missed by his family and his many friends.

Anne Thomas, with Jamie Casey
Lake Tahoe

Readers — Jim was a neighbor of the Wanderer and Doña de Mallorca in Punta Mita, Mexico. We raced against each other, we cruised together on Profligate, we rode motorcycles through the jungle to Sayulita together, and he even trimmed the main — electric — on Profligate during races after his arm was amputated. Jim was the first to admit that he could be 'passionate' about his opinions — including the racing rules, keeping the cars off the beach at Mita, poblano chiles and tequila — but he was much-loved and will be greatly missed.

↑↓ KAISER PONIED UP

In the August issue you wrote that you thought the bills for Doña de Mallorca's post roll-over CAT scan and other treatment at the San Javier Hospital in Nuevo Vallarta would be paid by Kaiser Insurance. I don't know why, but sometimes I feel that insurance companies give the impression they will pay for something, then don't. Can you confirm that they paid for it?

Jeffery Goode
San Francisco

Jeffery — Kaiser, to their credit, paid the bill, apparently because it was emergency treatment. It's also de Mallorca's understanding that they would have paid for emergency surgery or, if necessary, a flight back to California for additional treatment done at a Kaiser hospital in California. However, this is just her understanding, and it may vary from one Kaiser plan to another, so she's not making any guarantees.

We're also happy to report that de Mallorca, thanks to good luck and a seatbelt, hasn't suffered any adverse affects from rolling over twice.

↑↓ HEALTH CARE COSTS IN MEXICO

A lot of us Baby Boomer-sailors are considering taking off cruising to Mexico and/or beyond in the next few years, and health care costs are naturally a big concern. What can you tell us?

Samantha Smith
San Jose

Samantha — Funny you should ask, because that topic came up during the cruisers' motorcycle ride from La Cruz to Sayulita the other morning.

We got our first bit of information from Dan Orlando, who with his wife Deborah arrived at Puerto Vallarta aboard their Roche Harbor, Washington-based Maple Leaf 48 Summer's Echo on Christmas Eve in 1999. While they dock their sailboat behind their home at Marina Iguana, they are also both full-



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time captains of other yachts. About two years ago, Dan was grazed by a pickup truck while riding his motorcycle. He ended up dazed on the ground. Philo Hayward of Philo's Music Studio was right there, and rushed him to the San Javier Hospital in Puerto Vallarta.

"The hospital was beautiful," remembers Orlando, "and they didn't even ask my name or if I had insurance before immediately taking me back to the examination room. They did three CAT scans; two on my head and one on my thigh. In addition, they did three X-rays; two of my hand and one of my leg. I was examined by both a neurosurgeon and an orthopedic surgeon, tended to by nurses, and kept overnight for observation in a very nice room. The total cost was \$2,500 USD."

We wonder what that same treatment would have cost in the States, and how long he would have had to wait in the ER.

Philo Hayward, who sailed to Mexico with the Ha-Ha in 2000 with his Cal 36 Cherokee, says he is one of many Americans in Mexico who has IMSS health insurance, which is sort of like their social security health insurance. It covers just about everything and costs — you're going to want to sit down before you hear this — just \$320. That's \$320 a year, not a month. Philo once went to an IMSS hospital to have a camera lowered into his gut to check for an upper-level hernia. There was no charge. Had there been a charge, it would have been \$300 USD. The quality of IMSS hospitals varies depending on where you are in Mexico. They tend to be quite good in urban areas such as Vallarta.

The mother of Philo's Mexican partner suffered from cancer and passed away a few months ago, and was covered under IMSS. She got chemo and radiation treatments, and what Philo considered to be good medical care. She was treated in Guadalajara, and Philo says that if there had been anything more that could have been done in Mexico City, she would have been sent there, and if anything more could have been done, she would have been sent to . . . Arizona.

Since we were out SUP-ing with Mike and Robin Stout of the Redondo Beach-based Aleutian 51 Mermaid later that day and talking about dental costs, we can report the following: Mike paid \$80 for having two teeth extracted in Mexico. The couple also flew their son Austin, a vet of the Ha-Ha, from L.A. to La Paz twice for dental care. "He got his teeth cleaned, whitened, and X-rayed, had a root canal, and got a crown — all for less than the crown would have cost in L.A.," says Robin. "I pay 500 pesos to get my teeth cleaned, X-rays, and a full exam." Five hundred pesos is \$40. Dental offices in Mexico can range from old-style to immaculate with all the latest high-tech equipment.

As for health and dental costs beyond Mexico, we're going to have to rely on reports from people cruising in those areas. Our general understanding, however, is that the most expensive place to have a medical problem, even if you have health insurance, is the United States.

⇅ IT'S NOT PERFECT BUT IT WORKS

In the August issue *Letters*, 'Anonymous in Ventura' raised the issue of using public funds to upgrade infrastructure in Santa Barbara Harbors ostensibly to benefit wealthy boatowners. Anonymous's argument has some validity, but having suffered the sting of acquiring a slip in the marina, I think I can offer an alternate interpretation.

First, the money from the state was a loan, not a grant. It will be repaid by the slip holders via fees and taxes. Second, not all boatowners in Santa Barbara are wealthy. Indeed, many have held their slips for many years or have working fishing boats. The presence of working boats greatly changes the complexion of the marina and adds to its charm.

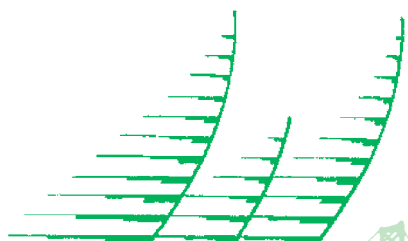
Third, while it is true that slip permits change hands on an

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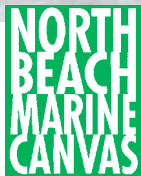
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LETTERS

open market, the slips ultimately belong to the city. It is public infrastructure that is being upgraded. If it were not properly maintained, it ultimately would degenerate into an unsightly and unsafe harbor, and acquire a reputation similar to that of the Ala Wai Yacht Harbor in Honolulu. The city of Santa Barbara derives over \$12 million in revenue from the waterfront, and it's in the public interest to maintain it. Indeed, the waterfront is Santa Barbara's primary tourist attraction, and I don't see why California Boating shouldn't provide a loan to maintain public boating infrastructure.

While the system in Santa Barbara has its critics, I've actually come to believe in it. Having had a boat in the Bay Area for many years, I've witnessed firsthand the pointless waiting lists and the skulduggery, corruption and nepotism involved in getting slips in the desirable marinas. While Santa Barbara's system may be mercenary, the rules are well known. Since slips have value, there is an incentive for boat owners to use them or get rid of them. There are very few derelict or abandoned boats in Santa Barbara. I wonder how many other marinas in the state could make that claim?

David Kramer
Santa Barbara

David — As we've written before, there is no perfect solution to the problem, if you will, of private citizens benefitting financially from the increase in value of the right to the slips in desirable public marinas. We think Santa Barbara has come up with a reasonable solution, which is pretty much about all you can hope for when there is no perfect solution.

As for "skulduggery, corruption and nepotism," that's pretty much become the way of the world for government appointments and jobs, freshman slots at UC Berkeley, corner offices in corporate buildings, and just about anything else desirable. It's sometimes true when it comes to berths in Northern California, but nothing like 20 years ago, when berths were in extremely short supply.

↑↓ FOND MEMORIES OF BUD TRAVIS

I'd like to say goodbye to Bud Travis, whom I fondly think of as the 'John Belushi of sailing'. I grew up crewing with him as a juvenile delinquent in the 1970s. We — no adults — kicked ass in the then-popular Midget Ocean Racing Association (MORA).

Last year Bud and I agreed to celebrate our 50 years of sailing — no kidding — by doing the 2012 Singlehanded TransPac. He bought a 28-ft Hawkfarm to do it, and I got my Wylie 39 *Punk Dolphin* ready. Like brothers of the past, we tried to get our war ponies ready, but Bud didn't pull it together in time. He'd wanted to do that trip for as long as I've known him, but unfortunately his time ran out.

Travis and I got started in 1970 when he invited me to sail with a bunch of hot shots from the Richmond YC aboard the *Cal 2-30 Rubber Duck*, which was one tough mudda. I made the cut, but I was too young to drive a car at the time, so Travis would come out to Pleasanton to pick me up for races. Sometimes he would pick me up early, and we would hang out at Berkeley's Chi Phi frat house for the night. For a high school kid like me, that's when the shit really started to get fun.

Once we got to the yacht club on the morning of a race, the 'Animal House' antics would start early. We talked smack and boasted endlessly. The old fart legends like Bob Klein not only tolerated us, they even encouraged us. We were good on the water, but off the water we were all punks and did nasty stuff.

I had a water balloon launcher that Travis loved. But instead



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LETTERS

of using water balloons, we would terrorize other sailors by shooting gobs of macaroni, tuna salad, eggs, piroshkis and old pizza. Whatever had been in the backseat of Travis' old MG would find its way into the mainsails of other boats. For a kid like I was then, it was soooooo funny.

But as I say, we kicked butt on the race course when racing Tony Thomas' Cal 2-30 hard. In the popular Midget Ocean Races of the time, we — Travis, Mike Alexander, Jim Nichols, Art Fisher, myself and others — bashed heads with the best. We navigated with charts and RDFs, because that's all anybody had back then. We did stupid shit, too, drinking way too much Coors and eating really bad food. And in victory, we were overbearing.

I remember one Junior Buckner Race — Drakes Bay to Farallones and back — when Travis provisioned for the race with two cases of Coors, three bags of potato chips, a bag of Oreo cookies, and a casserole dish of his mom's spaghetti. We were doing well, just behind Dee Smith, when we got to the Rockpile about midnight. We rounded and set the starcut chute — we had to be cool! — and went about catching Dee. In the lee of the island we put the spaghetti on the stove. It was a big mistake, as we had 33 round-ups — and I mean big round-ups — on the way back to the Bay. As you might imagine, the spaghetti left the stove after it burned, and landed on the cabin sole. There was red grease everywhere, and soon our foulies, the deck, the tiller — OMG, the whole boat was like a greased pig! And this was just the tip of the stupid shit iceberg. The next morning, I remember fending off land at Pt. Diablo! I think we beat Dee because we were fearless in getting close to shore to avoid the ebb.

Travis was known for having big balls. One night I asked if he wanted to make a blooper out of Visqueen plastic sheeting and tape. He was game, so in the morning, after lots more beer and music, we had a blooper. It was not pretty, but what the hell. The next day was the Drake's Bay overnighter, and we were in second going in and after getting to Drake's Bay. We prepared for the critical second day of the race with a wild night of drinking, lots of Dinty Moore canned beef stew, and raging farts. It started to blow early the next day, but we had our new blooper for stability. Larry Odenzo was in first place at the time with his Peterson Half Tonner, but we were even with this chump at Duxbury Reef. But Travis was getting nervous, so we set the Visqueen blooper to settle things down. Unfortunately, it immediately blew up.

Shit, we had to do something. I suggested that we set a second chute to go with the one that was already up. We all looked at each other and said, "Hell, yeah!" So I rigged a second kite, and we took-off, kicking Larry's ass. He later explained that it was illegal to set two spinnakers — who knew? — but he didn't protest us and let us have the season championship. Larry was one of those adults who sort of encouraged us ruffians.

We had a slingshot and used to shoot clevis pins onto the mains of other boats while racing. The pins would drop into the cockpit of the boats, at which point the owners would get all hot and bothered, thinking their rig was about to come down. Ever heard of cut-off foulies? That's what we had because we had to be cool. Set two chutes and sail out of the St. Francis YC marina? Did that all the time. Sail between a tug and barge? Well, we had to kick some ass, so what were we supposed to do, wait for the barge to pass? Blowing too hard to jibe or change course? Baloney, send it! Surf back into the Gate between the South Tower and shore. Oh yeah, it was legal — until *Stormvogel* hit bottom. Mooning patrons in the St. Francis dining room as we sailed by was cause for

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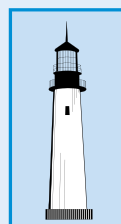
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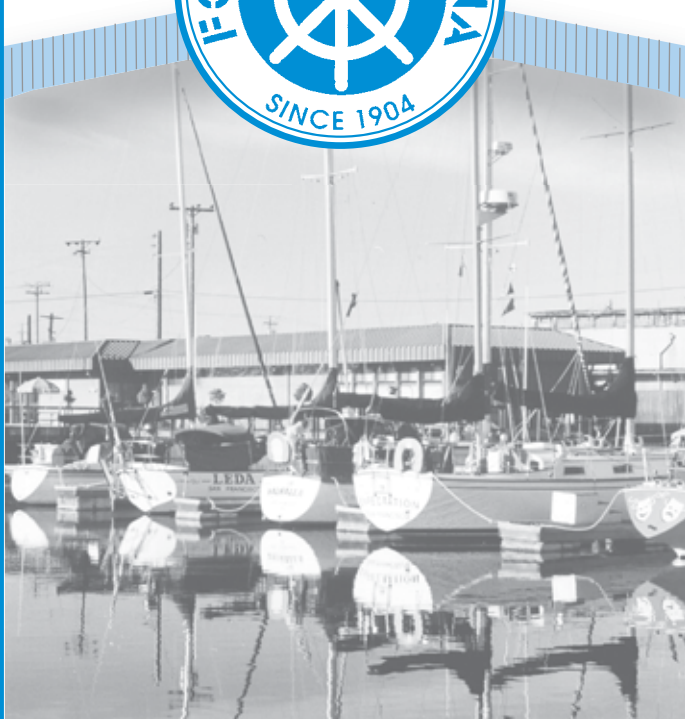
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LETTERS

celebration, as was mooning the Blue & Gold fleet with all those nice folks from Ohio.

I could go on forever. I wish Travis could have also.

Jonathan 'Bird' Livingston
Punk Dolphin, Wylie 38
Pt. Richmond

Readers — And to think this punk grew up to not only successfully race his boat to Hawaii and cruise her to New Zealand, but also be a successful architect in much demand by the demanding Chinese.

Anybody else want to fess up to punk behavior when they were sailing years ago? Sitting on the couches in the St. Francis YC smoking pot while watching the Big Boat Series and all that stuff. Except when they massacre each other with automatic weapons, kids today seem so well behaved.

|| CAN A NICARAGUAN CANAL COMPETE?

Any canal across Nicaragua is going to have real trouble competing with the Panama Canal, even if water supply in Nicaragua isn't an issue. All this was gone over back in the late 19th century when Panama was chosen for a couple of basic reasons: First, the route across Nicaragua would have been longer and more expensive to build. Second, and quite persuasive to the U.S. Congress, was the presence of an active volcano close to the proposed Nicaraguan route.

On another note, if you want to claim that corporations can do a job better than governments, isthmanian canals are really a bad example. The French attempt in the 1870s was the work of a typical multinational corporation. There was corruption and widespread fraud perpetrated by the management, plus a general ignorance at corporate headquarters as to actual conditions on the Isthmus, which made for a miserable failure that incidentally cost tens of thousands of lives. Mismanagement and outright looting of the corporation had almost as much to do with the disaster as malaria and yellow fever. When the U.S. took over the effort, it was entirely government-owned, and became the greatest engineering triumph of its day.

Conrad Hodson
Eugene, Oregon

Conrad — The Canal was built in Panama rather than Nicaragua for a number of geo-political reasons. Depending on which sources you want to believe, the volcanos of Nicaragua weren't as much of an issue as was the fact that the Nicaraguans weren't going to be as compliant to U.S. interests as was the newly formed country of Panama.

On a level playing field, it's hard to imagine that a canal through Nicaragua could compete economically with the Panama Canal. But nobody, least of all the Chinese, believes in level playing fields. Suppose the Chinese decided to levy a stiff duty on all vessels carrying their goods that decided to use the Panama Canal instead of the Nicaraguan Canal. The Nicaraguan Canal could boom and the Panama Canal languish. We also think it's foolish to think the Chinese aren't eager to establish a major strategic stronghold in the Americas, especially when we Americans will largely be paying for it, thanks to the mindless extravagances we continue to put on our Bank of China credit card. As for Daniel Ortega and the Nicaraguan power elite, they'll do almost anything they can for: 1) A cut of the action, 2) The chance to poke the U.S. in the eye, and lastly; 3) Jobs for Nicaraguans.

You say that "isthmanian canals" are an example of governments being able to do a better job than private interests. Really? Was it not a private company, funded almost entirely

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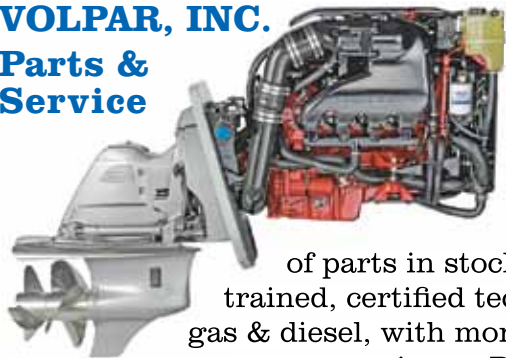
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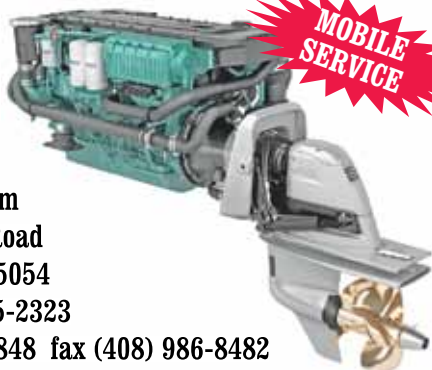
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by French citizens, that created the wildly successful canal across the Isthmus of Suez? This was before the Panama Canal, and demonstrated that such great engineering feats were possible — even if they had to battle the Brits every step of the way. By the way, disease was simply a way of life back then. One-third of all the people in both the cities of Cairo and Alexandria died of the plague about 10 years before the Suez Canal was begun.

In our view, the difference between government and private projects is not that one will necessarily do a better job than the other, but who is on the hook for the bills and the inevitable doubling or tripling of costs. For example, if the High Speed Rail to Nowhere system proposed for California were to be funded entirely by private investors, we wouldn't give a hoot, because we and our neighbors wouldn't be on the hook for an enterprise that is expected to need 160,000 riders from San Francisco to Los Angeles a day to be economically viable. Mind you, not only has the proposed project been unable to attract any private funds to date, but the courts just put the brakes on the start of the project again because supporters have no idea where the financing is going to come from, and because the project has failed to pass the initial environmental requirements.

We're not against all major government projects, assuming they have a real purpose and are done efficiently, and costs and corruption are kept to a minimum. Alas, those conditions would preclude most projects, from the east Bay Bridge span to the disastrously ineffective Prop 63 mental health fiasco.

↑↓ "THE AC SHOULD BE SAILED IN SEAWORTHY BOATS"

I have been racing sailboats since 1958, when I was 12 years old, and I've been a fan of the America's Cup all that time. I raced dinghies and keelboats for 40 years, and also had a 20-year career sailing and racing sailboats — probably 200 days a year. My back ended that activity in 2000.

GILLES MARTIN-RAGET / ACEA



For as long as I have been sailing, every knowledgeable sailor and yacht designer has always agreed that multihulls, both catamarans and trimarans, have two positions in the water. That is Stable 1, which is right side up and sailing, and Stable 2, which is upside down and no longer sailing.

While multihulls have gotten bigger, faster, lighter and more powerful over the years, and pound-for-pound are incredible machines, they are still basically unseaworthy in that they can flip. I have watched Hobie18s, Tornados, Nacra 5.2s, Extreme 40s, and now AC45s and AC72s pitchpole and capsize on San Francisco Bay.

One time off the Cityfront, I was right next to a large cat with three guys on wires and trapezes doing 20+ knots. They pitchpoled, and as the boat started to capsize the guys were flung out of the trapezes, then snapped back, like rag dolls. Imagine something like that, but with an AC72 sailing twice as fast.

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a spectacular if not catastrophic somersault. The only thing anyone should be surprised about is that anyone would be surprised it happened.

I think it's time for the America's Cup to get back into seaworthy boats that go fast and sail in any condition. Perhaps a fast pivoting keel boat — a lighter more high-tech version of the Volvo one-designs that raced around the world — would be the answer. But I think seaworthy in all conditions should be the bottom line for America's Cup boats.

Alan Hiller
San Francisco

Alan — America's Cup boats have rarely, if ever, been seaworthy in all conditions. For example, on the first day of the first Ha-Ha back in 1994, our somewhat rag-tag fleet took off for Cabo in conditions that were too windy for the America's Cup boats to go out and practice safely.

That said, it will be interesting to see what kind of boats and racing format will be chosen for the next America's Cup. We don't care so much what kind of boats are selected as long as they are very fast and reasonably safe. But there are three changes we figure are necessary for the America's Cup to thrive: 1) A minimum of a dozen entries. If whoever gets to pick the rules can't get guaranteed participation from at least a dozen teams, we don't think the event should be allowed to be held. 2) The America's Cup should be in one-design boats, and maybe the boats even should be rotated through the teams. The cost of designing and building custom boats is ridiculous and grossly stunts participation and Joe Sailor identification. 3) Get rid of the matchracing, which has proven to be so dreadfully boring, in favor of the much more exciting fleet racing.

↑↓ALDEBARAN IS FLOATING

On August 2, with my 70-ft schooner *Aldebaran* sitting in a pocket of mud in back of Brooks Island near Richmond, held by buoyed anchors, I was prepared to sign the pink slip over to



COURTESY ALDEBARAN

'Aldebaran' is once again afloat but she still needs a new caretaker.

anyone who was willing to take responsibility for her restoration. At that point the boat could be pumped out in two hours using two of the three pumps I had.

Now it's August 12, and *Aldebaran* is sitting at my dock in Brickyard Cove. I realized that if I wanted to patch the leaks better, she couldn't be in

the mud or on the rocks. So two small boats and I pulled the heavy ferrocement schooner off the mud bank and maneuvered her to the slip with me at the tiller. I was met at the dock with cheers from most of the neighborhood, and a party broke out.

I then obtained the help of a dentist friend to "fill the cavities." They were six feet below the surface, but we had scuba gear and six feet of visibility. I now have the leak down to about 12 gal/minute, so *Aldebaran* stays afloat between pumpings, which I conduct every four hours.

Meanwhile, my poor wife Fern fell and severely broke her right ankle. She is now recuperating at Alta Bates in Berkeley. Between having to pump the schooner out every four hours and visiting Fern every day, I find myself getting a little tired.

Despite the situation, *Aldebaran* looks better every day, and I feel that I have proved her strength, so I don't want to give up the pink slip. I think she's worth the trouble to restore, but if the right person came along and offered me what she

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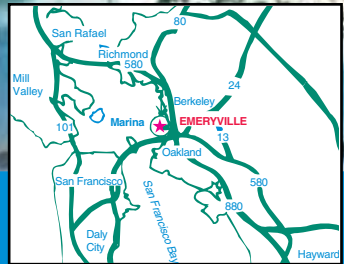
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LETTERS

is worth, I would part with her.

Hayden W. Brown
Owner, Designer and Builder of Aldebaran
Brickyard Cove

Readers — As unpleasant as the following might be, we feel a responsibility to report it. George Hale — and he says some other members of the Vallejo YC — feel that the sinking of Aldebaran was a matter of karma. He says that the year before, Brown had deliberately and recklessly sailed through beginning sailing fleets — with many children sailing — in Vallejo, shouting lots of F.U.s as he went.

Hale, who has been a mariner for decades, says he suspects the alleged behavior was some form of retaliation from the year before when the Vallejo YC would not let Aldebaran pick up passengers from their docks until Brown could produce proof of insurance. Hale says Brown told him he not only didn't have insurance, he didn't believe in it.

In a response to an inquiry from Latitude, Brown, who has taken well over 1,000 people sailing for free from organizations such as Make-a-Wish, Boy Scouts, Adventure Clubs, Rotary foreign exchange students, high school outings, church groups, friends, and pirate reenactment groups, says he hasn't had liability insurance. But, he says, nobody has ever gotten hurt or fallen overboard.

As for the contretemps with Hale at VYC, Brown says that he and Aldebaran's crew yelled epithets as pirates would, but neither he nor his crew dropped F-bombs.

↑↓ HOW DID THEY COME UP WITH ALL THOSE NAMES?

We're applying for membership in the MOMOBDITL (Month or More of Best Days in Their Lives) Club started by Pat and Carole McIntosh of the Carmichael/Barra de Navidad-based Cheoy Lee 35 *Encore*. For readers who don't remember, the premise of the club is the notion that the two best days of a boatowner's life is the day he buys a boat and the day he sells the boat. The McIntoshes thought it would be fun to have a club for people who have had a month's worth of 'best days'.

Thanks to owning and selling the following boats, we've had 40 'best days'. The list does not count three commercial fishing vessels and numerous open sailing vessels under 20 feet in length. It does include one boat we owned twice — albeit 20 years apart: *Osprey*, 25-ft hard-chine plywood sloop; *Red Wing*, 25-ft Falmouth pilot sloop; *Ayesha*, 36-ft Steven schooner; *Tern*, 35-ft Pinaud sloop; *Bernice II*, 53-ft P Class yawl; *Sandpiper*, Grampian 23; *Petrel*, Grampian 23; *Curlew*, Grampian 23; *Trio*, Paceship PY 23; two more unnamed Paceship 23s; *Nylund*, a 53-ft Norwegian schooner; *Lady Sarnia*, a 25-ft Hillyard sloop that we owned in the 1970s and again in the 1990s; *La Bohemienne*, a 26-ft Falmouth Quay punt; *Gamster II*, a Robert Clark 32; *Sea Witch*, a 26-ft yawl; *Cygnat*, a 25-ft Tumblaren sloop; *Rani*, a 33-ft Roughwater sloop; and *Passat V*, a 45-ft Ernest Evers ketch.

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LETTERS

Martyn and Margaret — That's a very impressive collection of yachts.

↑↓ ANOTHER OPTION FOR TRAINING UNDER SAIL

Amanda and I just read your June issue reply to the reader inquiring about cat-specific sail training. As you noted, Richard and Jessica Johnson of Elcie Expeditions do take paying guests on passages aboard their 60-ft aluminum cat *Elcie*, but they don't do as much formal training as we do on *Mahina Tiare III*. I don't say that to in any way disparage Richard or Jessica, as Richard was best man at our wedding at Musket Cove in Fiji a few years back.

We actually have had a fair number of cat cruisers join us on our *Mahina Tiare* expeditions. In fact, one of them, Michael Roberts, will be starting the World ARC with his FP 60 catamaran *ViVo* in January.

By the way, our 2016 Expedition schedule will be a dream come true for Amanda and me, as it will include stops at Spitsbergen, Jan Mayen, Iceland, the Faroe Islands, St. Kilda and Outer Hebrides. We're planning on hosting a mini-triathlon in Spitsbergen so we don't get too slow or lazy in the meantime.

As for the Wanderer using more than four 55-gallon drums of epoxy during a refit of *Profligate*, she must be a battleship now.

John Neal
Mahina Tiare III, Hallberg-Rassey 46
South Pacific

Readers — If there's a cruising Hall of Fame, John and Amanda certainly belong in it. After nearly killing himself at age 22 in the early 1970s during his first long cruise, the self-taught John started hosting offshore cruising seminars, and then in 1990 started with his offshore sail-training expeditions. Amanda was doing the Whitbread Around the World Race as part of the women's team in 1990, but would join him a few years later. They host offshore expeditions six months out of the year, and we're not talking about easy passages. For proof, check out their 2015 expedition schedule:

Victoria, B.C. to San Diego, 1,700 miles. San Diego to Acapulco, 1,400 miles. Acapulco to Panama, 1,700 miles. Panama to the British Virgins, 1,500 miles. The British Virgin Islands to the Azores, 2,400 miles. The Azores to Scotland, 1,500 miles. Scotland to Sweden, 900 miles. And when they have students aboard, which is most of time, they provide three to six hours of instruction per day. In their leisure hours, they maintain the boat and boat systems. If you ask us what would be more difficult, singlehanded around the world or teaching a total of 42 students while sailing from Victoria to Sweden over a six-month period, we'd say the latter — and by a nautical mile. And they've been doing it for 23 years. We are in awe.

↑↓ 'TI PROFLIGATE WAS A DELIGHT

I just got back from a 10-day trip in the British Virgins aboard the *Latitude* publisher's Leopard 45 cat 'ti *Profligate*, and wanted to let everyone know that she is a marvelous vessel, perfectly outfitted for the area. She doesn't have a lot of unnecessary stuff to break, but has everything we needed, and in abundance. The large water tanks were especially welcome. We had a great time, and I think BVI Yacht Charters is a top-notch outfit as well.

Thanks for making 'ti *Profligate* available, and feel free to use this as a letter — as long as you don't get so many charters that we won't be able to book her again!

David Herberg
Monte Sereno

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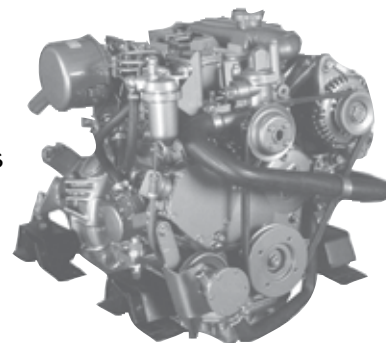
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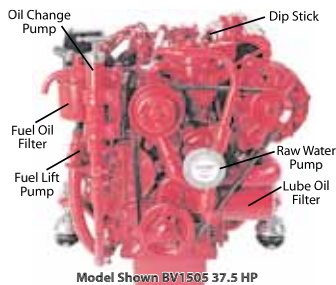
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LETTERS

David — We're glad you had a great time aboard 'ti Profligate and were treated well by the good folks at BVI Yacht Charters. 'ti indeed "doesn't have a lot of unnecessary stuff to break," which is exactly how we like it. After all, when sailing within the BVIs during daylight hours only, you don't need a lot of extras, and should be concentrating on nature and relaxing, not a bunch of electronic buttons.

When it comes to booking 'ti, it's best to do it well in advance, as she's busy. For example, between now and the middle of next May, 'ti Profligate has just three openings: November 11-28; December 10-26; and February 2-10. Depending on the time of year, the 'big bang for the buck' former Moorings boat — which sleeps eight in four cabins with heads — charters for between \$4,350 and \$6,550 a week. Call BVI Yacht Charters for details.

For those looking for a little distance and more variety in their charter, 'ti will also be available starting in St. Barth on May 10 for drop-off in the British Virgins between May 20 and 24, ideal for those who want to enjoy St. Barth, St. Martin and a 100+-mile downwind sail to the British Virgins. For the latter charter, contact richard@latitude38.com, not BVI Yacht Charters.

The Wanderer and Doña de Mallorca will also be running a skippered charter of 'ti Profligate, with three double cabins available, for the St. Barth Bucket in late March and the Voiles de St. Barth in the middle of April. More details on those later.

AN UPDATE ON ALASKA EAGLE

What's the story with *Alaska Eagle*, the S&S 65 Whitbread vet that has been used by the School of Sailing & Seamanship at Orange Coast College for many years? I heard that she's been sold. I have an emotional attachment to her from when I did a trip on her to Alaska in 1990 and a trip to the South Pacific on her in 1992.

Rob Spakowski
Newport Beach

Rob — *Alaska Eagle* is still at Orange Coast's docks and she's for sale at \$495,000. She's in fabulous condition, and still Coast

Guard-certified for up to 14 passengers offshore and 18 near shore. The Dutch, for whom she won the Whitbread, are interested in bringing her home, so if she's your boat, don't hesitate.

Rich and Sherri Crowe, who long maintained and ran *Alaska Eagle*, report they have sold their fabulous Farr

'Alaska Eagle' is still for sale by Orange Coast College.

44 Tabu, which is apparently headed for Seattle. Rich and Sherri bought a couple of acres of land near Kenwood, and the ubertalented Rich is making plans to build a house.

EASIER CATAMARAN REEFING

I have the 46-ft Schionning cat *Cheetah*, which we sail in Australia, and I have some thoughts about reefing off the wind in a breeze. The cat's mast is 62 feet tall, the sail has a very big roach, and the main is square-topped, so it's not a small rig.

I also use a small Spectra line that is attached to the headboard and is then woven in and out of the cars. To reef downwind, I let the main out until it touches the shrouds so that the battens actually bend around the shroud, but just enough to take the pressure off the batten where it enters the car at the mast. I then preset the main halyard for as far

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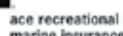
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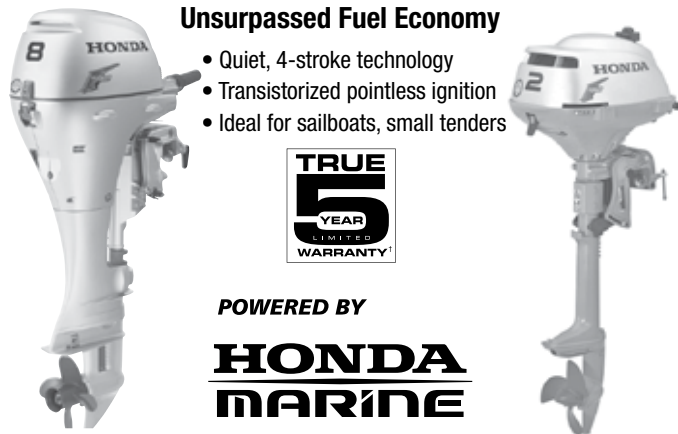
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LETTERS

as I want to lower the main. Then I give the Spectra line at the base of the mast a pull, and down comes the main to the preset point. At this time I finish the reef. I have only have had to use the mast winch once to get the head board to move. I learned this trick from an old mono sailor in Australia.

I have done this from the first reef to the third reef when it was blowing 30 knots. By the way, if I told you our downwind speed, you would not believe me.

Maybe the reason you have a hard time reefing is the weight of your cats. A typical Australian cat like mine will weigh around 6 to 7 tons fully loaded, while a typical French cat of the same size would be about 10 tons. Maybe those with the heavier cats should consider reefing when the boat is coming off the wave and the pressure is less on the main.

My cat is eight years old, and only has one triaxial layer on the hulls and cabin. I believe the total weight of the glass was 600 grams. No problems yet, and we have bounced off some docks hard enough to dent the hull, and hit a couple of sand bars hard enough to break daggerboards. I had to get my head around 'heavier is not better' when it comes to all the new glass and epoxy materials. Then there is infusion, which sucks resin through the glass, making the hull even lighter and thinner.

For what it's worth, when the wife and I are alone on the boat, the first reef goes in at 15 knots. The cat often runs just as fast with a reef as without. Many sailors still keep too much main up in heavy winds. Lots of time early reefing means faster speed.

We are back in San Francisco for the Red Bull Youth America's Cup and the the America's Cup. I think you guys will be going to New Zealand for the next Cup. If you make it to the Whitsundays in Australia when you're down that way, give me a call for a sail and sightseeing around the islands.

Steve Halter
Cheetah, Schionning 46 cat
 Australia

Steve — Thanks for the tips and the offer. We're still trying get our heads around the idea of being able to relatively effortlessly lower a big main pressed against the shrouds when it's blowing 30 knots. We're not alone in having this problem, as the following letter from Kevin Millet of Kauai, who has built, owned and run private and charter cats for many years, will attest.

We think there are all kinds of reasons for the many different kinds of cats. Some want ultra-high-performance, others are perfectly happy with a stable houseboat that can sail once or twice a year.

There are three compromises you get to choose from/make when deciding on a cat: 1) Performance, which is a function of waterline length, hull beam and weight; 2) Load-carrying ability and comfort, which comes, to a large extent, from length and the beam of the hulls; and 3) Price, which comes from the materials used and the amount of quantity and quality in the interior.

We chose a Kurt Hughes design for Profligate, and 90% of the decision was based on the 63-ft length for easily attained high speeds, and hull volumes, which we correctly guessed would offer the combination of performance and load-carrying capability we were looking for. While we wanted to be able to sail in the low 20s when fully loaded with a crew of 12 without too much trouble when the conditions were right, we also wanted to be able to daysail with up to 35 people, and host a party with over 100. We've done all of these — although we won't do the latter again anytime soon. Had we wanted to go faster, we would have gone with narrower hulls. Had we wanted to host parties with 200, we would have gone with fatter hulls.

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LETTERS

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As for the America's Cup being over quickly, we wouldn't be so sure.

↑↓ LEARNING AS YOU GO

Aloha. I am writing to you at the halfway point from Nawiliwili, Kauai, to San Francisco aboard our custom cat *Kalewa*, getting ready to do our second Ha-Ha. There is no wind right now, so we are motoring.

Let's talk about reefing cats off the wind. Marcie and I had a very scary evening sailing around Pt. Sur on our way to the start of the 2006 Ha-Ha, when the wind built from near zero to 30 and rising in less than an hour. The north swell had already been in the 15-ft range before the wind-created seas built on top of that. As you've been aboard *Kalewa*, you know that our cat is not the typical heavy French charter cat. She's light.

By the time we realized we had waited too long to reef, we were already hitting 18 to 20 knots. I have sailed *Kalewa* one hull up on many occasions, so I knew that rounding up into the wind was not an option at this point. I went through the same issues described by Greg Dorland on *Escapade*. When our mainsail was plastered to the rig and the battens looked like pretzels around the shrouds, we knew we had an issue. Even if we'd had some kind of a downhaul line at the mast, it would have destroyed the battens and most likely shredded the sail.

We have mast steps up to the second spreader, so aloft I went to see if I could 'work' the sail down. Guess how that went?

I did eventually get the sail down, and have since changed some things to deal with similar conditions next time — which have already come and gone. My solution at the time was to release one to two feet of halyard, then take up on the first reef line with the boom winch, thus inching the sail down to the first reef. Then I'd switch to the second reef, foot by foot, keeping enough tension on both so that the main was mostly flat. Yes, this does exceed the America's Cup cardio workout limits. Marcie was stuck at the helm so this was a one-man

circus. With one person on the halyard winch and one on the reef winch, it would have gone more easily.

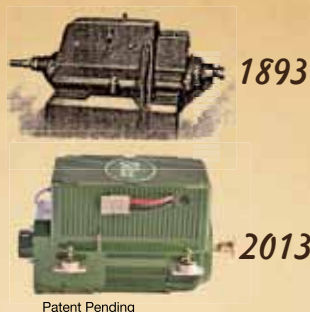
The problem was, I never foresaw this problem. So first, my reef lines were both too short to reach the winch . . . until the sail was down. I had to lengthen my first reef line by knotting another line onto it, then work that knot around and through a self-tailing winch. This required using screwdrivers as pry bars — and much-exasperated cursing. It didn't help that it was dark. Since I had not foreseen this whole issue, the next problem was that it never occurred to me to put clutches on each reef line. Without clutches, how do you remove the highly-loaded first reef line from the winch to allow room for the second reef line? More strings and knots. Most of which later required cutting away, because the knots were pretty much welded.



COURTESY, KALEWA

Kevin learned what it took to reef 'Kalewa' off the wind.

Kalewa now has clutches. And we reef much earlier, at least when we don't have several deck apes as crew. The



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LETTERS

inch-by-inch technique does work, but make sure you have an hour or two to get it done.

Kevin Millet
Kalewa, Custom 52 cat
Kauai, Hawaii

⇅ FURLING MAINS HELP WHEN REEFING

The August issue had some letters on the subject of reefing a cat off the wind, and it also had the interview with Jim and Kent Milski, who adhered to the 'reef early' credo while doing their three-year circumnavigation on *Sea Level*.

I never was caught in a big blow aboard my 40-ft catamaran *Oboe*, but the team in New Zealand who rigged her said there were two essentials for reefing while sailing downwind in a blow: a roller furling boom and an electric winch.

Here's the one-man drill: 1) Set the boom at the proper angle with the topping lift and the mainsheet. (The proper angle is critical because it's necessary for the main to roll evenly into the boom along the luff and leach.) 2) Take three turns on the winch with the roller furling line, hit the winch switch, and tension the furl line. 3) Take two turns above the roller furling line with the main halyard. 4) With both tails in your left hand, throw the clutch on the main halyard. The tensioned roller furling might pull in a half-inch of main, with the halyard now tensioned on the drum of the winch. 5) Your left hand now has the roller furl tail; your right hand has the main halyard tail. Using your foot or knee, hit the switch for the electric winch. 6) As the winch turns, the left hand pulls the roller furling lead while the right hand slacks, paying out on the main halyard, letting it slip on the winch drum. All this takes place in measured time — one hopes. Both lines remain tensioned, but the slip on the drum of the halyard keeps the main rolling in — slowly and tightly.

It's an easily rehearsed exercise, but getting the main onto the roller furling boom mandrel in a neat and tidy fashion does require some practice.

Jay Bliss
Oboe, 40-ft cat
St. Augustine

Readers — We've heard from a number of cat sailors who have had very good experiences reefing furling mains.

⇅ LOOKING FOR A FAMILY TREASURE

My dad helps run the BAADS (Bay Area Association of Disabled Sailors) organization out of San Francisco, but I'm on a hunt for a schooner that my brother-in-law's grandfather and grandmother built nearly 80 years ago. Since the boat has some Southern California connections — including Bob's Big Boy hamburgers — I hope *Latitude* readers might be able to help. It's a pretty interesting story as outlined a few years ago by Caleb Chung, my brother-in-law:

"After retiring from a career in the US Navy in 1930, Caleb Crandall, my maternal grandfather, built his dream vessel in the Bahamas. She was *Teepee*, a 110-ft overall and 85-ft on deck schooner that was 33 feet wide and drew 15 feet. Unusually, both her masts were stepped on deck, allowing for unobstructed spaciousness down below. To theoretically protect the schooner from the many reefs in the Bahamas, her bottom was covered in a layer of cement.

"Caleb got divorced and married a younger woman named Tony. They sailed together, did some research work for the U.S. Navy, and chartered now and then. Caleb's goal was to sail *Teepee* to the Naval Base in Long Beach Harbor to show her off to his buddies. But he never made it, as he passed

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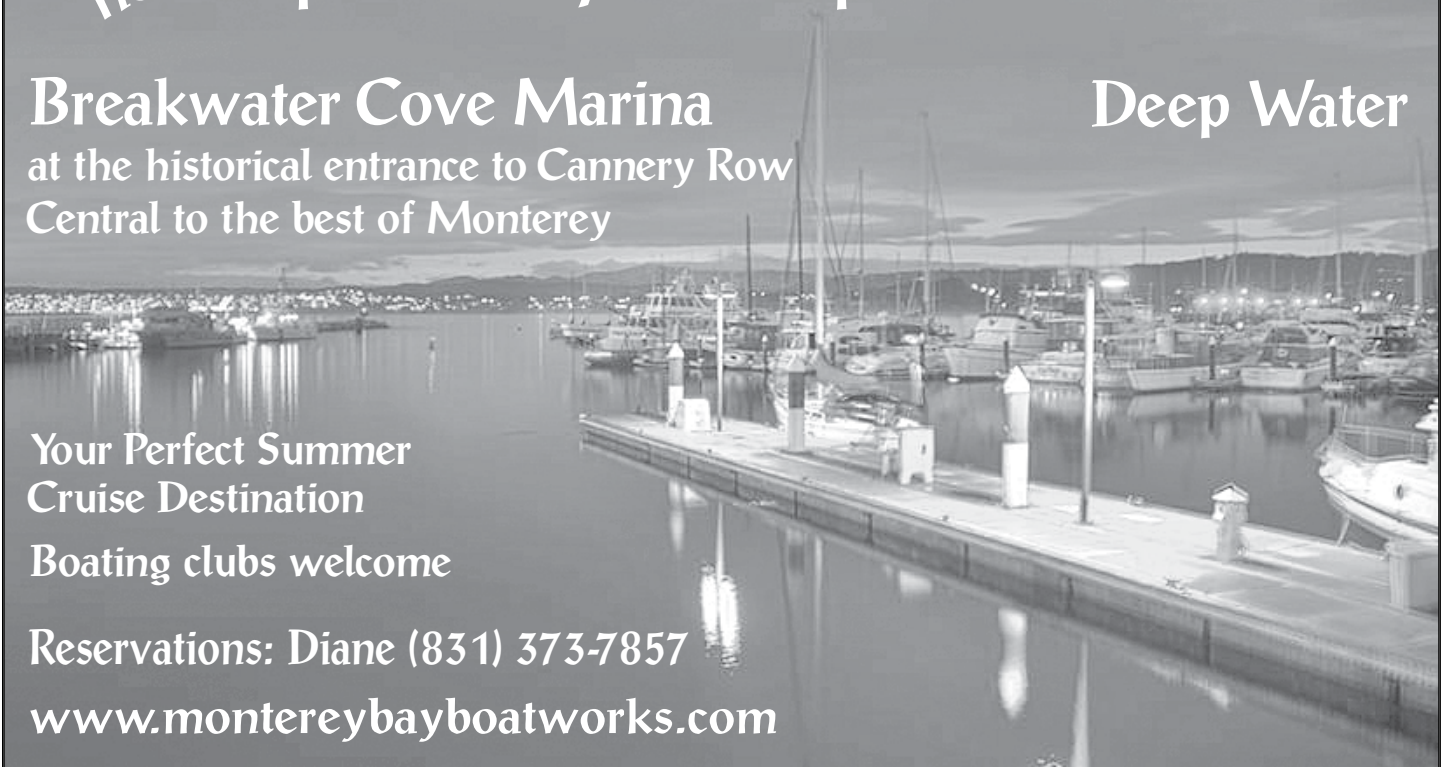
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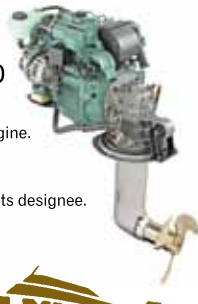
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LETTERS

away at sea one day while waiting for his coffee. His new wife and a crewmember sailed *Teepee* back to the islands, and a short while later Tony married a Mexican national. This is where the story gets strange.

"Sometime later, Tony was struck by lightning and died. By Mexican law, *Teepee* went directly to Tony's new husband and out of our family. She was sold a short time later.



COURTESY DOUBLE EAGLE

'*Double Eagle*' hasn't been spotted in many years.

"It's unclear what happened to *Teepee* in the ensuing years, but in the mid-1950s, Bob Wian, founder of the Bob's Big Boy hamburger chain, was sitting at the bar of the Hotel Guaymas in Guaymas. According to the legend, Wian was having shooters of Double Eagle scotch when he looked up and saw a dilapidated schooner anchored in the bay as a signpost for the hotel. It was *Teepee*.

"Despite her sorry state, Wian fell in love with her, bought her from the hotel and brought her to his homeport of Newport Beach. She was completely restored, rechristened the *Double Eagle* and, after serving as the flagship of his fishing fleet, became his personal yacht. Bob Sloan, a well known and respected Newport Beach sailor, became the captain.

"Wian had friends in Hollywood. So after the film *The Wackiest Ship in the Army*, starring Jack Lemmon, became a success, they decided to make a television series of the same name, but starring Jack Warden and Gary Collins. The movie had been shot in Hawaii using the schooner *Fiesta*, but *Double Eagle* was used in the television show, and appeared in every episode.

"Skipper Sloan so fell in love with the schooner that he and his wife Monica built their own 70-ft schooner *Spike Africa* along *Double Eagle's* lines. She became well known up and down the West Coast.

"The story then gets hazy again. Wian apparently sold or gave *Double Eagle* to a man named Kenny Thorell, after which I lost her trail. Some rumors say *Double Eagle* was later involved in smuggling, others say she has been seen in the Bahamas.

"As I write this I'm in my mid-40s and I suppose some of my grandfather's inventiveness rubbed off on me. I make my living as a toy inventor, and my wife and I co-invented the Furby toy that was the big craze in '98 and '99. We're still inventing toys, but looking to possibly retire on a ship of our own someday. It's too much to hope for that I'll find my grandfather's schooner, but it's a great hunt and a wonderful dream."

That's how my brother-in-law's report went. If anybody knows anything about *Double Eagle*, I'd sure like to hear about it. I can be reached at brianabreen@gmail.com.

Briana Breen
San Francisco

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

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

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

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ac showdown on the bay

September 2013 is arguably the most important month in the long and colorful history of San Francisco Bay yacht racing. The reason, of course, is that after decades of failed challenges, the America's Cup competition finally will be staged here (beginning September 7), thanks to Oracle Team USA's AC 33 victory in Valencia, Spain, in 2010 (under the name BMW Oracle Racing).

In addition to the fanfare that typically accompanies Cup competitions, though, there is often controversy. And, sadly, this Cup season has been no exception. Although earlier squabbles over proposed rule changes have been settled, a new scandal has surfaced. It's alleged that yet-unnamed OTUSA staff added extra weight in strategically important areas to the AC45 cats that they raced in last year's AC World Series. Although seeming to some like a witch hunt — only 5 lbs, really? — the allegations were serious enough that the team relinquished its ACWS trophies. And some observers predict that the OTUSA's America's Cup effort will be penalized. Judges may have decided by the time this issue hits the streets. In any case, we're confident that the show will go on. And we'll be thrilled to see it!

— andy

a fast lap around

Apart from 'round-the-world racers, most circumnavigators tend to sail around the planet at a leisurely pace. But not John Garteiz. Having sailed south with the 2011 Baja Ha-Ha fleet (with crew), he proceeded to dash around the globe singlehanded in a flat-out sprint, stopping only for urgent repairs.

We caught up with him in Panama last March when he was on the



LATITUDE / ANDY

"I went all the way 'round," says John Garteiz. A retired school teacher from Alaska, his other favorite sport is mountaineering.

home stretch of his ambitious adventure; then he checked in last month to say he'd crossed his tracks at La Paz, Mexico a few months ago. (His battle-tested Nordic 40 *Arctic Tern III* is currently for sale in San Diego.)

After hearing about the challenges of John's trip, we were amazed he could maintain his upbeat attitude while telling us the details. "I might have done the trip nonstop, but I had to stop initially because my prop shaft began coming inboard as I was crossing the equator on the way to French Polynesia." He made landfall in the Marquesas, but only stayed two

days before sailing on (engineless) to Papeete for repairs.

After a few days in the Tahitian capital, he beelined to American Samoa. And after two days there he sailed 58 days to Bali.

Farther west, in the Indian Ocean, "I tried to stop at Cocos Keeling," he explains, "but I was greeted by an Australian customs officer on my approach who yelled, 'Where the fuck do you think you're going?'" He didn't have prior clearance and "didn't feel like being abused," so he turned around and headed to Mauritius. "Going into Mauritius (after 45 days at sea) I broke two of the three shrouds on one side. That was a tough ocean: 25 to 35 knots every day, all day. I was glad the mast stayed up." He had to wait there a month for new wire.

continued on outside column of next sightings page

do you know

When we first heard about the creation of a new rally called the Coho Ho Ho, we thought someone was trying to steal our thunder — you know, Baja Ha-Ha, Delta Doo Dah, SoCal Ta-Ta. Turns out, though, this Puget Sound-to-San Francisco event was designed as a feeder for October's Baja Ha-Ha. Founder Doug Lombard, himself a Baja Ha-Ha veteran, came up with the rally idea as a way to give would-be cruisers from the Northwest the extra measure of confidence that buddy-boating provides as they transit the often-treacherous north coast.

Having kicked off August 10 at the NW



ETNZ took a nosedive during last month's Louis Vuitton Cup Finals. This could have been disastrous, but the Kiwis recovered nicely (while losing a couple of crew).

about the ho ho?

Cruisers' Party in Poulsbo, WA, the first annual Ho Ho drew seven boats, ranging in size from 30 to 57 feet. All are headed to sunnier latitudes south of the border.

The loosely structured rally allows boats to travel south at their own pace, but buddy-boating is encouraged. All participants check in daily with either the group leader (by radio) or the shore staff, via phone or email.

Optional port stops include Port Townsend, WA and Newport, OR. If you're thinking of heading south from the NW next year, check out www.cohohoho.com.

—andy

fast lap — cont'd

Getting around Africa's Cape of Good Hope was a daunting challenge. John arrived at Durban late at night. The next morning a guy in a chandlery told him he had a 48-hour window to go 250 miles down the coast before a big storm came in. He left immediately, but didn't make it before conditions changed — big time. So he turned around and tried to get inshore. "There was six knots of current and the seas were like 6-meter standing waves that were opposing me. So it was hard to get inshore. But I'd heard you need to get inside the continental shelf if the winds come the opposite direction as the current." When he got close to shore he saw a bunch of guys in a launch wearing wetsuits who'd come out to save him, but he waved them off. "I'm okay, really."

From South Africa, it took 63 days to reach Grenada. Along the way he stopped on Christmas Eve at St. Helena Island. But because he "didn't have a working dinghy," and there didn't seem to be much

continued on outside column of next sightings page



GILLES MARTIN-RAGET / ACEA

SIGHTINGS

fast lap — cont'd

chance of a ride ashore, he pushed on after an hour's reprieve. Later, off the northeast coast of Brazil, he stopped for three hours at Fernando de Noronha Island and tried, with no success, to retrieve a halyard from the masthead.

After five days in Grenada, he made a 10-day passage to Panama, transited the Canal, and showed up at our Pacific Puddle Jumper's send-off party at the Balboa YC — smiling from ear to ear.

John also had a few adventures on the way up to San Diego, including discouraging suspected pirates by using techniques he learned from reading Joshua Slocum.

What's next for John, who's now 65? "I have a few mountaineering feats that I want to accomplish. Maybe Everest. As we all get older, there's a limited amount of time — a window — and you have to do the big adventures while you can."

— andy

the king

Maggie, a C&C 37+XL, is usually found offshore competing in the OYRA race series. But she took a break from the ocean on July 22-26 to allow her race crew some time off and to get friends and family out for more casual sailing.

"Latitude's 'King of Cans' Challenge seemed like a great way to tour the Bay and take a break in the middle of the 'regular' racing," says her owner, Dave Douglas. The biggest challenge was moving the boat around to the various beer can race venues — the feat required about 150 miles of delivery — and arranging crew. Dave's son Johnathan, the friendly manager of



Spread: 'Maggie' and crew sailed in a beer can race every night between July 22 and 26, earning her owner the title of 'King of the Cans'. Above: Dave Douglas (right) and son Johnathan.



ALL PHOTOS COURTESY MAGGIE

of cans

Berkeley YC, handled the logistics.

"With the help of dozens of friends and family, Maggie managed to finish all five races," continues Dave, "while touching ground — we draw 7.5 feet — all five nights! I missed Wednesday in Vallejo but Johnathan, along with Pete Froehlich, Peter Polt, and Christine Ella, finished all five races with other support crew joining in."

Maggie's folks extend their thanks to Bay View Boat Club (Monday), Sausalito YC (Tuesday), Vallejo YC (Wednesday), Benicia YC (Thursday), and their homeport, Berkeley YC (Friday).

— chris



Guest name tags from each of the seven clubs 'Maggie' visited during her assault on the Beer Can Challenge.

family rescued at sea

According to Steve Goodman's classic cruiser anthem — later popularized by Sir Jimmy — expatriated Americans go down to the Banana Republics for many reasons: Sun, fun, sailing, ganja and so on. For the Gastonguays — Sean, 30, and Hannah, 26 — the reasons were ostensibly more pious . . . until they weren't.

The Gastonguays claim to be devout Christians, so much so that they feel America's churches are somehow controlled by the government. "We don't believe in abortion, homosexuality, in the state-controlled church," Hannah told a reporter last month, after their family was rescued from their sailboat and delivered to Chile.

This disenchantment with the American way, they say, led them to move from their home in Arizona to San Diego, buy a \$6,000 sailboat (make and condition unknown) and set sail for the tiny island nation of Kiribati, taking their two young daughters — Ardith, 3, and Rahab, 8 months — and Sean's father Mike with them. "They say it's the least-developed island, so I figured 'undeveloped' [means] 'less corruption'," explained Sean.

The reportedly inexperienced sailors claim they did well enough for the first few weeks of their voyage, but then a number of back-to-back storms caused damage to their boat. "The deck started separating from the hull," he noted. "The water would come in so we were constantly pumping and lots of stuff was getting damaged." They also said they couldn't deploy their genoa for fear of a dismasting, so it's possible some rigging was damaged.

After 66 days at sea, the family conceded defeat — kind of — and climbed aboard a Venezuelan fishing boat. (The precise position of the rescue is unknown.) "We really didn't have to get on the fishing boat," insisted Sean. "It was just a matter of, 'Do I have enough food left to make the repairs,' and I didn't want to take any chances with the kids."

They were transferred to a Japanese cargo ship that dropped them off in Chile. The U.S. State Department — of the very country from which they were fleeing — loaned the family \$10,000 to return to Arizona, where Sean says he's going to find work as a carpenter to pay back the loan.

But the story doesn't end there.

It's since been revealed that Gastonguay — who renounced his Social Security number — rejects federal authority and considers himself a citizen of the Arizona Republic, "not a federal citizen of the United States." And wouldn't you know it, records show he owes the government nearly \$10,000 already . . . in back taxes.

So when Jimmy sings, "Some are running from the IRS," he could be singing the Gastonguays' new national anthem.

— ladonna

a battle of epic proportions

There are two kinds of people in the world. The Hoarders, as exemplified by Doña de Mallorca, and the Tossers, exemplified by the Wanderer. The former keep everything. Everything! The latter chuck everything that hasn't been used in a few months. "This isn't a cargo ship!" the Tosser thunders.

The battle between the two began in earnest one recent afternoon aboard *Profligate* in the oppressive afternoon heat at the Marina Riviera

continued on outside column of next sightings page



WEBB LOGG

The Gastonguay family tried to find what was ailing from living in the land of the free.



SIGHTINGS

battle — cont'd

Nayarit. The Wanderer, with a goal of removing 2,000 lbs of unnecessary weight to compensate for four drums-worth of epoxy that were added to strengthen the boat, didn't need to look far for stuff to toss.

In just one deep and hidden-away section of one part of the food locker, he found 50 lbs of pasta and rice! And that was after giving a 25-lb bag of basmati rice away the day before to some workers. We always knew we could finish a Ha-Ha at Cabo and take off for French Polynesia without having to take on any extra food.

In what is possibly a world record, the Wanderer found five — count 'em! — dinghy anchors for just one dinghy. Along with

three giant spray cans of white lithium grease, engine and sail drive manuals for engines and sail drives that were removed from the boat nearly 10 years ago, and 12 pairs of mostly rusty vise grips. The list goes on and on and on.

The Wanderer figures he's removed about 1,200 lbs already — who needs seven half-empty bottles of extra virgin olive oil or a half-bag of three-year-old charcoal? — and is hoping to remove another 1,200 lbs. And not to take on more unnecessary weight before the start of the Ha-Ha.

To that end, all 13 members of the *Profligate* crew for the Ha-Ha are being advised they will not be allowed to bring more than 30 songs each. After all, every unnecessary and extravagant byte will only slow down the boat.

No worries that the food taken off the boat will go to waste, as most of it will be headed to the 'work for food' program in Mita. As for everything else the Tossler has banned from the boat, the Hoarder has eagerly stuffed bags with the intention of cashing in big-time at an early December marine flea market in La Cruz.

"And I get to keep all the money," she informed the Wanderer.

"It's all yours," replied the Tossler. "I just never want to see any of that crap again."

Any 'cleaning out the boat' stories you'd like to share?

— richard

delta doo dah diy

Thanks to the jam-packed scheduling for the America's Cup 'Summer of Sail', this year's Delta Doo Dah was even more casual than usual. Dubbing it the Delta Doo Dah DIY, we encouraged everyone — not just the first 50 boats to sign up — to include a cruise to the warm waters of the Delta in their summer plans.

The idea was that you could set your own dates, visit all the spots you couldn't when there was a fixed itinerary, and generally enjoy the perks of joining the event — discounts at marinas and a couple of fun parties — while doing your own thing. With 108 official entries, the idea seems to have been a popular one.

When planning our own Doo Dah DIY, this writer and her husband

continued on outside column of next sightings page



LATITUDE / RICHARD

Not even the utensil drawer was spared!

whales on the

Once thought doomed to extinction, whale populations that travel up and down the West Coast are now abundant again (although still officially "endangered"). Sadly, though, both ships and pleasure craft occasionally collide with cetaceans in near-shore waters.

Since 1988 more than 30 whales of various species have been confirmed killed by ships near San Francisco Bay, and it's believed that those recorded strikes account for only a small fraction of all strikes near the Bay Area. The International Whaling Commission has



Devery Stockon and her crew always show guests a good time, whether it's hosting movie night or doling out farm-fresh eggs from the marina's brood of chickens.

LATITUDE / LADONNA

"You wanna Doo Dah? Do it yo' damn self!"

west coast

documented hundreds more.

Meanwhile the development of a new Whale Spotter app for tablets and smartphones may soon have a positive impact on this problem. Soon to be released in the iTunes Store, the app is intended to let 'citizen scientists' keep track of whale sightings, and share their data with the scientific community. The results of this — dare we call it crowd-sourced research — are expected to be a great benefit to researchers in confirming cetacean travel patterns and effecting related policies.

— *andy*

doo dah — cont'd

had a very narrow window of opportunity: the last week of July and the first week of August. We asked a few friends to join us and soon we had a mini-fleet of nearly a dozen boats descending on Owl Harbor Marina in time for their monthly movie night on August 3.

Always the gracious hostess, Devery Stockon fed everyone barbecued meat (and non-meat) with all the fixin's. Combined with the table full of potluck items everyone donated to the cause, the spread forced Doo Dah'ers to roll their way to the outdoor movie screen for a showing of the Robin Williams/Nathan Lane classic *The Birdcage*.

But while the food and the flick were fab, the highlight of the party came when Brian and Erik Jones whipped out custom t-shirts they had made for the occasion. The mantra for the rest of the trip was "Do it yo' damn self!" — even when simply passing the salt.

continued on outside column of next sightings page



The sunsets in the Delta are always worth watching, but sometimes they take your breath away. Above, (l-r) Gail & Bruce Sinclair ('Aquavit'), Ben & Lucie Mewes ('Georgia'), the 'Gazelle' crew, Alex & Tara Pearce ('LDJ'), Robbie & Ruben Gabriel ('Sweet Tea') and Greg & Jill Delezynski ('Guenevere') were just a few of the boats that made it to Owl Harbor for movie night.

SIGHTINGS

doo dah — cont'd

Of course the weather up-Delta couldn't be beat — especially after running from the chilly Bay fog. Temps in the 80s, topping in the low 90s, were perfect for lying about the boat and doing a whole lotta nothing. Exactly how a Delta vacation should be!

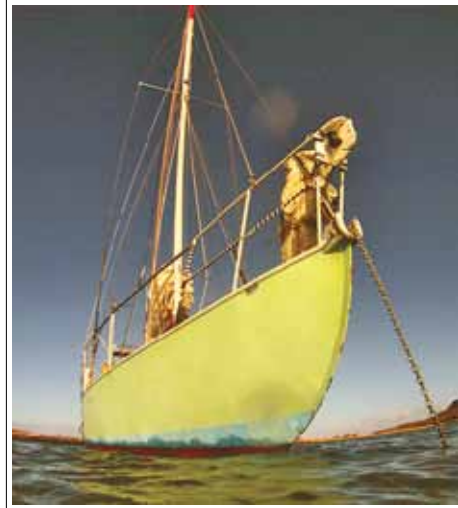
While we missed the energy and excitement of herding a big fleet of boats through narrow waterways and into tiny marinas, we thoroughly enjoyed our low-key DDD DIY.

If you were one of the 100 or so entries in this year's Doo Dah, continued on outside column of next sightings page

that's one

Who says only cats have nine lives? One very lucky pooch used up several of her own last month when she was found paddling around out in the Bay — three miles from land!

Ed Coyne was out windsurfing with friends on August 12 when he spotted what he thought was a seal. As he drew closer, he realized that it was actually a



Hello Hawaii! (clockwise from above) — The rugged landscape beckons watermen of all varieties; 'Lucky Star' was at home in any anchorage; Tim Sell clearly hated every minute spent in Hawaii; another postcard moment; entering Nawiliwili Harbor just before Tropical Storm Flossie was due to arrive; how many postcard moments can you have in one summer?; a happy crew — John Husak and Liz Steiner — made for a delightful Island adventure.



ALL PHOTOS TIM SELL / WWW.SAUSALITODIVING.COM

lucky dog

medium-sized black dog. He immediately stopped to help the hapless pup, pulling her onto his board. Other windsurfers gathered around and called the Coast Guard to come help.

In the meantime, Adam Cohen was heading home from work in his 22-ft inflatable when he noticed the flock

continued in middle column of next sightings page



doo dah — cont'd

remember to submit your photos (latitude38events.smugmug.com) and trip reports (ladonna@latitude38.com) by September 9, and mark your calendar for the Reunion Party at Richmond YC on October 10. In true 'Do It Yo' Damn Self' fashion, the food will be provided by . . . you! Bring your best potluck dish to share, along with all your great Delta stories.

— *ladonna*

hanging ten in hawaii

While it's true that I haven't visited every port, anchorage and island in the Hawaiian chain, I have had a great time cruising there for the last two seasons. I'm already planning more trips and adventures through the islands aboard *Lucky Star*, my Brent Swain 38.

For two winters, Gentry's Kona Marina on the Big Island has looked after my boat in dry storage. Their haul, launch and storage fees are reasonable, so it's no wonder they have a lengthy waiting list for their dry storage yard. The good news is that they're planning to expand to accommodate larger boats.

The Hawaiian Islands are not a beginner's cruising ground. The channel crossings between islands can be downright dangerous if attempted in anything but



Cruising in the Islands was clearly tough duty for Liz.

light to moderate Trades (tending toward light, for most of us mortals). On my first trip through the Islands, the Trades were rather sustained and I had quite an adventure.

Yet, in the many sheltered areas of the Islands, daysailers, sailing dinghies and sailing canoes abound. There are also a large number of boats that have been sailed to Hawaii and are never going to leave. Locals typically own these, and they're in various degrees of repair — or disrepair — and do move them without much trouble, but they have time to pick their conditions.

I've only been greeted with aloha and helpfulness at every turn, but when taking advice from *locals*, beware of their habit of gross understatement as to the difficulty or danger of a particular challenge. Perhaps it's because they are naturally great watermen and -women — or it could be a tinge of cultural anger dating back to Captain Cook. However, I recall the woman being quite white and smiling a very coy smile as she encouraged me on my planned crossing of the Alenuihaha Channel, where I totally got my nose bloodied.

I've heard complaints that there are not enough marinas and good anchorages for cruising in Hawaii. I don't agree. Instead, I've lowered my expectations of what constitutes a good anchorage. Many are open roadstead, where you simply anchor in the lee of an island along a beach. Sometimes you're flanked by breaking surf on both sides, which does take some getting used to.

My trip through the Islands this year was wonderful, and I'm looking forward to discovering all the spots I've missed so far, but I'm afraid there may not be enough time. There's more than can be seen and experienced during an entire lifetime in 'da Hawaii'.

— *tim sell*

SIGHTINGS

doin' it with their thumbs

Did you know it's possible to be an avid sailor without ever stepping foot on a boat? It's a hard concept to wrap your brain around until you see a fleet of radio-controlled boats zipping around your marina.

We'd seen the fleet sailing in the lagoon in the eastern-most part of Loch Lomond Marina before, but last month was the first chance we had to speak with the men controlling the model boats from shore. After



John Ebey (#93) and Eric Arndt (#13) duked it out in the lagoon at Loch Lomond Marina.

the two-boat race was over, John Ebey, commodore of the North Bay RC Sailing Club, explained that the boats were International One Meters and his club gathered either at Loch Lomond or the lagoon at the Marin Civic Center three times a month.

"You don't even have to own a boat to join," he noted, "and all paying members are allowed to sail." At \$35 a year, that's a bargain.

But then Ebey's competitor piped up. "You don't even have to ever been sailing before," he said. "John's a top model boat

sailor and he's never gone sailing on a big boat."

"I enjoy the garage aspect as much as the sailing," Ebey conceded, before pointing out that his friend was Eric Arndt, one of the Bay Area's top pro sailors.

Arndt is well-known in racing circles for having run John Kilroy's *Samba Pa Ti* campaign for 14 years, but he also worked on Philippe Kahn's *Pegasus*, and the films *Pirates of the Caribbean* and *Morning Light*, as well as winning seven world championships and a TransPac.

As of July, Arndt was ranked #11 in the country for IOM sailing, John Ebey, the sailor who's never gone sailing, is #4. It just goes to show that, where RC sailing is concerned, no matter your experience on the water, the competition from shore is what counts the most.

To find out more about IOM sailing, Ebey suggests checking out the club's website at nbrcsc.ning.com and the official site for the class at www.iomusa.org.

— ladonna

short sightings

SAN FRANCISCO — August 22 was declared 'Dorada Day' in a proclamation from the City's Board of Supervisors. The honor was bestowed on St. Francis YC's Matt Brooks for his epic TransPac win this summer in the 84-year-old S&S yawl *Dorada*.

SOUTH AFRICA — After running his 36-ft ketch *Boundless* up on a reef on August 4, Graham Anley was really in the doghouse when he rescued his nine-year-old Jack Russell terrier Rosie but forgot his wife. Unbeknownst to Graham, Sheryl's tether got caught as she tried to abandon ship with her husband (and dog). To his credit, Graham did go back to retrieve Sheryl. At last word, she had yet to keel-haul him.

TASMAN SEA — Sharp-eyed reviewers of satellite images spotted a bright orange blob in the Tasman Sea that friends and family hope is the liferaft of the 85-year-old schooner *Niña*. The boat was last heard from on June 9 during rough conditions, but a search wasn't instigated until June 25. Authorities say the orange blob isn't enough evidence to resume the search, but friends have received enough donations to hire a private plane for searching. Unfortunately, weather and dwindling funds have hampered the search.

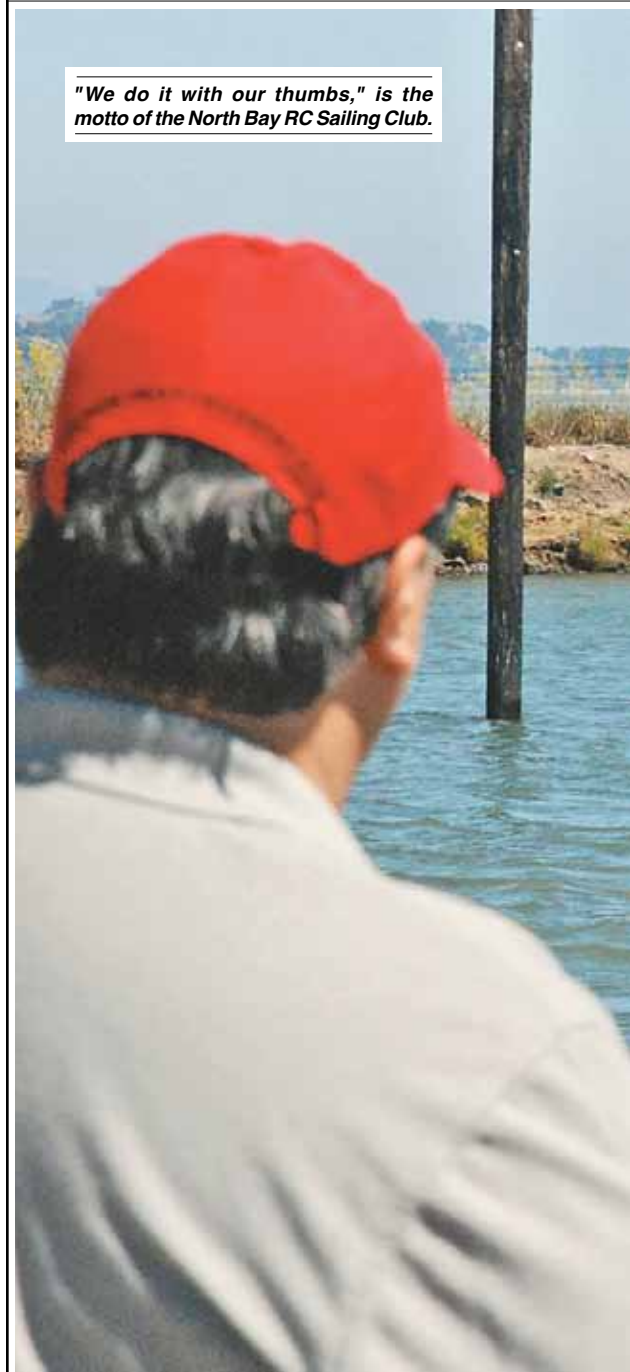
MUMBAI, INDIA — India's second-ever marina will soon be built

continued on outside column of next sightings page

dog

of downed windsurfers. Thinking they might be in trouble, he headed their way only to find them trying to keep the dog on the board. He brought the shivering canine aboard and took her to his home, where she recovered quickly from her ordeal.

Cohen and his wife Lisa Grodin took the lab mix to a vet, who scanned her for an ID microchip, but none was found. The dog was wearing a collar and had



"We do it with our thumbs," is the motto of the North Bay RC Sailing Club.

— cont'd

been spayed but, even with all the publicity her plight has garnered, no one has stepped forward to claim her.

Initially, Cohen planned to surrender the dog to a shelter, but his wife quickly bonded with her. "She's very sweet, smart and is starting to behave like a real puppy as she gets used to our house," he says. They've dubbed her Richard Parker, after the tiger in the film *Life of Pi*.

— ladonna

shorts — cont'd

along the waterfront in Mumbai. The number of privately owned Indian yachts has increased over the last few years, but they and visiting yachts must anchor off the Gateway to India monument. You can't stop progress.

MAINE — On August 7, the gorgeous two-year-old Hylas 70 *Archangel* was under full sail on Penobscot Bay when she ran into a charted rock at high tide doing six knots. The impact dismasted the boat, then it rolled on its side. All eight crew members were safely rescued and the boat was refloated and taken to a nearby boatyard. The \$2.4 million yacht based out of Newport, RI was on a charter.

— ladonna



PHOTOS: LATITUDE / LADONNA

SIGHTINGS

distress frequency change

Offshore sailors take note: Effective Wednesday, August 1, the US Coast Guard stopped monitoring voice frequency 2182 kHz for international distress and safety. They also dropped 2670 kHz for marine information and weather broadcasts, and they will discontinue monitoring the International Digital Selective Calling (DSC) distress frequency 2187.5 kHz.

"This termination decision was made after a review of Coast Guard medium-frequency (MF) communications sites revealed significant antenna and infrastructure support degradation that put the Coast Guard at risk of not being able to receive and respond to calls for assistance on the 2 MHz distress frequencies," says a Coast Guard spokesman.

Radio guru Gordon West responds: "This is actually a good call. Atmospheric noise on 2 MHz causes even the best of radio systems to not hear much beyond 30 miles ground wave, and 30 miles to shore is the typical maximum range of the Coast Guard's excellent Rescue 21 VHF channel 16 coverage.

continued on outside column of next sightings page

sail into the mexico-

For two decades, cruisers have carried crew in the annual Baja Ha-Ha cruisers rally, from San Diego to Cabo San Lucas. Most of those crewmembers were friends and family, but many were total strangers — until they met through *Latitude's* Crew List or our annual Mexico-Only Crew List Party. And a surprising number of those 'strange crew' went on to hitch rides all over the world.

This year's Mexico-Only Crew List Party will be held September 4, 6-9 p.m., at Encinal YC in Alameda. The event is free for paid 2013 Baja Ha-Ha skippers and first mates; all others pay \$7 (cash only) at the door. We'll have munchies, door prizes, demos, a slide show and a no-host bar.

Back by popular demand is the free



If you're doing this year's 20th annual Baja Ha-Ha, taking on a crewmember or two can really make overnight passages much easier and often more fun, leaving you well rested for all the fun shoreside activities. Find your new crew at Latitude's Mexico-Only Crew List Party on September 4 at Encinal YC in Alameda.



SPREAD & RIGHT INSET: LATTITUDE / ANDY; LEFT INSET: LATTITUDE / LADONNA

only crew list party

Mexico Cruising Seminar, presented by Geronimo Cevallos of Mazatlan's Marina El Cid and Dick Markie of PV's Paradise Village Marina. It will precede the party at 4:30 p.m. downstairs at EYC.

If you're a skipper looking for crew — and really, who couldn't use an extra pair of eyes for long night watches? — this is the best way to get to know potential crewmembers in a neutral environment. If you're one of those potential crewmembers, make sure you have plenty of copies of your resume (with your photo!) and be outgoing. Wallflowers don't get rides.

And if you're thinking about signing up for the Ha-Ha, the entry deadline is September 15. See www.baja-haha.com.

— ladonna

change — cont'd

"U.S. Coast Guard Communication Stations (COMMSTA) and Communications Area Master Stations (CAMS) will continue their guard of the following High Frequency safety frequencies:

VOICE	DSC
4125.0 kHz	4207.5 kHz
6215.0 kHz	6312.0 kHz
8291.0 kHz	8414.5 kHz
12290.0 kHz	12577.0 kHz
	16804.5 kHz

"VHF Channel 16, 156.800 MHz, will continue to offer the Coast Guard's Rescue 21 fabulous coverage throughout boating areas of the United States from Coast Guard units, on land, at sea, and in the air. VHF Channel 70 will continue to be the DSC call-up channel to the Coast Guard.

"Only medium frequency 2 MHz, here in the U.S., is being dropped by the Coast Guard for a continuous radio listening watch.

"Internationally, 2182 kHz remains the distress and calling channel. It will still be an on-scene distress working channel, and will continue to be an authorized calling channel."

— andy

the spirit of spaulding

It's easy to feel as if you've stepped back in time when you walk into Sausalito's Spaulding Wooden Boat Center, but the last remaining wooden boatyard in California has recently finished upgrades to make it — or at least part of it — state-of-the-art.

Legendary yacht designer, builder and sailor Myron Spaulding — who skippered the S&S 52 *Dorade* to victory in the 1936 TransPac — created his dream workshop on the Sausalito waterfront in the early 1950s when wooden boats were skillfully handcrafted. When Myron passed away at the age of 94 in the fall of 2000, his widow Gladys left the yard in charitable trust to become a nonprofit corporation. The resulting Spaulding Wooden Boat Center is a cross between a barn, museum and workshop, which remarkably retains the character and work ethic of times gone by.

As a fully operational boatyard, Spaulding's offers a full range of services — and not just for wooden boats. When this writer visited the yard, a Grand Banks trawler, Herreshoff 28 and a fiberglass sloop were being worked on. But the yard still uses many of the tools and equipment Myron himself used, including a derrick crane built in the 1920s. The crane is still in fine form and is certified for a 12-ton capacity.

But the center is a haven for wooden boat aficionados, and the star attraction is *Freda*, a 32-ft gaff sloop built in 1885. In a joint project with the Arques School of Traditional Boatbuilding, *Freda* is being lovingly restored with meticulous museum-quality work as an educational project for students to hone their skills. She is the last of her kind, and once restoration is complete, she will sail actively and be a living example of the Bay Area's maritime history.

Boatyard Manager Ross Sommer feels right at home at Spaulding — because he is home. As a youngster, he sailed with his father — iconic Sausalito mariner Harold Sommer — on *Freda*, and later lived aboard the boat, as well as the 85-ft pilot schooner *Wanderbird*, while he learned the trade of boat restoration and woodworking skills.

"Having Ross work here is a real blessing," says Executive Director

continued on outside column of next sightings page



Some Crew Listers have gone on to sail to even farther-flung ports, such as Cooks Bay, Moorea.



Myron Spaulding's spirit is alive and well at Spaulding Wooden Boat Center in Sausalito.

LYNN RINGSEIS

spaulding — cont'd

Andrea Rey. Andrea is a natural steward of the Spaulding family's wishes for the center to remain as much as possible the way Myron Spaulding left it. An Argentinian transplant, Andrea has enough energy and passion to wing her way through the numerous challenges involved with running a living museum.

Thanks to a generous donation from shipyard BAE Systems Ship Repair, Spaulding's recently made major upgrades to their facilities, including the installation of extensive waste and water purification systems. Solid and liquid residue under each boat is carefully collected and purified, then pumped into evaporation ponds.

Today, in addition to its boatyard duties, Spaulding's provides unique educational programs for youth and adults to learn the art of wooden boatbuilding and to carry on the traditions handed down through generations. They host open house events on the second Saturday of the month — the next one is September 14 from 11 a.m.-3 p.m. — and offer free boat rides along the Sausalito waterfront. Nonprofit groups can also schedule free cruises aboard the 35-ft

gaff-rigged sloop *Polaris*, built in San Francisco in 1906 and typical of family yachts sailing the Bay at the time. Find out more at www.spauldingcenter.org.

Spaulding Wooden Boat Center's dedicated staff and boatload of volunteers keep the Bay's maritime traditions alive in a way that would certainly have made Myron Spaulding proud.

— Lynn Ringseis

destination: drakes bay

Drakes Bay is one of our favorite getaway spots while living and working in the Bay Area. Anytime we can manage a long weekend, we head up there. We've also made landfall there after a nonstop trip from Neah Bay, WA, and twice after sailing from Hawaii. For us, the draw of Drakes Bay is the seclusion and the wildlife that call the bay home. It's only 20 miles from the hubbub of San Francisco Bay but it seems a world away.

The waters of Drakes Bay are full of life. The harbor seals, elephant seals and sea lions feed in the waters and lounge on the beaches, and whales often can be spotted as they pass nearby during their migrations. The tidal pools along the shore are home to anemones, starfish, urchins and little fish — and, consequently, are also a popular feeding ground for many birds. On dark nights the water comes alive with bioluminescence as the seals and sea lions dart around chasing after fish.

The trails along the bluffs offer up stunning views of the coastline. Elephant seals dot the beaches below as they bask in the sun, while cormorants, gulls, pelicans and other sea birds feed in the water and rest on the offshore rocks. Cows, deer, badgers and other small mammals sometimes can be spotted in the meadows and rolling hills of the idyllic Marin coast.

The flashing light of the Pt. Reyes lighthouse is always a welcome sight after a passage from Hawaii, and so it was when we sailed home from the islands a few years ago on our Flying Dutchman 37 *Nataraja*. After making landfall and getting a full night's sleep, we decided to visit the lighthouse. We landed the dinghy on the beach in the southwest corner and set off on a long walk down the road to find it. After a stop at the visitors' center, we tackled the 300-plus steps down to the lighthouse and took in the view before climbing back up and returning to the boat. That's one way to shake the sailor's swagger and get your land legs back!

continued on outside column of next sightings page

coke boat seized

American and Australian officials seized a large sailboat in Vanuatu's Port Vila on August 19, coming away with 1,650 lbs of cocaine worth upward of \$330 million.

The customized 85-ft Bristol ketch *Raj* was lying at anchor in the tropical paradise when agents from the DEA, Australian Federal Police and Australian Customs and Border Protection Service, with the cooperation of local police, began their search. 'Concealment experts'

LYNN RINGSEIS



Spaulding's new filtration system makes it a green yard.



in vanuatu

found hundreds of plastic-wrapped bricks of white stuff encased in concrete in the boat's bilge and engine room. No arrests had been made to date.

"Organized crime syndicates should know that we are prepared, willing and able to combine our skills, resources and efforts to target them," says a DEA spokesman of Project Cringle, the multi-agency law enforcement operation tasked with stopping drug smuggling to Oz via the South Pacific.

— *ladonna*

drakes bay — cont'd

The bay offers excellent protection from summer's prevailing northwest winds, though we've been there in August, September and October and experienced different weather each time. The weather ranged from sunny and warm with light winds to foggy to winds that blew like snot. We like to anchor near the USCG buoy on the west side of the bay in about 20 feet of water. The bottom is sand but there is a lot of kelp and sea grass so be sure to back down hard to set the anchor well. Use chart 18647 for details of the anchorage.

Drakes Bay is one of those magical places that provides solitude and the opportunity to get close to nature. It's another one of the special harbors that is close to home but seems very far away.

— *emmy newbould*



Dilly dally at Drakes Bay (clockwise from here) — Make sure your legs are up to the million or so steps that await you at Pt. Reyes Lighthouse; (center) but the view is so worth it; especially when the fog lifts; pinnipeds lounge and bask on the beaches while seabirds feed on some questionable fare; "Whatchyou lookin' at?" Keep an eye out for cow patties!

ALL PHOTOS EMMY NEWBOULD

Emeryville Marina

Emeryville Marina's idyllic location in the heart of San Francisco Bay offers views of three bridges and two islands. Dock in Emeryville. Enjoy our amenities and walk to great local restaurants.



2 Marinas

Transportation Hub

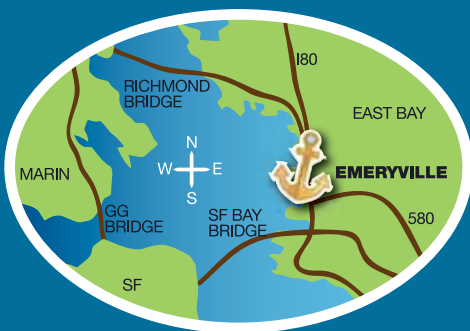
- BART Highspeed rail from airport
- Bus/Rail through Northern California
- Free shuttle about town and to BART
- 10 minutes from SF by auto
- Charter boats

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AMERICA'S CUP 34 —

PUMA®



Ω
OMEGA



YANMAR

A black Oracle Team USA AC72 racing yacht is shown in action on the water. The boat features a large white number '17' in a blue circle on its side, and the words 'ORACLE TEAM USA' are partially visible. Several crew members in black racing gear and colorful helmets are working on the deck. In the background, a large red 'HEUER' logo is visible on the mast area. The boat is moving quickly, creating a spray of white water.

HEUER

BATTLE OF THE BEST

As you undoubtedly know, Emirates Team New Zealand won the Louis Vuitton Cup Finals late last month, thus advancing to compete against Oracle Team USA in America's Cup 34, which is slated to begin September 7 off the San Francisco Cityfront.

But it's worth noting that these two teams have taken very different paths to the America's Cup battleground. OTUSA has had virtually unlimited funding from the fifth richest man in the world, while ETNZ plays the role of the hardscrabble team that has attracted commercial sponsors with business-like focus on 'return on investment' from their backers. Emirates Airline paid handsomely for naming rights so they

Insiders predict that this month's AC matchup will be much more evenly paced than any AC72 racing we've seen thus far. Crew work will undoubtedly be nearly flawless. But the first race will likely reveal if one boat is inherently faster.

AMERICA'S CUP 34 —



ACEA / ABNER KINGMAN

Like their Kiwi adversaries, Oracle Team USA has now mastered stable foiling. Which boat is faster remains to be seen.

could promote travel to and from Dubai. Even the \$36 million raised from the New Zealand government was a clear-eyed investment aiming to promote the New Zealand marine industry and the country as a tourist destination.

OTUSA drove the rule creation for the wing-sailed catamarans, but ETNZ found a loophole in the rule and got a head start in the hydrofoiling game. Ernest Rutherford, the New Zealand nuclear scientist who was the first to split the atom, famously said, "We've got no money, so we've got to think." Early on the Kiwis bought two low-cost SL 33 catamarans to use as test beds for their experiments. Sailing far from the harbor, late in the day — almost under the cover of

darkness — they tested their inspired idea that they could hydrofoil within the AC72 class rule. When satisfied that their experiments confirmed their theory, they went all in on hydrofoiling, scaling up to the AC72.

The Kiwi experiments in SL 33's included a few pitchpole capsizes that convinced them that the aerodynamic

When ETNZ's second boat survived her famous nosedive during the Louis Vuitton Cup was an impressive illustration of her strength.

drag penalty of more volume in the bows was well worth paying. The way their bows popped back to the surface after their dramatic nosedive in Race 2 of the Louis Vuitton Cup Final provided a strong argument for their choice. OTUSA's pitchpole last October showed the danger of narrow bows — very slippery aerodynamically but not so good for resisting a capsize.

Like a Silicon Valley startup, ETNZ found creative financing: by selling the design of their boat one to Luna Rossa (legal under the rules developed by OTUSA), ETNZ raised the money to pay for boat two. The team's dominance of the Louis Vuitton Cup gave clear proof that their designers made quantum leaps ahead with boat two. The only race won by Luna Rossa Challenge was when a circuit board controlling the hydraulics on ETNZ failed. In every other race, ETNZ's boat two



ACEA / ACTV

BATTLE OF THE BEST



ORACLE TEAM USA / GUILAIN GRENIER

OTUSA's early foiling attempts weren't pretty. The team's second boat is much stiffer and more stable.

ACEA / ACTV

dominated their boat one design, sailed by Luna Rossa.

OTUSA's boat is arguably a more elegant design than ETNZ's. With a slippery aerodynamic shape, including a faired-in understructure and no diagonal rods under the platform, OTUSA looks fast, and it is, in a straight line. But OTUSA's first boat twisted so

much that the two hulls seemed to be going in different directions and their first attempts at foiling must have made the sailors feel like rodeo riders.

When boat one was relaunched in February 2013 after extensive repairs following the October 2012 capsize, she was clearly stiffer and showed off stable foiling. OTUSA's second boat took the aerodynamic refinements even further and upped the foiling ante, demonstrating foil-to-foil jibes that are just as fast as ETNZ's.

The wings are different, too. Yes, OTUSA's wing is black and ETNZ's is red. Both are "two-element" wings with flaps divided into four segments from top to bottom. But OTUSA has a "tab" on the trailing element of their wing to help keep the airflow attached, while ETNZ's leading element has an internal spar covered by a leading edge fairing that can be twisted. In other words, the can twist the "luff" of their wing as well as the "leech."

Will Crew Work Make the Difference in AC 34?

ETNZ has been the form team for months. They have mastered their playbook like an NFL team. Every tack and jibe is as well choreographed as a play from a 49ers two-minute drill. Even

Left: ETNZ's wing has an internal spar covered with a fairing for "leading element twist." Center: OTUSA's wing incorporates the "mast" in a D-shaped leading edge. Look for the "tab" on the trailing edge of the leading element when you get a closeup in the videos." Right: Look closely at ETNZ's wing to see their "leading element twist."



OTUSA's second boat, bow on. In contrast to the Kiwi's boat, it has no diagonal understructure and fine bows.

YOUTUBE CHANNEL_JNAVAS2



The kiwis sacrificed aerodynamic drag for a stiff platform and high volume bows that have shown their resistance to pitchpoling.

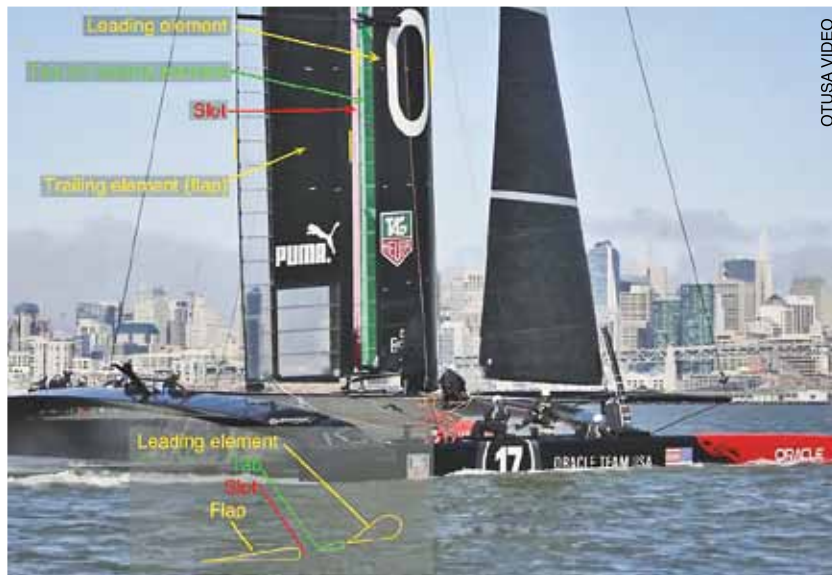
YOUTUBE CHANNEL_JNAVAS2

their boat layout favors efficient crew work over aerodynamics — the grinding pedestals are open, while OTUSA's grinders are in cockpits like bobsleds. The OTUSA layout has less drag but their crew have to get in and out of their cockpits on every tack or jibe.

With this being arguably the most technology-driven America's Cup ever, it's ironic that crew work may make the



ACEA / ACTV



OTUSA VIDEO



PHOTO: CLIVE WRIGHT MARKUP: JACK GRIFFIN

RULES & PENALTIES

Mark Room Rights Are Easy to Misunderstand

Even the TV commentators have explained this wrong. In the America's Cup version of the Racing Rules of Sailing, Rule 18 (mark room rights) is completely different from the rule most sailors know.



JOS SPIJKERMAN

In the diagram, green has rights to go inside. Yes, even though purple is on starboard, even though purple is at the zone first, even though green must tack in the zone, she still has rights to room at the mark. Not right of way, but mark room. As long as the boats are overlapped when the first boat gets to the zone, the inside boat has mark room rights. Now, nothing prevents purple from making a tight rounding if she is fast enough to lead around the mark, but if not, purple must make a wide rounding to give green room.

Penalties

Penalties are simple in theory and complicated in reality. Rather than spin circles, penalties are "slow and go." The almost magical LiveLine technology calculates a penalty line behind the penalized boat. The penalty line moves forward at the boat's theoretical VMG. Offload the penalty by slowing enough to let the line catch up. If you don't offload your penalty within 10 seconds, your penalty line slows to 90% of your theoretical VMG. If you tack or jibe or go out of bounds while you have a penalty, the penalty distance is increased by two boat lengths.

Got all that? Wait, there's more: there are two types of penalties: "VMG" and "boat-on-boat." For a VMG penalty, the penalty line starts out two boat lengths behind your boat. You get a VMG penalty if: you foul the other boat in the pre-start, go over early, go out of bounds, or foul the other boat when you are not on the same leg. If you foul the other boat after the start, while you are on the same leg, then you get a "boat-on-boat" penalty, and the penalty line starts two boat lengths behind the fouled boat. In other words, if you get a "boat on boat" penalty, you must slow enough to let your opponent get two boat lengths ahead of you. The photos show an incident in the AC45 race in Naples in April 2013. ETNZ did not give mark room to Luna Rossa and received a boat-on-boat penalty. They were slow paying off the penalty and compounded their problem by jibing, adding two boat lengths to the penalty.



ACEA / ACTV

ETNZ did not give Luna Rossa mark room and got a "boat-on-boat" penalty in this AC45 race in Naples.



For a "boat-on-boat" penalty in a match race, a penalty line is set two boat lengths behind the fouled boat. The penalized boat must let that penalty line 'catch up,' effectively letting the fouled boat get two boat lengths ahead. Tacking, jibing or going outside the course limits adds two boat lengths to the existing penalty.

Penalty distance 88.3 m, approximately the distance Luna Rossa is behind + 2 boat lengths - NZL has not slowed down enough to pay off the penalty.

ACEA / ACTV

difference in the racing — dropping off foils during a jibe will cost 100 meters and possibly the race.

Wind Limits

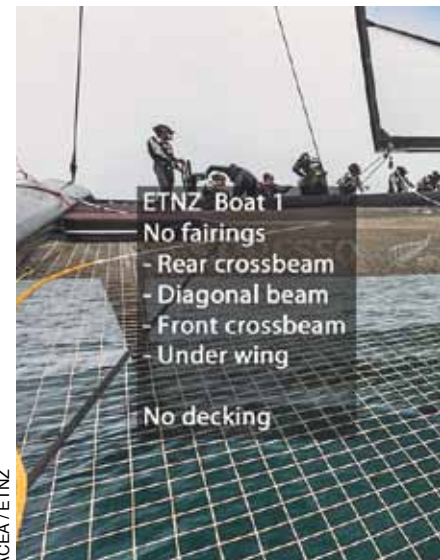
Although we were prom-



OTUSA VIDEO



ACEA / ABNER KINGMAN



ACEA / ETNZ

- ETNZ Boat 1
- No fairings
- Rear crossbeam
- Diagonal beam
- Front crossbeam
- Under wing
- No decking

BATTLE OF THE BEST

ised racing in 3 to 33 knots, the regatta director implemented wind limits following Artemis Racing's tragic capsizing

that cost Andrew Simpson's life while training on May 9. The wind limits for September are 23 knots, adjusted for

the current – higher wind limits with a flood and lower when an ebb stirs up the chop. Add or subtract the speed of the tidal flow to get the wind limit on a given day. Somehow we are back to 2007: we sometimes see kids in Optis or small dinghies out in conditions that

Top row, L to R: After recent modifications, OTUSA's crew now face fore and aft in bobsled-like cockpits; ETNZ crew stands. Although this deck layout adds drag, it makes maneuvers easier. **Middle:** ETNZ and OTUSA should be closely matched, speedwise. **Bottom:** Kiwis have made many changes between their first and second boats.



CHRIS CAMERON / ETNZ



MARKUP JACK GRIFFIN
PHOTO: ACEA / ACTV

AMERICA'S CUP 34



ACEA / ABNER KINGMAN

keep the best sailors in the world at the dock instead of racing.

Arriving at the Same Destination: The America's Cup Match

Both teams now meet in the America's Cup Match. Different funding. Different design philosophies. Different

New meets old. As Oracle Team USA's '17' blasts across the Bay, the classic schooner 'America' glides past in the background.

development cycles. Same starting line on September 7.

Who Got It Right?

Will OTUSA's aerodynamic slip-

periness trump ETNZ's stability? Will ETNZ's hours of drilling on crew work for maneuvers beat OTUSA's search for straightline speed? Be there on September 7 for the first race of the America's Cup Match. My money says this will not be a 9-0 sweep but a battle of the titans that goes at least a dozen rounds.

I can hardly wait!

—jack griffin

For more analysis, see Jack's highly informative website: www.cupexperience.com.

Needless to say, you can also find oceans of America's Cup 34 info on the official event site: www.americascup.com.

In addition to team profiles, photos, course maps, ticket portals for bleacher seats and charter boats, news releases and race schedules, you'll also find the latest TV broadcast schedules and links to the America's Cup YouTube channel, where all race footage is archived shortly after each race is completed. Finally, it's time for AC 34's main act to begin. You won't want to miss it.

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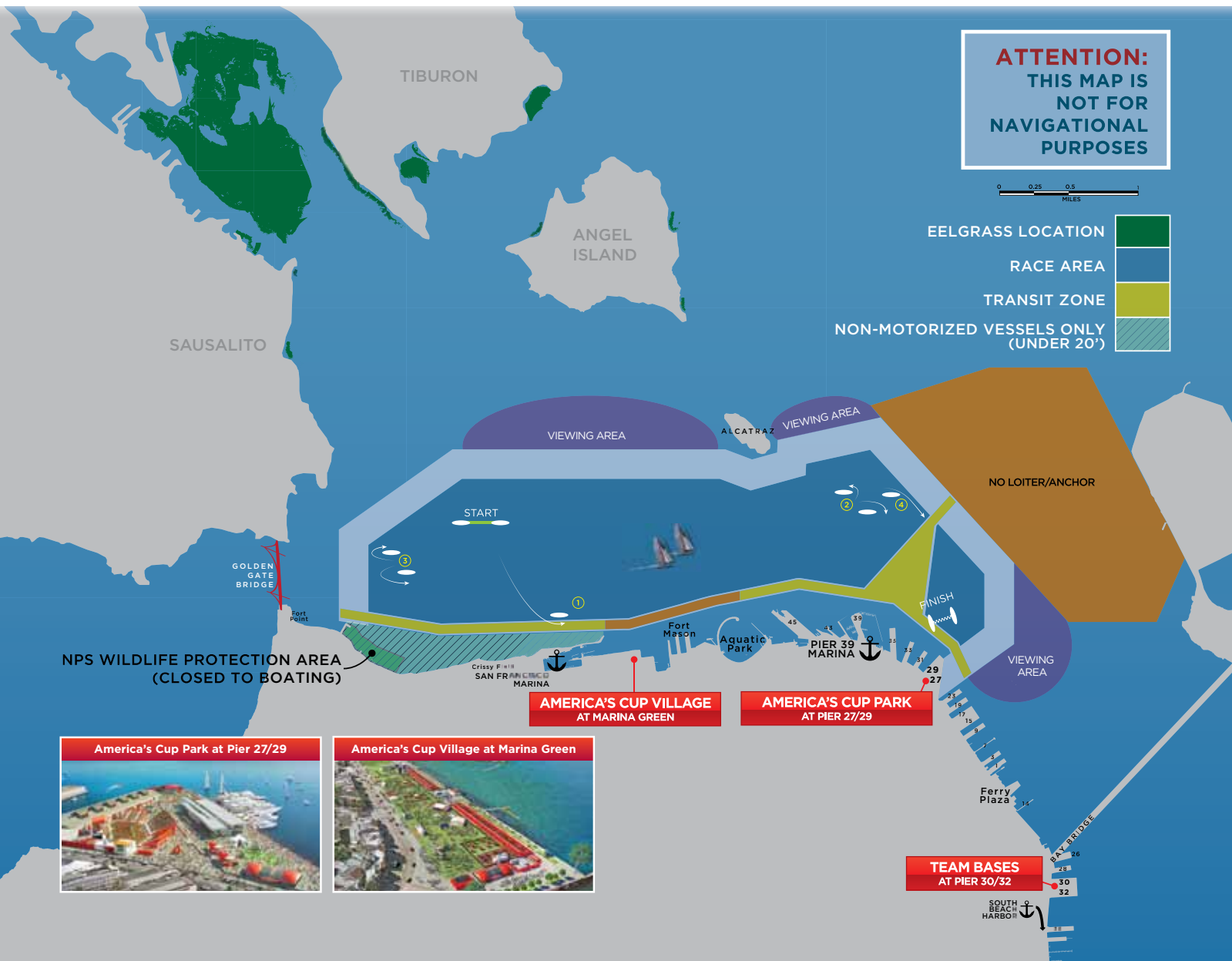


34 SAN FRANCISCO 2013 AMERICA'S CUP®



BOATER GUIDE TO SAN FRANCISCO BAY

PREPARED BY



TEAM BASES AT PIER 30/32

SOUTH BEACH HARBOR



THE 34TH AMERICA'S CUP

The City and County of San Francisco and Port of San Francisco are proud to host the best sailors in the fastest boats when the America's Cup, the oldest trophy in international sport, returns to the United States for the first time in 18 years. The 34th America's Cup will be the first time this event is visible from shore and we're counting on boaters such as you to help make it a sustainable and responsible event. Following are some tips to help you enjoy the Summer of Racing, including the Louis Vuitton Cup Challenger Series July 7 - August 30, the Red Bull Youth America's Cup September 1-4, and America's Cup Match Finals September 7-21 on San Francisco Bay.

BOATER SERVICES

The attached San Francisco Bay Area Clean Boating Map lists locations of marinas, yacht clubs, and pollution prevention services including: used oil collection, sewage and bilge pumpouts, oil absorbent distribution and collection, marine battery collection, as well as marinas designated as clean marinas, mobile boat-to-boat services, eel grass locations, marine protected areas and helpful information about clean and safe boating practices.

Go to:

www.coastal.ca.gov/ccbn/SF_Bay_Clean_Boating_Map.pdf



SAFE BOATING INFORMATION

All mariners should be aware of safe boating practices and California's boating laws prior to setting out to view the America's Cup races. Visit the following links for more information: Safe Boating/Boating Laws: www.dbw.ca.gov; Race Course/Regulated Areas: www.americascup.com; Weather: <http://www.wrh.noaa.gov/mtr/marine.php>. Boaters are also encouraged to subscribe to the U.S. Coast Guard's Notice to Mariners at <http://cgls.uscg.mil/mailman/listinfo/eleventh-cg-dlnm> and to listen via marine band radio (VHF-FM Channel 16) for other updates regarding the race.



Operating Restrictions

Vessels of less than 20 meters in length (including sailing and non-motorized vessels) shall not impede the safe passage of a power-driven vessel following a traffic scheme, such as a ferry or commercial ship.

Unless expressly permitted by the Port's Maritime Manager or in the case of a marine disaster, vessels may not:

- Embark or disembark persons at ferry terminals,
- Moor at any wharf, dock or landing or occupy a stall, berth or mooring within the Port of San Francisco,
- Operate within 500 feet of the pierhead line, except for entering or leaving a berth or slip, or
- Operate personal watercraft within 1/4 mile from all Port of San Francisco waterfront facilities or National Park Service shorelines.

Protected Areas

Boaters must avoid all eelgrass beds, wetlands, marine protected areas and environmental buffer zones along Crissy Field shore and around Alcatraz Island delineated on the attached map.

Who to call

Emergency Contact Info: Use VHF-FM Channel 16 to contact U.S. Coast Guard for on-water emergencies or dial 911.

For non emergencies, contact the SF Police Department: (415) 553-0123 or U.S. Coast Guard (415) 399-3530.

Contacting Other Boaters: To contact another vessel use VHF-FM Channel 16. Once contact has been established, shift your conversation to an alternate frequency.

ENVIRONMENTAL PROTECTION

San Francisco Bay is the West Coast's largest estuary and hosts a rich diversity of plant and aquatic life, including over 150 species of fish, insects, amphibians, reptiles, birds, mammals and plants that are considered threatened or endangered. About two-thirds of the state's salmon pass through the Bay as well as nearly half of all the birds migrating along the Pacific Flyway. In addition, the Bay supports extensive shipping, fishing, and other commercial and recreational maritime uses.

Invasive Species Control

Clean before you come & Clean before you go.

Hull fouling degrades sailing performance, increases fuel consumption, and can damage your systems and equipment.

Introduced by visiting boats, invasive species can spread throughout the Bay, where they foul structures, displace native plants and animals, threaten public health, and upset the local ecology. Please make sure invasive marine pests are not part of this event by doing the following:



- Ensure appropriate anti-fouling paint is still within the defined effective period as indicated by the manufacturer. Use multi season anti-fouling protective coatings suitable for San Francisco Bay.
- Clean your trailer and boat, including all underwater surfaces, intakes, and internal seawater systems prior to coming to SF Bay in a location out of the water as close to your departure date as possible, but no longer than one month before you leave. If your boat was not cleaned before coming to San Francisco Bay, DO NOT clean the boat while it is in the water. Instead, haul the boat out of the water to clean.
- When leaving, if the vessel has been docked/moored in the Bay for a month or more, clean your equipment prior to returning to your home marina.
- Do not transport live bait. Properly dispose of residual fishing bait in trash receptacles. Drain all live wells before departure.

Marine Mammal & Seabird Protection

The Federal Marine Mammal Protection Act prohibits harassment of marine mammals, including feeding or attempting to feed a marine mammal in the wild or negligently or intentionally operating a vessel to pursue, torment, annoy or otherwise disturb or molest a marine mammal. To report a marine mammal incident, contact the National Marine Fisheries Service at (562) 980-4017. Similarly, the Federal Migratory Bird Treaty Act prohibits harassment of migratory birds, including pursuing, hunting, taking, capturing or killing migratory birds, nests, or eggs.



CLEAN BOATING PRACTICES

You too can be part of the solution. Pledge to clean your vessel and take the following actions and get a special AC34 Clean Boater Flag at

<http://www.americascup.com/boater-pledge>.

- Implement Invasive Species Control Measures
- Prevent illegal dumping of any raw sewage or garbage overboard in the Bay, including plastics, solid, biological or hazardous wastes, fishing line, cans or bottles, cigarette butts, cleaning or maintenance products. Take advantage of shore-side facilities to properly dispose of your trash and recycle plastic, glass, metal, and paper. Use the attached San Francisco Bay Area Clean Boating Map to locate sewage pumpouts or mobile-pumpout services to properly dispose of raw sewage.
- Use cleaners that are water-based, biodegradable, phosphate-free and labeled as less toxic. Check out these less toxic cleaning alternatives for all types of uses: www.coastal.ca.gov/ccbn/lesstoxic.html
- Prevent pollutants from entering the Bay by practicing preventative engine maintenance, using oil absorbents and recycling used oil and filters. Dispose of used oil absorbents as hazardous waste at a marina or household hazardous waste collection center. For locations please check the attached San Francisco Clean Boating Map. A list of Certified Used Oil Collection Centers can be found at: <http://www.calrecycle.ca.gov>

Other helpful clean boating links include:

- A Boater's Guide to Keeping Pollutants Out of the Water: <http://www.coastal.ca.gov/ccbn/bindercard.pdf>
- Clean Boating Habits: <http://www.dbw.ca.gov/Pubs/CleanBoatingHabits/Default.aspx>.
- Environmental Boating Laws Brochure: <http://www.coastal.ca.gov/ccbn/EnvironmentalLawsBrochure.pdf>

FOR MORE INFORMATION

More details on how to be a clean, responsible and informed boater can be found at:

www.americascup.com | www.sfgov.org/americascup | www.dbw.ca.gov

Thank you for doing your part to make the 34th America's Cup in San Francisco a safe and clean international sporting event. We'll see you at the regatta!