

Latitude 38

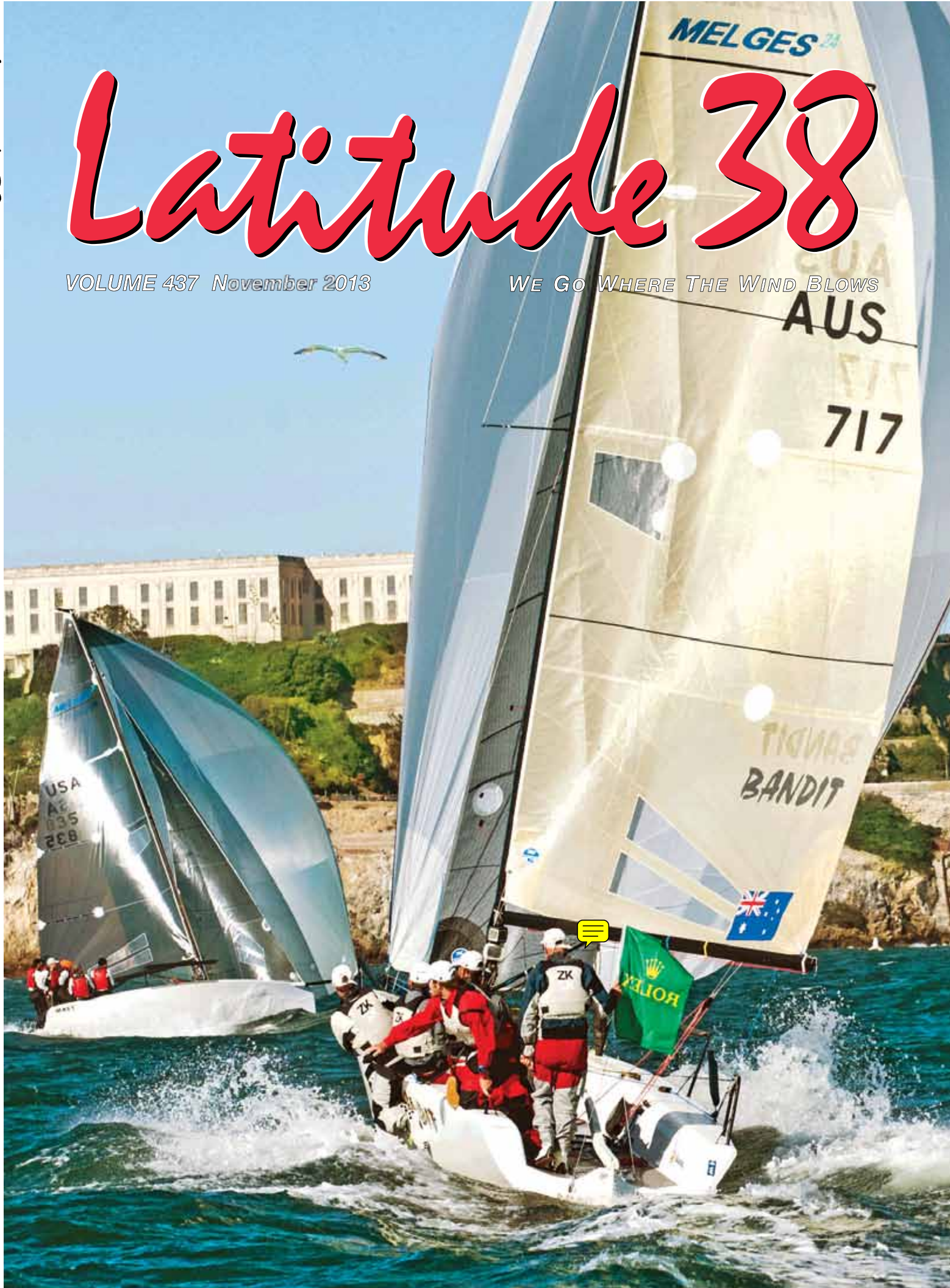
Latitude 38

VOLUME 437 November 2013

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NOVEMBER 2013

VOLUME 437



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National News (the good kind)

Mike Mannix bought *Harp*, his Catalina 38, brand new, in 1984. Mike has won his share of races over the years, and this year *Harp* won the Catalina 38 Nationals, held here on San Francisco Bay this past July.

Mike has taken good care of his boat and in 1996 began replacing his sail inventory with sails from Pineapple Sails. *Harp* has been 'Powered by Pineapples' ever since.

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*Harp**

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Cover: For the first time in the 49-year history of the Big Boat Series, small boats were allowed to enter. Here the Melges 24s *Bandit* and *Mikey* prove that the little guys can sail big.

Photo: Erik Simonson / www.pressure-drop.us

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

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JEANNEAU 45

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Latitude 38

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2002
\$109,000



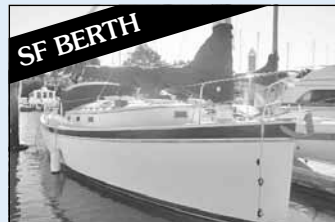
36' Catalina
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\$48,000



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CALENDAR

Non-Race

Oct. 27-Nov. 9 — Baja Ha-Ha XX Cruiser's Rally, from San Diego to Cabo San Lucas. Info, www.baja-haha.com.

Nov. 1-30 — *Lady Washington* and *Hawaiian Chieftain* come and go in the Bay Area. For dates, times and details on tours or booking passage, see www.historicalseaport.org.

Nov. 1-30 — 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, free with museum admission. Info, www.maritime.org or (415) 447-5000.

Nov. 1 — Downwind Marine's Evening Cruisers' Seminar Series kicks off with 'Cruising the World—A Bluewater Family Adventure' by Bob & Gail French, 6-8 p.m., \$3, back door at Downwind Marine. More seminars at same time and location.

11/4: What's New for Cruising Mexico (Capt. Pat Rains); **11/5:** 12-Volt Cruising (Barry Kessler); **11/6:** Off the Beaten Path in Mexico (Mark & Emily Fagan); **11/7:** TBA; **11/8:** Planning for Cruising (Capt. Ann Kinner). Info, www.downwindmarine.com.

Nov. 1, 4-6 — Basic Navigation course at San Francisco YC, 5:30-9:30 p.m. \$250. Info, www.sfyj.org.

Nov. 2, 9, 16, 23 — 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/sajr.

Nov. 2 — Cruisers' Kick-Off Potluck at Downwind Marine in San Diego, 12-4 p.m. Info, www.downwindmarine.com.

Nov. 3 — Daylight Saving Time ends.

Nov. 3 — Sailing program forum to discuss how to grow the sport, organized by Alameda Community Sailing Center at Oakland YC, 1 p.m. Info, atariane@sailalameda.org.

Nov. 3-24 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Nov. 6-27 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under 'Events' tab at www.sfyj.org.

Nov. 7 — High Tech Sail Making by North Sails' Bill Pearson at Corinthian YC, 6:30 p.m. Free. RSVP at www.cyc.org or (415) 435-4771.

Nov. 7-8 — VHF Certification Training at San Francisco YC, 5:30-9:30 p.m. \$165. Info, www.sfyj.org.

Nov. 9 — First Aid at Sea Training at San Francisco YC, 9 a.m.-6 p.m. \$130. Info, www.sfyj.org.

Nov. 9-10 — ISAF Sea Survival Training at San Francisco YC, 8:30 a.m.-6:30 p.m. \$240. Info, www.sfyj.org.

Nov. 11 — Take a veteran sailing today!

Nov. 13 — Singlehanded TransPac race seminar #2: Power Management & Self-Steering at Oakland YC, 7 p.m. All seminars are free and open to the public. For more about the race or future seminars, email transpac@sfbaysss.org.

Nov. 14 — 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.

Nov. 16 — SF Maritime's Sea Music Concert Series wraps up with John Roberts & Debra Cowan aboard *Balclutha* at Hyde St. Pier, 8-10 p.m. \$14. Info, www.maritime.org or (415) 561-6662 ext. 21.

Nov. 17 — Sail under the full moon on a Sunday night.

Nov. 20 — La Paz Beach Party at La Costa Restaurant, 4-7 p.m. Free for the first 50 Ha-Ha'ers; everyone welcome.

Nov. 24 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

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Catalina 42 MkII, 2005.....	REDUCED! 178,000
Catalina 42, 1989.....	84,500
Catalina 400, 2001.....	SOLD!
Catalina 380, 1997.....	NEW LISTING!
Catalina 36 MkII, 2001.....	SOLD!
Catalina 34 MkII, 2007.....	115,900
Catalina 34, 1986.....	REDUCED! 40,995
Catalina 309, 2009.....	93,500
Catalina 30, 1988.....	28,000
Catalina 30, 1979.....	13,950

Catalina 28 MkII, 1997.....	SOLD!
Catalina 250, 2005.....	REDUCED! 21,900
Preowned Sailing Yachts	
Norseman 447, 1984.....	REDUCED! 169,000
Beneteau 36.7, 2010.....	133,500
Ericson 32, 1970.....	REDUCED! 26,900
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Ranger 27 Tug, 2014.....	JUST ARRIVED!

Ranger 25 Tug, 2014.....	JUST ARRIVED!
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Ranger 25 Tug, 2010.....	105,000
Ranger 25 Tug, 2009, includes trailer.....	105,000
Ranger 21 Tug, 2009.....	NEW LISTING! 44,000
Ranger 21 Tug, 2008.....	39,000
Preowned Power Yachts	
Stephens 70 Classic Motor Yacht, 1966.....	1,100,000
Ocean Alexander 44, 1991.....	REDUCED! 139,000



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CALENDAR

Nov. 28 — Work off all that turkey and pumpkin pie with a hearty Thanksgiving daysail with the family.

Nov. 28 — Thanksgiving Cruiser Party hosted by El Cid Marina at Plaza Machado in Mazatlan, 5-8 p.m. Tickets \$25. Info, marinaelcidmazatlan@elcid.com.mx.

Nov. 29-Dec. 20 — Christmas Boat Decorating Contest at Marina Mazatlan. Any boats with decorations are automatically entered. Prizes awarded Christmas Eve. Contact Jaime Ruiz at Marina Mazatlan, jaimeruiz@marina-mazatlan.com.

Dec. 5 — Angel Lights Countdown Benefit, a fundraiser for the Angel Island Conservancy. Info, www.angelisland.org/angellights.

Dec. 7 — 37th Annual Lighted Yacht Parade on the Oakland/Alameda Estuary. Starts at 5:30 p.m. This year's theme is 'Global Holidays'. Presented by Encinal YC, Oakland YC and Marina Village Yacht Harbor. Find out more and enter your boat at www.lightedyachtparade.com.

Dec. 7 — Vallejo YC Harbor Lighted Boat Parade. Info, www.vyc.org or (707) 643-1254.

Dec. 7 — Stockton SC Lighted Boat Parade. Info, www.stocktonsc.org.

Dec. 7 — Santa Cruz YC Lighted Boat Parade in the south harbor, 5:30 p.m. Info, www.scyc.org.

Dec. 14 — Sausalito YC Lighted Boat Parade along the waterfront, 6 p.m. Info, www.sausalitoyachtclub.org.

Racing

November, 1983 — It Was Thirty Years Ago from the feature 'Chichester Memorial Alameda Circumnavigation':

In 1972, Sir Francis Chichester, the famed English ocean sailor, passed away after unsuccessfully attempting to compete in that year's singlehanded TransAtlantic Race. Sailors around the world marked the demise of this adventurous 71-year-old with sadness. Here on the Bay, his death was noted in a unique way: the establishment of the inaugural Sir Francis Chichester Circumnavigation of Alameda.

"Commodore Tompkins was the first one to suggest it," says Don Trask, who was in charge of the event up until three years ago. "It appealed to sailors all over the West Coast. They used to come by the truckload from San Diego, Los Angeles, Las Vegas and Seattle. The first two years, we had over 100 participants!"

It was appropriate for Tompkins, an ocean voyager of some repute himself, to conceive of the Alameda race as a tribute to Chichester. The circuit of Alameda was not as dangerous as sailing past Cape Horn, but it did present its difficulties.

The biggest were the four bridges that had to be negotiated. Since three of them are part of busy roadways, the chances were slim to none that they would be open as the contestants sailed by. The boat chosen for the Chichester circumnavigation, the 14-ft Laser dinghy, has a mast which rises 20 feet off the water, making it impossible to sail under the structures without taking some sort of action.

A major factor in the race has been one's bridge tactics. Upwind it was found best to stand up in the cockpit and heel the boat over far enough to pass clear under the bridge while still sailing. If the tide was too high and the opening too low, other techniques had to be devised. In a following tide, you could capsize and just drift through. Sometimes you had to jump onto the bridge structure itself and pull the boat through by holding onto the mast.

The other major tactical problem to solve in the Chichester is deciding which way to go. From the beginning, competitors were free to circumnavigate in either direction. The starting

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CALENDAR

line was a rectangle set off Mariner Square on the Alameda side, and Jack London Square on the Oakland shore. With five minutes to go to the start, everyone had to be within the box; at the gun they could sail west or east. The first one back won.

We've never sailed the Chichester, but it looked like fun this year and it's one of those regattas that sailing needs — a playful poke in the ribs where the important thing is taking part and having a good time.

- Nov. 2** — Summer's Last Gasp. HMBYC, www.hmbyc.org.
- Nov. 2** — Red Rock Race. TYC, www.tyc.org.
- Nov. 2** — Fall Series #3. SSC, www.stocktonsc.org.
- Nov. 2-3** — Club Boat Series #1. StFYC, www.stfyc.com.
- Nov. 2-3** — Perry Cup/Kelp Cup. MPYC, www.mpyc.org.
- Nov. 3** — Midwinter #1. SYC, www.sausalitoyachtclub.org.
- Nov. 3** — Jack & Jill+1, the woman-skipped triple-handed race on the Estuary. IYC, www.iyc.org.
- Nov. 9** — Lake Washington's annual Turkey Shoot Regatta. LWSA, www.lwsailing.org.
- Nov. 9-10** — Club Boat Series #2. StFYC, www.stfyc.com.
- Nov. 9-10** — Opti Winter #1. SFYC, www.sfyc.org.
- Nov. 19** — YRA Year End Awards Party at Berkeley YC, 6:30 p.m. Info, (415) 771-9500 or www.yra.org.
- Nov. 23** — Fall Series #4. SSC, www.stocktonsc.org.
- Nov. 24** — Commodore's Challenge. IYC, www.iyc.org.
- Nov. 29** — Wild Turkey Race. TYC, www.tyc.org.
- Nov. 30** — Perry Cup/Midwinters. MPYC, www.mpyc.org.
- Dec. 14** — Fall Series #5. SSC, www.stocktonsc.org.
- Dec. 29** — Christmas Race. MPYC, www.mpyc.org.

Midwinter Regattas

- BERKELEY YC** — Midwinters: 11/9-10, 12/14-15, 1/11-12, 2/8-9. Bobbi, (925) 939-9885 or bobbi@jfcbat.com.
- BERKELEY YC** — Chowder Races: Sundays through March except when it conflicts with above. Patrick, (415) 328-2819 or psman99@hotmail.com.
- CAL SAILING CLUB** — Year-round Sunday morning dinghy races, intraclub only, typically in Laser Bahias and JY15s. Info, racing_chair@cal-sailing.org.
- CORINTHIAN YC** — Midwinters: 1/18-19, 2/15-16. Kim, racing@cyc.org.
- ENCINAL YC** — Jack Frost Series: 11/16, 1/18, 2/15, 3/15. Info, rearcommodore@encinal.org.
- GOLDEN GATE YC** — Manuel Fagundes Seaweed Soup Series: 11/2, 12/7, 1/4, 2/1, 3/1. Info, (916) 215-4566 or raceoffice@ggyc.com.
- ISLAND YC** — Estuary Midwinters: 11/10, 12/8, 1/12, 2/9, 3/9. John, (510) 521-2980 or iycracing@yahoo.com.
- OAKLAND YC** — Sunday Brunch Series: 1/5, 1/19, 2/2, 2/16, 3/2. Jim, urrailmeat@yahoo.com.
- REGATTAPRO** — Winter One Design & IRC: 11/9, 12/14, 1/11, 2/8. Jeff, (415) 595-8364 or jzarwell@regattapro.com.
- RICHMOND YC** — Small Boat Midwinters: 12/8, 1/5, 2/2, 3/2. Opti Midwinters: 12/7, 2/1, 3/1. Info, RaceChair@richmondyc.org. Laser Sundays: 11/3, 11/10, 11/17, 11/24, 12/15, 12/22, 1/12, 1/19, 1/26, 2/9, 2/16, 2/23, 3/16, 3/23. Info, rycsunday.myfleet.org.
- SANTA CRUZ YC** — Midwinters: 11/16, 12/21, 1/18, remaining TBA. Info, (831) 425-0690 or www.scyc.org.
- SANTA ROSA YC** — Winter Series: 11/16, 12/21, 1/18, 2/15. Info, www.santarosasailingclub.org.
- SAUSALITO YC** — Sunday Midwinters: 11/3, 12/1, 1/5, 2/2, 3/2. Dave Borton, (415) 302-7084 or race@sausalitoyachtclub.org.



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Redwood Cup: 11/23, 12/21, 1/18, 2/22, 3/29. Info, www.sequoiayc.com.

SOUTH BEACH YC — Island Fever Midwinters: 11/16, 12/14, 1/18, 2/15, 3/15. Info, www.southbeachyc.org.

TIBURON YC — Midwinters: 1/11, 2/8, 3/8. Rob, race@tyc.org.

VALLEJO YC — Tiny Robbins Midwinters: 12/7, 1/25, 2/22, 3/22. Info, www.vyc.org or (707) 643-1254.

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.

November Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
11/02Sat	0435/1.7	1100/6.2	1726/-0.4	
11/03Sun	0017/4.9	0415/1.9	1036/6.4	1707/-0.8
11/09Sat	0452/5.1	1006/2.6	1553/5.3	2226/0.0
11/10Sun	0549/5.3	1128/2.2	1712/4.9	2328/0.3
	LOW	HIGH	LOW	HIGH
11/16Sat	0340/2.0	1000/6.3	1639/-0.6	2339/4.9
11/17Sun	0422/2.3	1033/6.2	1716/-0.6	
	HIGH	LOW	HIGH	LOW
11/23Sat	0406/4.6	0910/3.1	1428/4.7	2114/0.5
11/24Sun	0450/4.7	1020/2.9	1527/4.4	2203/0.8
	LOW	HIGH	LOW	HIGH
11/28Thu	0039/1.7	0728/5.7	1402/0.8	2024/4.1
11/29Fri	0128/1.9	0805/6.0	1444/0.2	2126/4.3
11/30Sat	0215/2.1	0844/6.3	1525/-0.5	2221/4.6
12/01Sun	0301/2.3	0924/6.6	1608/-1.0	2313/4.8

November Weekend Currents

date/day	slack	max	slack	max
11/02Sat	0114	0340/3.1E	0701	0954/3.1F
	1250	1558/4.9E	1947	2244/3.9F
11/03Sun	0104	0327/3.1E	0641	0935/3.1F
	1226	1542/5.2E	1930	2229/4.1F
11/09Sat		0257/3.6F	0625	0844/2.5E
	1219	1457/2.2F	1745	2055/4.1E
11/10Sun	0052	0359/3.5F	0719	0948/2.7E
	1333	1612/2.3F	1901	2159/3.6E
11/16Sat	0020	0248/2.6E	0606	0856/3.0F
	1146	1457/4.7E	1854	2200/3.8F
11/17Sun	0109	0330/2.4E	0648	0935/2.8F
	1224	1536/4.7E	1936	2241/3.8F
11/23Sat		0207/2.9F	0539	0749/2.0E
	1127	1357/1.6F	1636	1956/3.4E
11/24Sun		0254/2.7F	0625	0841/2.1E
	1231	1456/1.5F	1738	2047/3.1E
11/28Thu	0302	0604/2.8F	0912	1209/3.7E
	1611	1857/2.7F	2205	
11/29Fri		0028/2.6E	0350	0650/2.9F
	0951	1257/4.3E	1656	1949/3.2F
	2303			
11/30Sat		0121/2.6E	0436	0735/3.0F
	1031	1344/4.8E	1741	2038/3.6F
	2357			
12/01Sun		0213/2.6E	0522	0820/3.1F
	1112	1431/5.3E	1826	2125/4.0F



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LETTERS

↑↓ WHEN BILLIONAIRES BATTLE

The best quote to come out of the 34th America's Cup was from Jim Clark before the start of the America's Cup finals: "I don't support cheaters [Oracle Team USA]." Well, here's another Yank for fair play.

Nick Nicolle
Rise & Shine, Colin Archer ketch
Langkawi, Malaysia

Readers — Let's make sure everyone understands the background of this Silicon Valley spat. Oracle's Larry Ellison was an adopted child who grew up in humble circumstances. The University of Illinois dropout moved to Northern California in 1966, and later had to sell his Berkeley liveaboard sailboat to buy food. But with an investment of \$1,200 in 1977, he co-founded a company that a few years later would become Oracle, and he is now personally worth about \$40 billion. Much of the fortune is a result of Ellison's holding on to Oracle stock in the early days instead of giving in and taking money from venture capitalists.

Then there is Jim Clark of Plainview, Texas, a high school dropout who was introduced to electronics in the Navy and during night classes at Tulane University. In 1982 Clark, by then an



WEBB LOGG

Jim Clark and his Aussie swimsuit model wife, Kristy Hinze, called foul on Oracle.

associate professor of engineering at Stanford, created Silicon Graphics with some graduate students. The company became the world leader in the production of Hollywood movie visual effects and 3-D imaging. In 1993, Clark and Marc Andreessen came up with the first easy-to-use software for browsing the web. This software became Netscape. Clark's \$5 million investment in that company earned him a cool \$2 billion. He was subsequently involved in several other start-ups. According to Forbes, Clark was worth over \$1 billion in 2005. After the financial crash of 2007, Clark fell off the Forbes list of billionaires. But he made huge bets on Apple at under \$100 during the recession, which have subsequently increased as much as fivefold, returning him to the billionaire ranks.

While Clark never had Ellison money, he'd made enough to be able to hand over \$125 million in a divorce, and commission the Frers 156 Hyperion (subsequently sold), the 292-ft schooner Athena, and the 135-ft J Class Hanuman. He's currently attempting to have a 90-ft racing boat built in secret in the Northeast. Clark gave Stanford an endowment of \$150 million, the largest ever, reportedly to assuage slight pangs of guilt at having spent so much money on Athena.

Enough of the backgrounds. When the International Jury heard the case against Oracle over the illegal modifications to their AC45s in the World Series, crewmember Dirk de Ridder was kicked off the boat, Oracle was assessed a two-point deduction and some other relatively minor penalties were handed down. There wasn't any — or at least not enough — evidence to prove that any of the Oracle higher-ups were culpable.

Clark found it impossible to believe the modifications had been solely the work of Oracle team grunts. He wanted a confession and an apology from Oracle. When none was forthcoming, Clark bought the biggest New Zealand flag he could find and flew it from the foremast of Athena — which was prominently

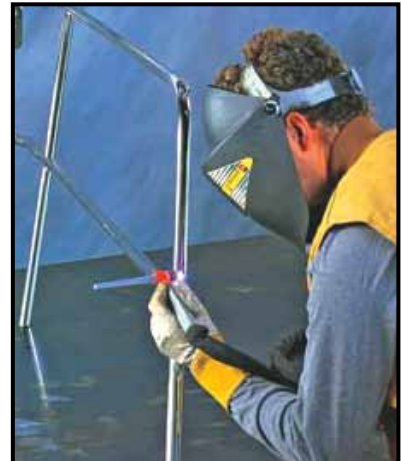
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LETTERS

stern-tied at the America's Cup Village next to Ellison's two boats. An intermediary reportedly was dispatched to Athena to ask Clark to replace the Kiwi flag with an American flag.



CHRIS CAMERON

'Athena' sported the biggest New Zealand flag Clark's minions could find.

Clark refused, and flew the Kiwi flag to the very end.

Not to take anything away from Oracle's miraculous victory in the America's Cup, we, like Clark, find it hard to believe that higher-ups in the Oracle organization didn't know about the modifi-

cations to the AC45s. Personally, we doubt that Ellison was that hands-on, but how could Coutts not know?

↑↓ **THE LAUGHS JUST KEEP COMING**

Thanks for the humor in the September 27 *'Lectronic* fol-



LATITUDE / RICHARD

This young lady was trying to foil but only succeeded in planking.

lowing the 34th America's Cup. I laughed out loud at the publisher's photo and caption of the young lady who "attempted to foil on a puddle in the America's Cup Village." After all the highs and lows of spectacular racing versus big money skullduggery, the laugh was greatly appreciated.

Latitude just keeps getting better with age. Thanks again and keep up the great work!

Eric Beckman
Petaluma

Eric — If you laughed out loud, it makes us feel as if we've done something really good. There is not enough laughter in this world.

↑↓ **"WE FOUND OUR FLY-BY THRILLING"**

Like Marla Forrest, our boat was also the subject of a foiling fly-by by the Oracle AC72. Unlike Forrest, we found it to be absolutely thrilling!

Chuck & Ellie Longanecker
Cat Ballou, Catana 42
Sausalito

↑↓ **'WHAT'S THE POINT IN WINNING IF . . .'**

In the October issue, Marla Forrest complained about nearly being sideswiped by the Oracle AC72. I'm confused as to which boat had the right of way.

In response to Bob White's letter about the 'If you can't beat 'em, cheat 'em' ethos in motor racing, I remember doing a race aboard a friend's boat in Monterey years ago. We were way ahead of everyone else, but just barely touched a mark when rounding it. Although nobody else would ever have known — and I don't think most of the crew did either — my friend did the 720 necessary to absolve himself of the infraction.

When I commended him on his honesty, my friend shrugged and said, "No point in winning if you can't do it fair



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LETTERS

and square." Maybe Larry Ellison and his crew should think about that.

P.S. I will miss LaDonna Bubak's writing, but I hope she and her husband Rob have a wonderful trip, and that she'll write about it for *Latitude* readers!

Mo Newman
Tiburon

Mo — *There are some sports that have to rely entirely on the integrity of the participants, and sailing is certainly one of them. That being the case, it's incomprehensible to us that anyone would cheat, as you'd only be cheating yourself. Of course, when you get into big-time racing, other considerations — such as M-O-N-E-Y — intrude.*

LaDonna might say she's leaving at the end of the year, but we doubt it, as Latitude is sort of like Hotel California. We, for example, have unsuccessfully been trying to escape for the last quarter-century. Nonetheless, LaDonna's Rob is working feverishly on a plan that will enable them to sail all the way from San Francisco to Cabo San Lucas — without having to make any overnight passages. Punta Tosca to Cabo would seem to be the biggest challenge to that plan.

↑↓ **THEY DIDN'T USE A SIMRAD EITHER**

Was it legal to use an autopilot in the America's Cup? We ask because Oracle clearly used an Autohelm. Look at 19:20 in the video of the final race. There were other examples, also.

As you can see from the video, the Oracle cat is clearly going in a straight line, and Spithill doesn't even have his hands on the wheel. Then you see him push a button to take it off Autohelm, at which point he starts to steer manually. We know that Oracle had an autostabilization system for the foils, which apparently was legal, too.

Name Withheld By Request
Planet Earth



ACEA

N. W. B. R. — *We don't think it's Spithill that you're seeing, but the temporary helmsman on the leeward side getting ready to briefly hold the wheel when Oracle jibes and Spithill has to sprint from one side of the cat to the other.*

That's not Jimmy Spithill taking the helm.

Autohelm is one brand name for an autopilot, and Oracle didn't have an Autohelm or any autopilot. If Oracle had an autostabilization system, the Measurement Committee — which measured the boat no fewer than 15 times during the Cup — must have been wearing blinders.

↑↓ **TOO LEGIT TO QUIT**

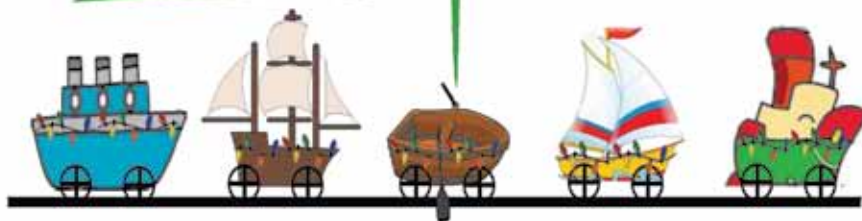
What a huge relief it is to learn that Oracle's win was, at *Latitude* put it, "legit." Apparently you have the requisite knowledge to declare that the technology underlying the "modification" Oracle made to their boat had nothing to do with the dramatic reversal of their fortunes that can only be described as among the most astronomically improbable outcomes in the history of sport. Sometimes the sea eventually does give up her secrets.

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LETTERS

Te — And sometimes the highly improbable does occur. In the time since the Cup ended, a lot more has been revealed. Oracle's victory came down to the fact that Oracle made a number of small modifications to their boat — Matthew Sheahan revealed several of them — which, combined with major improvements in their sailing technique, allowed them to greatly improve their performance upwind. Specifically, it gave them another 'gear' that the Kiwis admitted they didn't have. Mind you, the Kiwis were the first to admit that both boats were dramatically faster at the end of the Cup than at the beginning. Grant Dalton, head of the Kiwi syndicate, explained that, at the beginning of the Cup, the best speed they could maintain through a tack was 10 knots. By the end of the Cup, they were able to maintain 14 knots through the tacks. The learning 'curve' was all but vertical.

For conspiracy buffs who think the Cup was rigged, consider two things. First, neither Dean Barker, Grant Dalton, nor anybody else on the Kiwi team believes they were cheated — other than in the sense they didn't have as much money as Oracle. And second, the only thing that kept the Kiwis from taking the Cup to Auckland was the fact that the wind died in the 13th race shortly before the Kiwis could cross the finish line. Consequently, any conspiracy theories must include the conviction that Ellison can control the weather.

↑↓ THE DEFINITION OF AMERICAN

In September 27's *Lectronic* there was the following statement: "There seems to be a lot of confusion about who is and who isn't an American. You don't have to live in the United States to be an American."

I don't think that's so confusing. If somebody lives in any of the Americas — North, South, Central — wouldn't you say they were also Americans? I think residents of the United States were called Americans because nobody except the Mexicans had a shorter term — *gringos* — to refer to us. What were the options? U.S.'ans, pronounced 'Oozens'? 'Statesians'? *Gringos* works for Mexicans, but I get the feeling that 'Americans' aren't particularly fond of that term.

In the early days of our cruising, I remember someone asking where we were from. When I answered, "America," she said, "Well, so are we. We're from such-and-such a province of Canada. Where are you from?" What a gracious way for that person to make the point that residents of the United States are a bit cheeky to usurp two entire continents and an isthmus as their own.

Maybe *Latitude* readers could come up with a better term for us than 'American'.

P.S. In 1986 we went cruising "for a few years." After 24 years and 50+ countries, we are still cruising.

Jeanne Pockel
Watermelon, Jeanneau Sun Fizz 38
Green Cove Springs, FL

Jeanne — While it might be a little informal for some occasions, we think 'Yanks' is the most appropriate term. At least it's on a par with the British being called 'Brits', the New Zealanders being called 'Kiwis', the Canadians being called 'Canucks', and the Australians being called 'Aussies'.

As for whether Americans like being called 'gringos', we think it's all about whether the word is used affectionately or with disdain. As with all words, the true meaning is not what you find in the dictionary, but in how it is used. Which is why, for better or worse, the 'N' word can express both extreme affection or extreme hatred.

We'll have more Cup letters later, but for now we're going to change subjects.

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LETTERS

↑↓APOLOGIES TO OZ

I want to extend a heartfelt apology to Robert Mackie and Annie Brennan of the *Nellie Dick* in Paris for my inappropriate and uncalled-for comments in a *Latitude* interview about the cuisine of Australia. (Please excuse *Sea Level's* captain from this apology, as the comment was mine alone.) Having escaped attacks by box jellies, salties, brown snakes and all the rest while in Australia, I find myself in danger of choking on my own foot.

We suffered an adverse move in the exchange rate while cruising Australia, but were pleased to have purchased the kit for our Schionning 1480 catamaran — from Australia — when the exchange rate was such that we could afford it. Had we wanted to buy the same kit when we actually cruised Australia, we wouldn't have been able to buy it.

Australia has one of the few really thriving economies we encountered on our trip around the world, with the \$17/hour minimum wage being a real eye-opener. Australia is a grand and hospitable spot. We are pleased to have been able to visit, and happy to have made friends with great people from Bundaberg to Tasmania.

I'm very sorry for making Susan Flieder's delivery of our favorite sailing magazine — with my comments — to her Dutch barge a somewhat unsavory experience.

Kent Milski, Galley Wench
Sea Level, Schionning 49
Lake City, Colorado

Kent — We don't want to hurt anyone's feelings, but having traveled to Sydney, and later from Brisbane all the way north to



WEBB LOGG

Aussie food has nothing on a bowl of hot and spicy pho from a street vendor.

Port Douglas, we must admit that we agreed with your original assessment of Aussie food. Maybe we didn't know where to look, but Aussie food struck us as bland and boring. We would have given anything to find some semblance of the delicious \$1 pho dinners we enjoyed on the dark and dirty curbs of Hanoi. Given all the Asians pouring into Australia, we were surprised not to see more 'hole in the wall' Asian places reeking of spices.

↑↓LONDON CALLING ABOUT CREWING IN THE ARC

Do you have any advice to help me find a crew position for the Atlantic Rally for Cruisers (ARC) that starts on November 10? And if I had several opportunities, would you recommend that I join a boat that will stop in the Cape Verdes or go all the way across? I'm inclined to go all the way through to have a little more time in Las Palmas, go on daysails to brush up on skills before setting off and, since Tenerife is so close, why not go there, also?

I'm currently in London and will be heading for Las Palmas in the middle of October, but I'm not sure if that will give me enough time to network. Are there any articles I should read or a website I should visit in order to help get an unpaid position? My skills are basic, but I'm confident that I would be an asset to any boat crossing the Atlantic.

I'm so excited about spending some time in the Canary Islands, going across the Atlantic, and then the Caribbean.

Anna Mascaro Fredriksson
London

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LETTERS

Anna — Sounds like a great adventure. You're doing exactly the right thing by getting to the Canary Islands as soon as you can. There is no substitute for being onsite so possible captains/owners can interview you — and you can interview them — face to face. The only other advice we'd give you is to travel light. No owner likes crew with a lot of baggage, be it physical or emotional.

As for whether to join the ARC+, the new offshoot of the ARC that starts early, stops in the Cape Verdes, then finishes in St. Lucia at the same time as the main ARC, our suggestion would be to stick with the main event. After all, it has so many more boats that you'd be likely to make more friends for later sailing in the Caribbean. On the other hand, if you find a really good berth in the ARC+, you might remember that a fish in the hand is worth two flopping around on the hook.

↑↓ **ECO ENFORCEMENT AT MARINAS IN LA PAZ**

I don't know if *Latitude* has heard, but last spring the new port captain in La Paz posted notices stating that all work that could introduce contaminants into the water — such as sanding, painting and so forth — now requires a permit from his office. (Fortunately, the clause about scrubbing bottoms was quickly removed.)

I know from personal experience that the port captain and naval officers are patrolling the marinas and will accost/warn/sanction boatowners. Boatowners are also responsible for the actions of any workers, including Mexican workers, they might hire.

A permit can be obtained by submitting three copies of a letter, in Spanish, to the port captain's office detailing the type of work to be done, by whom, the dates, and the materials and steps taken to avoid and/or mitigate pollution. These are stamped, with one forwarded to the navy, one for the boatowner, and one for the marina.

Damon Cruz
Nomad, Horstman 45 tri
Anchorage, AK

Damon — Too often government cures are worse than the



WEBB LOGG

diseases. We applaud the La Paz port captain's desire to keep the marina waters clean, but what you've described is about the most inefficient and wasteful way to try to do it. A more environmentally sound solution would be to post signs with the rules at every marina gate

No doubt La Paz's port captain just wants to keep the Bay beautiful.

to warn boatowners, then patrol for compliance.

↑↓ **WHERE THERE IS SMOKE, THERE HAD BETTER BE B-I-I-S**

I'm a delivery captain and recently underwent fire training again as part of my regular STCW refresher. I also teach safety and offshore sailing skills. I want to respond to the October 14 *Lectronic* report from Andrew Rosen of the Beneteau 46 *Murar's Dream*, which caught fire at Vuda Marina in Fiji. Naturally, I was relieved to read that Rosen and crew were able to deal safely with their fire emergency. The points he made about fire preparedness are mostly good, but I must disagree with two.

His fourth suggestion — to "open areas above [the fire] to

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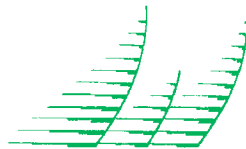


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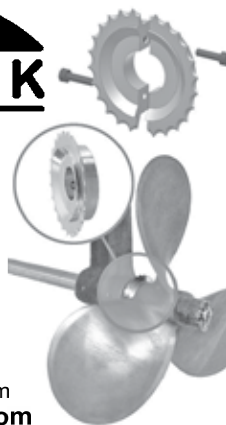
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LETTERS

let out hot gases" — is dangerous on a boat, as the introduction of fresh oxygen will expand the fire, and the hot gases can ignite new fuel above, such as biminis and mainsails. A better practice would be to seal the doors or hatches to the fire area, which would reduce oxygen and protect personnel and materials from radiation and convection. Then the combustible materials should be removed from directly adjacent



ANDY ROSEN

Opening the lazarette may have only made the fire burn hotter.

areas and bulkheads to eliminate the fire's spreading by conduction. When possible, such fires should be attacked from below and the side, with wide sweeping motions of dry chem or CO2. In the case of a lazarette fire such as that shown in the accompanying photo, when there is no other point of attack, opening the hatch just enough to point the nozzle of an extinguisher down onto the base of the fire is the safest and most effective solution. CO2 is excellent for contained fires, such as in relatively closed lazarettes, as it immediately starves the fire by forcing out all the oxygen.

Rosen's fifth point implies that water can be used on a fire once the electricity has been disconnected. That's not entirely safe. Electronic devices — especially things like the AC unit noted in the story — may contain capacitors that carry a deadly charge much higher than the supply voltage, and can hold that charge for hours after the electricity has been disconnected. I recommend that water, foam and wet chem *never* be used on any fire suspected as electrical in origin, even after source disconnection. Only CO2, dry chem and Halon should be used on fires suspected of having an electrical origin. Halon is being deprecated due to its proclivity for releasing toxic HCl into the atmosphere.

Water is generally only effective for organic fires — paper, wood, cotton or wool clothing, and so forth. Dry chem and CO2 extinguishers are significantly better to have and use aboard a boat, as they are more functional than water on a wide range of typical fire classes. The Coast Guard requires uninspected passenger vessels of 26 to 40 feet to carry a minimum of two B-I extinguishers. UPVs of 41 to 66 feet need a minimum of three. B is the classification for oil, gas, grease and fuel fires, while the number following is the weight. I = 2 lbs payload. II = 10 lbs payload, and III a 20-lb payload.

I recommend that cruising vessels of 30 to 60 feet carry a minimum of four B-II extinguishers and learn how to use them on various classes of fires. Knowing how to properly dispense extinguishers is critical to firefighting, as it's not just 'point and shoot'.

Finally, I recommend that all sailors and cruisers take and regularly update training courses on marine firefighting, and conduct drills on their sailboats on a regular basis. Safety training is only as effective as our ability to remember that training when it is needed.

Charlie Wood
www.captcharliewood.com

Charlie — Thanks for the information. We really should have confirmed all of Mr. Rosen's well-intended advice prior to publishing it.

In the course of just having Profligate surveyed, we reviewed

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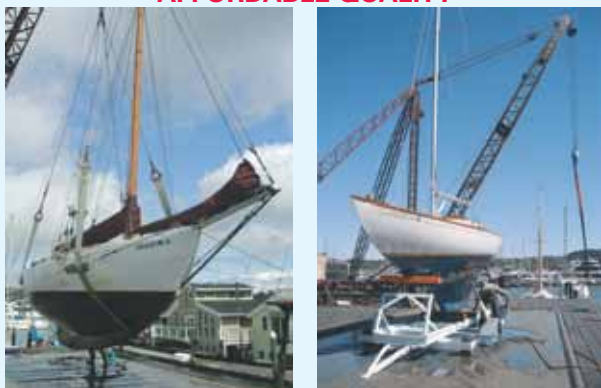
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LETTERS

the number and type of extinguishers we have. We carry four of the B-IIs, which have 10-lb payloads, plus about four little ones. In our opinion, knowing there are 10 lbs of dry chem in them is less informative than knowing they are only good for 17 to 25 seconds of spraying. That's not a lot. As a result, we're going to get rid of our smaller secondary extinguishers, which are only good for a ridiculously short 7 to 15 seconds of spraying, and replace them with additional B-IIs. The possibility of fire at sea spooks us more than almost anything.

↑↓ **EIGHT BELLS FOR DON SANDSTROM**

I am sad to report the passing of Don Sandstrom, my father, at the age of 76. He died suddenly on the evening of his and my mom's 54th wedding anniversary.

Dad always said he was bitten by the adventure travel bug as a result of reading *National Geographic* as a teenager in the 1950s. During the 1960s he took up sailing, and successfully campaigned a 15-ft Sea Spray catamaran in Southern California. Long before Oracle Team USA — and without the massive budget or team — he spent countless hours in the garage building custom daggerboards and rudders using the latest NASA-developed foil sections. In fact, he capsized during one practice session and, seeing one of his master creations floating away, swam after the board rather than righting the cat.



SANDSTROM FAMILY

Don Sandstrom will be missed by many Bay sailors.

In the early 1970s he merged the adventure with the sailing and started building *Anduril*, the family's 40-ft Cross trimaran. During that effort, at just age 36, he was diagnosed with early onset Parkinson's disease. Despite a debilitating tremor that he would battle for the next 40 years, he launched *Anduril* in 1975. Packing up his wife, the kids, the cat and the sextant, he took us on a five-year circumnavigation via the Suez and Panama Canals.

Dad, the rest of the family, and *Anduril* completed a second circumnavigation in the late 1980s by way of the Cape of Good Hope and the Panama Canal.

Between and following those major adventures, my father spent a great deal of time on the Bay Area Multihull Association's race deck, including for the eventful Doublehanded Farallones races of 1982, 1984 and 1995. He was also a multihull ambassador, and gave freely of his time mentoring, teaching, and encouraging anyone who had an interest in sailing and in multihulls. I know that he touched the lives of many sailors both here in the Bay Area and around the world.

My dad took pleasure in the simple things and in the traditions of the sea. To all who might want to remember or honor him, he would appreciate a toast of the finest spirits aboard, reserving a tot for Neptune, as is fitting for a sailor embarking on his final voyage. He will live in our memories and in the people he inspired.

Donald Sandstrom
Oakland

Readers — Two family circumnavigations on a self-built 40-ft trimaran in the 1970s and 1980s, before GPS and EPIRBs, and after being diagnosed with Parkinson's. Few West Coast sailors have accomplished so much with so little, even in perfect health. We certainly will have toasted the memory of Don

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Sandstrom during this year's Ha-Ha.

↑↓ A SHOUT-OUT FOR THE 'WHAT'S ON MY BOAT?' APP

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I enjoyed *Latitude's* article on Hoarders versus Tossers. It reminded me why I wrote the 'What's on My Boat' app, which has proven to be hugely popular. It would appeal to both the Hoarder and the Tossler.

I am a local app developer who sails a Sabre 32 on the Bay and who has advertised in *Latitude* in the past. This letter is an unashamed request to let me give a 'shout-out' about my app, which can be found at intelligentmaintenance.com.

Adrian Stanway
Lee Hound, Sabre 32
San Francisco

↑↓ The 'What's On My Boat' app.

↑↓ IN PRAISE OF SSB RADIOS

Folks starting to cruise this season need to be reminded of the Baja Net and the Mañana Net on SSB radio. The Baja Net is on daily on 7.233.5 LSB at 1600 hours. The Mañana Net is on every day except Sunday on 14.340 USB at 1900 hours.

Food for Thought, the recent article by Kurt and Katie Braun, who just did a 12-year circumnavigation with their Deerfoot 74 *Interlude*, recommends SSB radio. "To cross oceans, an HF radio — SSB/Ham, or at least shortwave — is a must," they advise.

Ken 'The General' Roper of the Finn Flyer 31 *Harrier*, and many Singlehanded TransPacs, introduced me to the Mañana and Baja nets years ago. When I lost a headstay and then my engine on an offshore return to California from Mexico, both the nets were a big help. And as *Latitude* knows, the folks on the nets live and breathe to help cruisers.

Frank Gumbinger
San Pedro

Frank — We couldn't agree with the Brauns more completely about HF radios for oceanic passages, and with you about SSB net folks 'living' to help other cruisers.

↑↓ WHEN TO GET A SSB

I read *Latitude's* recent article on SSB radios. My questions are: 1) When does a sailor need a SSB radio? And 2) what kind of minimum knowledge of SSB do you recommend?

Sandy Edens
Gratitude, Hunter 42 Passage
San Diego

Sandy — By the time you get a SSB radio installed and the special antenna properly grounded, you're looking at more than \$3,000, so it's not a purchase you want to make unless you need it. You don't need a SSB if you're just cruising the States, as a satphone is much less expensive, easier to use and more versatile. If you're spending a season in Mexico, SSB is good for the cruiser nets, but you can easily live without one. It's when cruising across the Pacific or into the Caribbean that SSB becomes close to a necessity, as it's the way cruisers stay in touch with one another for news, pleasure and safety. In the December issue we'll have a Changes that will illustrate how useful SSB was to a couple after they lost the rudder on their Davidson 44 in the South Pacific.

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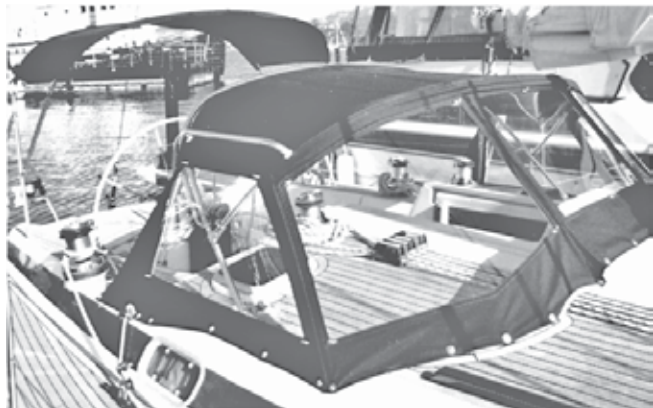
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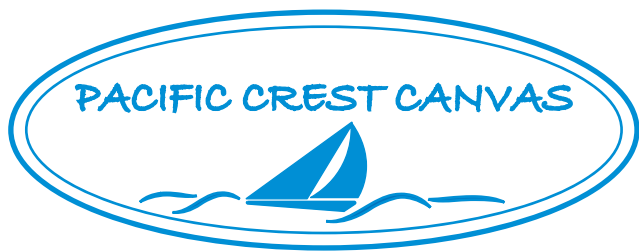
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LETTERS

SSB radios are much more complicated than VHF radios, which is why one of the most common requests for assistance at the first stop of the Ha-Ha is from boatowners asking for help in understanding how to use their SSB. If you have your radio and antenna professionally installed and checked out, and have the SSB set up with channels so you don't have to tune to frequencies, you should be able to pick up the SSB basics in about a half-hour. Learning how to use SailMail and get GRIB files can take considerably more time.

SMALL BUT IMPORTANT CORRECTION

I just reviewed the *Lectronic Latitude* wrap-up of the 2013 Rolex Big Boat Series, and wanted to make a rather trivial correction, necessary only for the record to be factually correct. *Mirthmaker*, the winner of IRC Division D, is not owned by Tad Lacey, nor is the boat based out of Belvedere. In fact, at this time *Mirthmaker* is the only Archambault 35 in the United States. She is owned by me, and she is based out of Sausalito. I loaned the boat to Tad, a friend of more than 30 years, for the event.

With two kids in private school, I am not really in a position to be racing in high profile venues these days, while Tad was looking for a boat to skipper in the BBS and knew *Mirthmaker's* abilities. So I was happy to have the boat showcased by one of the Bay's best, most experienced racing sailors. I'd say things worked out satisfactorily for both of us, and for the Archambault brand. With that, *Latitude* is now the only sailing media outlet to have the (trivial) facts. Thanks.

Kirk Denebeim
Mirthmaker, Archambault 35
Sausalito

Kirk — No problem at all, as we're happy to have the record set straight. It's not always easy for reporters covering sailing events, as sometimes owners want to remain anonymous and therefore list the skipper or someone else as the 'owner', and use his or her homeport. Then there are loan or charter situations, where the one who owns the boat and the one who actually enters and races the boat aren't the same. And finally there are instances where the person listed as skipper doesn't, for a variety of possible reasons, even sail on the boat. We try to copy from the yacht club results to keep from getting confused, but can sometimes end up sounding foolish or being wrong.

By the way, we're pretty good friends with the guy at the St. Barth YC who is the Caribbean dealer for the Archambault



line. We know he has an A38 in St. Barth available for charter for next April's Voiles de St. Barth. For a change of pace, you could put the kids in public school for a year and use the money saved to charter his boat along with Tad and a couple of your friends for a different kind of yacht racing. The sailing is just the same as in San Francisco — except that you race in the open ocean, and the air and water are 20 to 30 degrees warmer. The after-sailing partying is a little different, too, as the women "walk like cats" and it's just assumed that everyone will dance on the tables.

Heck, just take the kids to the Voiles de St. Barth for a **real** education!

P.S. Our smartass remarks mean no disrespect to your kids.



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LETTERS

We admire those who revere education.

↑↓ ESTABLISHING RESIDENCY IN FLORIDA

In your reply to Mike Crew's letter complaining about county tax assessors in California trying to tax boats that have left their counties, you point out the many benefits of establishing residency in Florida and other states and using a mail-forwarding service such as St. Brendan's Isle to do it. We have done this and have been very pleased with the service.

There are lots of advantages to doing this, but boatowners should be aware of one pitfall. As a Florida resident, if you purchase a boat and then sail it to Florida, the Sunshine State will expect you to pay sales tax and to register your vessel as soon as you enter the state — even though she is federally documented with the Coast Guard. The requirements and considerations are too convoluted to detail here, but John Kettlewell tackles the subject admirably in the May/June issue of *Ocean Navigator*.

Despite our following Florida's rules — including purchasing, docking and registering the boat in another state — we recently received a bill for sales tax, plus penalties, for the boat we purchased a year ago. Until we straighten that out, I'd better withhold my name and the boat name from this letter. Given Florida's confusing policies, we do not plan to stop there as we head back to Green Turtle Cay in November.

Anybody considering buying a boat and then cruising in Florida might want to first contact the state of Florida to get your specific questions answered in writing.

By the way, the hailing port on your boat and documentation doesn't matter to the state or the Coast Guard as long as it is displayed properly.

Name Withheld By Request.
Currently in Beaufort, North Carolina

N.W.B.R. — The rule of thumb for not being subject to sales/excise tax is never bringing a new-to-you boat into the state in which you have legal residence for more than a year. But if you have thousands of dollars at stake, get the facts instead of relying on rules of thumb.

↑↓ TAKING THE CARIBBEAN OPTION

I read the Wanderer's response to Mike and Holly Sanderson regarding options of sailing a year or two in either Mexico or the Caribbean, or maybe one year in Mexico and one in the Caribbean. *Latitude's* insight was much appreciated, especially with regard to the observation that Mexico is generally more homogeneous and sedate, while the Caribbean is much more diverse and has a much livelier social scene for younger cruisers. I've been thinking about making the jump from Panama to the Caribbean for over a year now and your response helped put some wind in my sails.

My question is what equipment and gear you think you might need in the Caribbean that you wouldn't need in Mexico. Since I have an 80-gallon water tank and will be cruising alone, I'm probably not going to invest in a watermaker.

My other question is, if heading to the Eastern Caribbean from Panama, would you: 1) Jump directly across the Caribbean Sea to Cuba and then on to the islands of the Eastern Caribbean, or 2) come up the coast of Central American then cut across the Caribbean Sea, or 3) take the southern route and head up to Cartagena, Aruba, and Trinidad to Barbados, then Martinique and the rest?

Steven Thomas
Scouser, Beneteau 36
Sausalito



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LETTERS

Steven — When cruising Mexico, the most important thing is to have a reliable engine because the winds are often light and frequently die completely. In the Caribbean, the most important things are robust sails for winter winds of 25 knots or more and robust anchoring gear.

It blows and blows and blows in the Caribbean, so you don't really need an engine. As evidence, singlehander Steve Schmidt, formerly of Saratoga, cruised and raced Hotel California, Too, his Santa Cruz 70, for two years in the Caribbean despite the fact that her broken transmission meant he had to do it entirely under sail, and often singlehanded. When we got our Olson 30 La Gamelle to St. Barth, we removed the outboard from the boat. We just didn't need it. While it's nice to have an engine on a cruising boat in the Caribbean, it's more important to have strong sails plus oversize anchor gear. Without the latter, you won't get any sleep when it starts howling in the many crowded anchorages.

The other thing to remember is that getting work done on your boat in the Eastern Caribbean can be much more expensive than in Mexico, Cartagena or even the States. It's not that they don't have boat parts or materials in the Eastern Caribbean, as the duty-free chandleries in St. Martin are the best we've seen anywhere. And the prices aren't bad. It's the labor. We'll never forget Tahoe's Greg Dorland asking a diver in St. Martin for a quote to scrub the bottom of his Catana 52 Escapade, and getting a quote of something like \$750. That's about \$700 more than it would have cost in Mexico. The engine guy we rely on charges \$150/hour.

We think the best way to start to get to the Eastern Caribbean from Panama is to sail to Cartagena, Colombia. It's not too hard and Cartagena is a great city you don't want to miss. It's once there that you have to make your decision to: 1) Reach off to the east coast of Central America and to Cuba; 2) Sail as close hauled as you can to hopefully lay Jamaica; or 3) Take the southern route via Colombia's Cabo Velo and the top of South America. The best route is going to depend on the time of year you plan to make the trip and how quickly you want to get to the Eastern Caribbean.

If you sail up the coast of Central America to Cuba, it's going to add 600 more miles to what would have been a direct route to the Eastern Caribbean, and the last 1,000 miles will be almost as long and nasty as if you started from Panama — although you can take refuge at several islands along the way. It's almost as long and bad if you sail to Jamaica from Cartagena. These are good options, however, for people who want to see eastern Central America, Cuba, Jamaica and the D.R., and who have lots of time to wait patiently for big weather windows.

If you want to make it to the Eastern Caribbean quickly and pretty much directly from Cartagena, we think your best bet is the southern route across the top of South America. If you check Passage Weather frequently, you'll notice that the 400 miles of water ENE of Cartagena is among the nastiest in the world on a regular basis. But there are a couple of remote anchorages, and once you make it around Cabo Velo, you can work east along the north coast of South America in reasonably decent conditions. Mind you, Venezuela has about the highest murder rate in the world right now, and too many cruisers have been attacked if not killed in northeastern Venezuela. See this month's Changes.

Generally speaking, the best time to make any of these upwind passages across the Caribbean is November through early December, or June and July, which is when the seasons are changing. The ideal time for the southern route is when there's a hurricane to the north that screws up the normal



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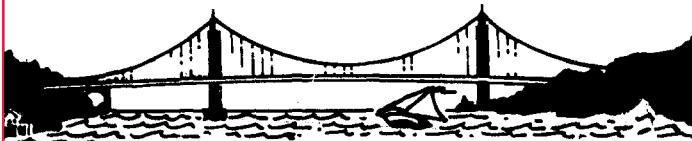
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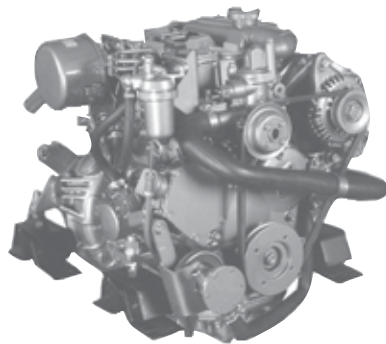


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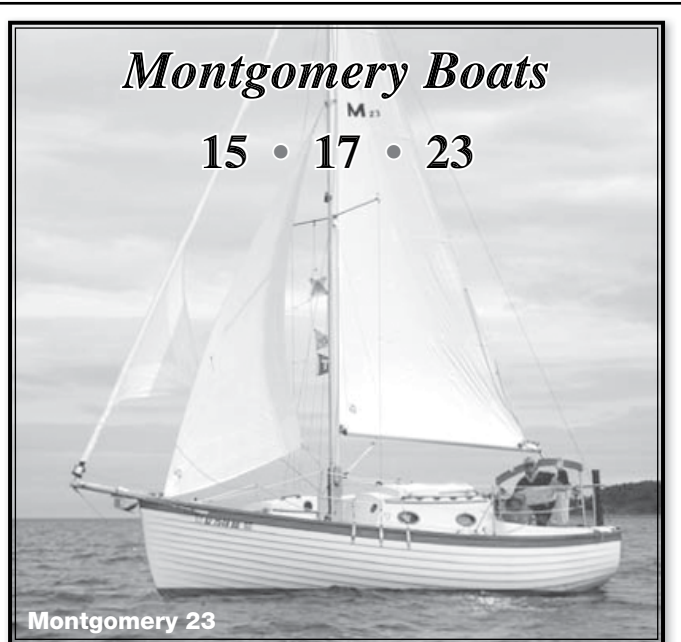


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LETTERS

windy pattern in the Caribbean. Trying the southern route from mid-December through April, on the other hand, is like asking to get thrashed.

Barbados? The only sailors who stop at Barbados are those who are coming downwind from the other side of the Atlantic or up from South America. It's a long and hard slog upwind from Panama to the islands in the Eastern Caribbean, so nobody is much interested in doing more of it just to get to Barbados, which, Rhianna and Mt. Gay Rum notwithstanding, is not that interesting for a cruiser.

↑↓ USING DSC-ENABLED VHF RADIOS

Max Ebb's great articles in *Latitude* make the magazine even more valuable. However, his story about a sailboat in distress probably should have been followed up with an article on how a crewmember on a boat with a DSC-enabled VHF radio would have made the distress call.

I bought a new Catalina 350 some 10 years ago, and the radio has a red 'Distress' button under a flap. There are important steps in the installation and operation to make the DSC part work as designed. But once the preliminary steps have been completed, it's quick and easy to make a call for assistance. You press the 'Distress' button for five seconds, and all the information that was previously registered is transmitted, including your current latitude and longitude, to the Coast Guard. The Coasties will then acknowledge your call on Channel 16.

There is a lot of information on DSC on the internet, and the United Safe Boating Institute has an easy-to-understand brochure.

P.S. *Latitude* has no equal! Thank you for getting it to Southern California each month.

Horst Lechler
Seahorst, Catalina 350
Marina del Rey

Horst — Thanks for the good advice and kind words. Interestingly, Editor LaDonna Bubak was planning to write an article on registering her own DSC radios for this month's Sightings but the government shutdown meant the FCC's website was also shut down.

↑↓ HATS OFF TO THOMAS KEEBLE/CAMWRAP

My hat finally arrived!

But the story began nine years ago in New Zealand when



JIM HILDINGER

Jim looks stylin' in his new Greek fisherman's cap from Camwrap.

I bought a Greek fisherman's cap named the 'Nelson'. It was made of wool in Scotland for Thomas Keeble. Three years ago it simply started to wear out, so I started to search for a replacement in every store that might have one. I even had a close friend search both islands of New Zealand on two different trips looking for a replacement.

Finally, last year The Hat Co. in Santa Cruz referred me to John Helmer in Portland, who in turn referred me to BBC America in New York, which in turn referred me to Camwrap in Mobile, Alabama. All this took at least two years — but my hat arrived tonight and I am ecstatic! The hat, also called

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LETTERS

the Nelson, is made in Scotland by Camwrap Woollens. It fits perfectly, and best of all the wool feels good on my head.

If anyone is looking for a Greek fisherman's cap, this is the one you want, as it has a soft rim. The ones with stiff rims are not comfortable.

The cap is available from Thomas Keeble/Camwrap, 259 Charles Street, Mobile, AL 36604; (800) 353-9004; www.camwrap.net; camwrap@birch.net. I had an email connection one evening, then the next morning I called and said, "I want to order a hat." The immediate response was "Oh, you must be Mr. Hildinger." Boy, was I impressed!

Jim Hildinger
Cadenza, Catalina 27
South Lake Tahoe

Jim — While the Greek fisherman's cap is associated with seamanship, it also became popular with musicians. While



you can see Bob Dylan wearing one on the cover of his first album in 1962, it was John Lennon who really made the hat popular during the Beatles' 1964 tour of America. In fact, during the mid-'60s it became known as the 'John Lennon hat'. Ringo started wearing one, too, then folk-rocker Donovan sported one on the cover of four of his albums. Women have liked the style, too, including Princess Anne, actress Diana Rigg of The Avengers — although not when

Donovan, Dylan and Lennon made the look popular.

dressed in her leather outfits — and Sienna Miller. While those people are posers, sailors wear wool hats because they know the body loses much of its heat through the head.

↑↓ LOOKING FOR ANOTHER DREAMER

Anyone who has lived for the dream of commanding their own vessel, and paid the price in blood to do so, will understand how difficult it is to sacrifice that dream. Having to lose the synthesis of materials that becomes like an extension of one's own self is like losing a limb. Or worse. It's like losing love. If I had the choice, I might prefer to pluck my eye out

than to lose my boat. Sadly, I don't have that choice. But it's not for me to complain, as many people are having it tough these days, and most are having it tougher than me.



'Mana', currently on the hard in San Blas, is looking for a new caretaker.

My dream started when I saw an ad for a boat in *Latitude* 10 years ago while I was living happily in Hawaii.

But the ad reignited a childhood dream and changed my life. I had always wanted to sail around the world, to become a true man of the sea, and to learn to maintain my vessel and guide her safely through all conditions. Unfortunately, I didn't make it as far as I planned, but in getting as far as I did, I was blessed to have learned so much about the sea and the wonderful sailboat *Mana*.

While in Mexico this year, *Mana* fouled her anchor and dragged onto the rocks. In the process, her stainless rudder



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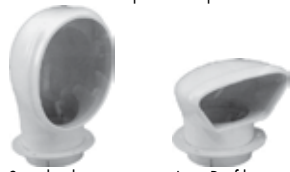
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LETTERS

post was bent and there was damage to the fiberglass along her keel and in various places on her starboard hull. *Mana* was so stoutly built that the only wood damaged was a bit at the keelson, which has already been replaced. The rest of the wood that was exposed has been sealed.

After the unfortunate incident, *Mana* was sailed under her own power to San Blas where she was hauled, and where she awaits a proper repair and relaunch. Unfortunately, family emergencies and other factors prohibit me from being able to be the one to repair her. Yet I am liable for the dry storage fees, and I fear the day that liability would cause *Mana* to be sacrificed as a derelict. It would be such a waste of one of the best cruisers of her type.

The 39-ft *Mana* was constructed in the early 1970s by Robert Mulvany, another dreamer. He built the 9-ton, hard-chine ketch from plans drawn by East Coast naval architect Victor Harasty, who was known for designing work boats to fish the rough waters around Nova Scotia. *Mana* is of the larger Atlantis 39 version of the two yachts Harasty designed, and I still have the plans. *Mana's* hulls are one-inch plywood, the quality of which is no longer available, and covered in glass. Mulvany's plan was to sail to the South Pacific, where his parents had moved to live out their lives. Alas, after spending three years building *Mana*, Mulvany discovered that he was prone to seasickness. He sold the boat he'd labored so long over, then found other means to get to the South Pacific.

The couple who bought *Mana* cared for her for 23 years,



TONY SMARCO

The keelson was repaired after 'Mana' dragged onto the rocks this year.

infrequently sailing her along the coast of Northern California. I purchased *Mana* from them in September 2004. I spent 2½ years on her in a slip at the Arques Marina, reconditioning her and sailing her on beautiful San Francisco Bay. I left the slip for good in March 2007, deter-

mined to follow my dreams. And I did, sailing her as far south as Zihuatanejo before returning north to the Puerto Vallarta area for the hurricane season. I have lived in that area for the past three years.

When *Mana* was hauled out at San Blas, her 27-hp Isuzu Mariner diesel, installed by Stone Boatyard of Alameda in 1983, was pulled and dismantled to check the condition. The mechanic estimated it would cost \$500 to grind the valves, put in new gaskets and so forth, after which she would be "like new." He has already been paid for the pulling of the engine and the cost of reinstalling it. I'm no mechanic, but the engine never failed me in 10 years, and it's what provided the power for me to get to the boatyard.

Mana's rig was built in Sausalito for a Marco Polo schooner, but for some reason never found its way to the intended boat. It's made of boxed spruce with bronze boom fittings cast to Herreschoff's original design. The stainless rigging is oversized, and while it was installed 15 years ago, has only seen a few thousand ocean miles.

I have hundreds of photos of *Mana's* reconditioning in Sausalito, and her travels down the west coast of Mexico. She is an amazing vessel that is sea-kindly and dry. Her classic lines turn the heads of old salts. She appears to be drawn from the lines of Ingrid ketches, which were popular in the

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LETTERS

era when she was built.

I'm hoping that this letter in *Latitude* will alert the right person that *Mana* needs a new owner, and I'm ready to make



TONY SMARIO

Tony admits 'Mana' needs some work, including a fresh paint job.

it worthwhile. Unlike the marinas in the Puerto Vallarta area, the San Blas Marina allows owners to work on their boats and stay on them while they are on the hard. I estimate that *Mana* needs about \$5,000 to finish the repairs, and that includes painting the bottom and sides. I can pass

her on to a worthy owner for about \$15,000 and, for the right owner, can even accept payments over time. I might also be able to help with the repairs.

I feel like a shipwrecked sailor about to lose everything if I can't sell her, and I don't know where to turn. I can be reached at tonysmario@yahoo.com.

Tony Smario
Mana, Atlantis 39
San Blas, Mexico

↑↓ SEEING STARS

We seldom hear a reference to celestial navigation anymore, but today's cruisers probably don't realize that it was the only offshore navigation option — other than dead reckoning — prior to 1980. You had to know the basics or else.

While people who teach celestial often seem to make it sound as complicated as possible, I taught myself from a book, and I'm no smarter than the average cruiser. The key was to learn the terminology first, then how to extract the information from the almanac, and most important, have or make preprinted forms so you will place the information in the correct order.

The trick instructors use to make celestial sound more difficult than it is to give you one sight in the North Atlantic to work out and another one in the Indian Ocean, giving you no way of confirming that your work is correct. In real life, you will know where you are within 100 miles of where you were the day before, so if you do make an error that places you somewhere other than where you are, you can go over your work and find out where you made the error.

The only star sights I needed to take were of Polaris, which is the easiest sight of all.

And no, you don't need an expensive chronometer. I did have an expensive Japanese chronometer, but I also had a cheap Time Bowl clock. My Japanese chronometer finally stopped working, but the Time Bowl is still on my boat's bulkhead and has been running since 1980. And it was always as accurate as the chronometer.

I just Googled Time Bowl to see if they are still in business — and they are!

Ernie Copp
Orient Star, Cheoy Lee Offshore 50
Long Beach

↑↓ NOT THE FIRST

Susan and Ed Kelly certainly deserve much recognition for their 6,200-mile internal 'circumnavigation' of Europe via rivers and canals with their catamaran *Angel Louise*, but

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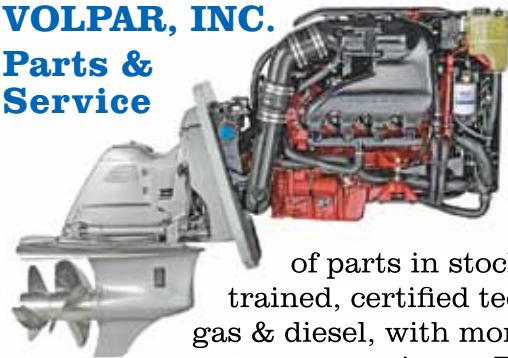
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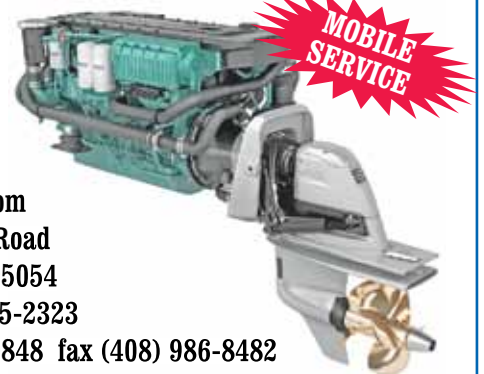
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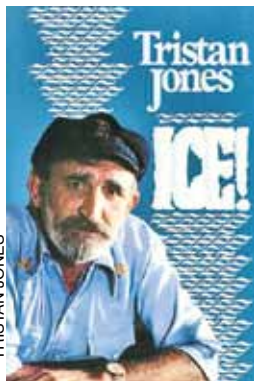
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LETTERS

that path was originally paved in modern times by the one and only Tristan Jones.

As recounted in his book *The Improbable Voyage*, Jones was recuperating in Santa Barbara following the amputation



TRISTAN JONES

We're skeptical his eye popped out, too.

of one leg when he decided to show the world that it was possible for a disabled person to accomplish a seemingly impossible voyage. So he set out from San Diego on the 36-ft trimaran *Outward Leg*, and after many weeks at sea reached New York. He then crossed the Atlantic to London, after which he published the first cruising guide for that route.

From London, Jones sailed through the Netherlands, then primarily via the Rhine and Danube Rivers, through the then-Iron Curtain countries of Eastern Europe to the Black Sea and Istanbul. This European voyage only covered 2,307 miles, but he did it through countries that were bureaucratically inhospitable at the time. And he did it in winter.

Upon reaching Istanbul, Jones continued down the Red Sea, across the Arabian Sea to India, and finally on to Thailand. The story of the third leg of the voyage by the one-legged sailor was told with great style in *Somewheres East of Suez*.

Glenn Dorfman
Windwalker
Santa Barbara

Glenn — Thanks for reminding us. While we don't believe all of Tristan's stories — such as the business of teaching his dog how to play chess in order to pass time while trapped in Arctic ice one winter — he clearly completed some incredible voyages and wrote some engrossing books. That said, we can all be thankful that he didn't write a book about his non-nautical adventures in Thailand during the last years of his life.

↑↓ THEY DON'T USUALLY CONFISCATE BALONEY

Are you aware of any restrictions on the importation (by boat) of meat to Mexico? When we did the Ha-Ha 10 years ago, we had to dispose of all our chicken when we arrived in Cabo.

Gisela Gosch
Dolce, Island Packet 45
San Diego

Gisela — We're glad to see that 10 years after doing your first Ha-Ha and going on to cruise to the South Pacific, you and Eric are back for another Ha-Ha.

Our experience is that you never know about agricultural inspections in Mexico. Sometimes boats aren't inspected, sometimes they don't allow chicken, pork or beef, sometimes they allow some of those but not others. You never know. Our advice is not to buy six months' worth of steak or whatever, as it might get confiscated. Besides, you can get great beef at Costco in Cabo and at other big stores in larger cities in Mexico.

We don't know if you drink wine, but they don't confiscate that, and you can certainly get better quality inexpensive wines in California than you can in Mexico. Plus, many small restaurants in Mexico allow you to bring your own wine without charging corkage, knocking your dinner bill down to almost nothing. So fill your bilges.

Just so nobody gets the wrong idea, Customs and Agriculture in the United States are no more consistent than in Mexico.



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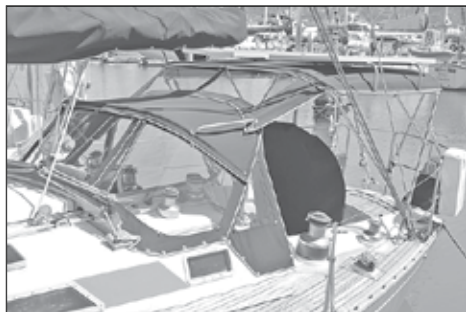
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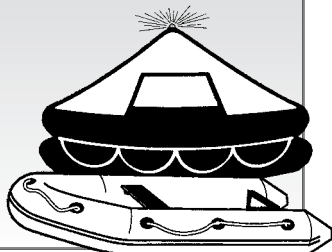
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LETTERS

Some years we've pulled into San Diego and agents have made us throw a bunch of stuff away; some years they've allowed us to keep the very same stuff. The funny thing is, the agents never seem to follow what the Agriculture Department publishes as being prohibited. The lack of consistency makes us wonder if it's not a bunch of baloney.

↑↓ ANYBODY KNOW WHERE GLENN FAGERLIN IS?

When Oracle jibed at the leeward mark for the reach to the finish of the 14th race of the America's Cup, we noticed — watching the event on television — the Kronos 45 cat *Perception* in the background. She's one of 12 sisterships to our *Ocelot*, and was previously owned by Glenn Fagerlin of Fairfield. Our emails to him have bounced, so we're wondering if anybody has a contact for him. If they do, we can be reached at svocelot.com.

Jon & Sue Hacking
Ocelot, Kronos 45 stretched to 48 feet
Somewhere in the world of cruising

Readers — If anyone is interested in hardcore family cruising, we suggest they check out the Hackings' blog at svocelot.com.



HACKING FAMILY

Though Chris and Amanda left '*Ocelot*' for college, Sue and Jon Hacking still live aboard.

Starting from South Africa in the 1980s, Jon and Sue cruised for seven years on a monohull. They must have liked it because, after having a son and daughter, they took off again from St. Martin in 2001, this time aboard a Kronos 45 catamaran. Both Chris and Amanda moved off the boat to attend the University of Washington, but Jon and Sue plan to continue cruising for the foreseeable future.

Actually, Jon and Sue haven't done much sailing for the last two years, as they've been in Thailand stretching *Ocelot* to 48 feet and giving her a total — and we mean total — refit. Prior to the start of the refit, *Ocelot* had taken the family from the Eastern Caribbean through the Panama Canal, across the South Pacific and the Indian Oceans to Africa, then back to Asia.

"The refit should be complete by the monsoon season," the Hackings report, "so we'll be staying put here on the Andaman Sea side of Thailand and Malaysia for a few months.

It's great cruising grounds, and also a good place to shake out the wrinkles after the refit. Other possible adventures include more inland travel to Cambodia, Laos and Vietnam, which is a trip — or series of trips — we've wanted to do for some time. After that, the crystal ball gets fuzzy, but the Philippines seem to be in there somewhere."



SUE HACKING

The Hackings are nearing the end of a major refit in Thailand.

It's great cruising grounds, and also a good place to shake out the wrinkles after the refit. Other possible adventures include more inland travel to Cambodia, Laos and Vietnam, which is a trip — or series of trips — we've wanted to do for some time. After that, the crystal ball gets fuzzy, but the Philippines seem to be in there somewhere."

↑↓ ON RENTING A SATPHONE

In February 2014, I plan to travel with three friends to Puerto Montt, Chile, where we will board *Venus*, a beautiful

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LETTERS

Baltic 52 charter yacht. We'll then embark on a five-week cruise south through the incredible Canales de Chile. If time and weather permit, we'll stop at Cape Horn Island before ending our adventure at Ushuaia, Argentina. This will be my sixth trip to Chile and Tierra del Fuego, so you can surmise that I am enthralled with the area.

Anyway, I'm considering renting a satellite phone to take with me. Do any *Latitude* readers have experience, advice or opinions regarding my idea?

Fred Huffman
La Diana, Contessa 35
Sausalito

Fred — You can rent an Iridium satphone for a little more than \$100 a month from any number of outfits, and you pay about \$1.25 a minute. Sailors rent these phones all the time.

The other option is a Spot Global phone. If you check their coverage map, it gets weaker the farther south you get in South America. The phones rent for less, but until somebody in that part of the world confirms that there is decent coverage, we'd stick with the Iridium.

↑↓ TRYING TO FIND LARRY HERBIG

I am trying to locate Larry Herbig, my brother, who is a longtime sailor. He worked at North Sails in Alameda for many years in the 1970s and 1980s, then moved to Maui to spend his time sailboarding. He apparently left Maui in August, and our family suspects he may have returned to the Bay Area for the America's Cup. But we have been unable to find him. There are serious health issues in our family, and I dearly want to contact him. I can be reached at marilynwood49@gmail.com. Thank you.

Marilyn Wood
Planet Earth

↑↓ MORE THOUGHTS AND COMMENTS ON THE CUP

Elly and I came up from Roatan, Honduras, for three weeks to watch the America's Cup and it was, hands down, the best sailing event ever. At 1:15 p.m. on days after the Cup was over, we went into withdrawals.



ELLY SMITH

Wayne and Elly gave up paradise to see the America's Cup.

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Wayne Smith
Zeppelin Dive & Sail
French Cay Harbour, Roatan, Honduras

Readers — Those of you who've had your fill of the America's Cup can stop reading this month's Letters right now, for we decided to let as many readers as possible speak their minds.

We got a huge amount of reader response when we asked for thoughts about the next America's Cup. There was almost total agreement that the next Cup should again be held on

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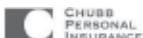
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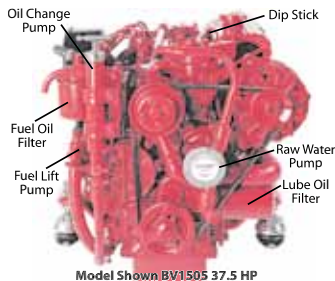
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LETTERS

San Francisco Bay, and about 80% believe there should be at least a partial nationality rule. About 80% of respondents are in favor of foiling multihulls over monohulls, but only about half of those thought the boats should be one-design.

↑↓ I CAN'T RELATE

With the improved television coverage, I'd prefer the monohulls with spinnakers for the Cup, as it's easier for us sailors to relate to. The longer races would provide time for mistakes, and catching a puff that would bring boats back together. If the AC72s had been identical boats, my guess is that the first boat into the starting box would have won every race — not much excitement there.

Jim Dinger
Landlocked in Kentucky

Jim — If you review America's Cup history, we think you'll find that you have it backward. With monohulls, whichever boat won the start usually won the race. That wasn't true with the AC72s, as the boats often traded leads, and even leads of more than 500 yards weren't safe.

Having been to almost every 34th America's Cup race, we have to say that we were converted to the format of two relatively short races a day. No significant television audience is going to stick around to watch a single race of two or three hours.

↑↓ DON'T WANT TO LIVE IN THE PAST

The America's Cup was so spectacular that I traveled down from Petaluma nine times, bicycling the last stretch from Larkspur to San Francisco, which greatly added to my fun. I even postponed my trip to Kona for a day in order to see the last race.

Viewing the races was awesome from a number of locations, including the Golden Gate Bridge, the Presidio hills, the Marina Green, the spit past the Golden Gate YC, and from a sailboat on the Bay. I found the America's Cup Village at Pier 27 to be a little far from the action for my taste.

I hope the next Cup is held on the Bay, and now that foiling is out of the bag, not allowing it would be like living in the past. A nationality rule for a percentage of the team would give fans more pride in their country's team — although I don't know if the U.S. could retain the Cup.

Mark Bidgood
Petaluma

↑↓ THERE IS NO SECOND TO SAN FRANCISCO BAY

After watching the AC45s in the World Series last year, I thought the AC72s might be the most spectacular sailing boats ever seen. And they were. I watched videos of many of the races, and watched races 17 and 18 from shore. I am emphatically for foiling multihulls, and San Francisco Bay is the only place. "Your Majesty, there is no second."

Douglas Cole
Electric Kool-Aid, Laser
Napa

↑↓ PENALTIES AFTER THE FACT

Why did the illegal modification of the AC45s by Oracle in the World Series have an impact on a different boat in a different event, meaning the AC72s and the America's Cup? If a driver cheats while driving a stock car, do they penalize him when he drives in the Indy 500?

Steve Haas
Tesa, Catalina 42
San Jose

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LETTERS

Steve — The World Series and the America's Cup were part of the same event. Think of the World Series as having been the first round of the NFL Playoffs and the America's Cup being the Super Bowl.

For those who think the two-point penalty was too severe, be aware that some believe that the International Jury actually wanted to hand down a much more severe penalty if not kick Oracle out of the Cup. This idea is based on the belief that the jury was convinced Oracle had made much greater modifications to their AC45s, but most of the evidence was gone a year ago. So, the theory goes, the jury gave Oracle an outsized penalty for the evidence that was found.

IT WAS NEW ZEALAND AGAINST THE WORLD

Thank you *Latitude* for your objective coverage of 34th America's Cup. Not having been exposed to such races before, I was surprised to see that both boats were built in New Zealand, both teams had CEOs and crews mostly from New Zealand, and this was somehow supposed to be a USA-versus-New Zealand race? There were two Americans on the Oracle Team USA boat, but one got removed early on. It looked more like ETNZ against the world — plus parts of New Zealand.

Ivan Ilieff
Palo Alto

Ivan — Thanks for the kind words; it was a lot of fun.

The rules for the America's Cup frequently change with respect to things such as where the boats have to be built and nationality rules for the crews. For example, Oracle's trimaran for the 33rd America's Cup in Valencia was built in Washington. While Oracle can put together a team to build the latest hi-tech boats, that's not true of all the countries that wanted to compete in the America's Cup. They just don't have the expertise or experience. But in order to address both these issues, there is talk about some parts of the boats for the next America's Cup being one-design and a certain percentage of each crew having to come from the team's country.

We know we've picked this nit before, but Oracle's Shannon Falcone is from Antigua, and if you check your atlas, Antigua is just as much a part of America as is the United States. So at one time, the Oracle boat had three Americans as crew.

WIMPING OUT IN HIGH WINDS

I loved seeing the high-tech aspect of the 34th America's Cup, but it didn't seem right that the AC72s couldn't race in conditions that most San Francisco Bay sailors take pleasure in. As I recall, the Bluenose schooners from Canada were stout enough for any weather, but they were still able to sail competitively against AC boats in the 1920s.

R.W. Catlette
Fairfield

R.W. — We remember that on the day of the start of the very first Ha-Ha, practice sailing for the America's Cup boats in San Diego was called off because it was too windy.

NO GIRLZ ALLOWED?

No girlz allowed? The deck of an America's Cup boat is no place for a woman — at least that's what it looked like from shore. Four women participated in the America's Cup in 1934, so I know there is no rule against it. The America's Cup is a private enterprise, and as a man who is all for free enterprise, I don't think the America's Cup should be forced to include women. But I think the event and the spectators would benefit from it. The first female Navy SEALs are scheduled to hit the

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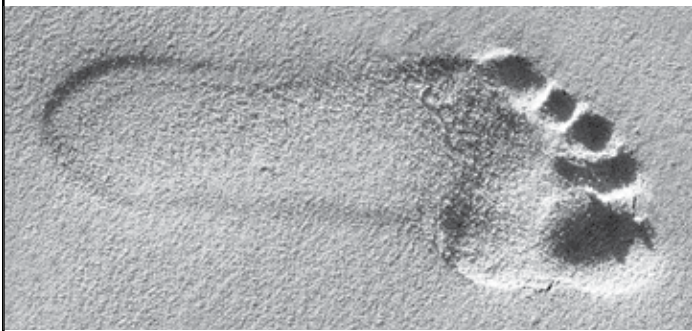
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LETTERS

beach soon, so if the Navy can be this forward-thinking, maybe the America's Cup teams should realize that a concerted effort to be more inclusive would be great for the sport.

Jamis MacNiven
Portola, Legacy 34
Woodside

Jamis — We agree that it would have been great — and great for publicity — if there had been a 'World Women' team in the World Series or a women's team in the Red Bull Youth Championships. But those events were sailed in AC45s which, while physically demanding, are not as physically demanding as the AC72s are. We know it's politically incorrect, but we don't believe that women have the upper body strength necessary to sail an AC72 competitively. We base this belief on the fact that when the San Francisco Fire Department was ordered to have women in the Department, all the physical standards had to be lowered.

(Before anybody goes sexist on us, our fire chief friends tell us that there is much more to being a top-flight firefighter than just muscle.)

↑↓BIG PROPS TO THE ALAMEDA THEATER

As a member of Oakland YC and its race committee, I want to recognize the Alameda Theater and Cineplex for their support of the America's Cup. On March 1, they hosted the Artemis team, which allowed our community to meet the team members and begin to catch America's Cup fever.

There's more. As the racing progressed, through trials, tragedy and triumphs, Alameda watched. As the America's Cup finals continued in September, many sailors and non-sailors made their way to the San Francisco Cityfront, with others gathering in front of televisions or watching YouTube replays. But by far the best opportunity to feel as if you were



DEBBY RATTO

The Alameda Theater offered free 'showings' of the America's Cup racing.

there on the Cityfront, with the advantage of television coverage, was the Alameda Theater and Cineplex. The good folks there hosted free big screen viewings of the America's Cup races, where you could almost feel the spray as Oracle and Emirates New Zealand foiled upwind! A big 'thank you' to those good folks.

Debbly Ratto
Alameda

Debbly — What a cool thing for the Alameda Theater folks to have done! Thanks for bringing it to our attention.

↑↓FATHOMING THE SEEMINGLY UNFATHOMABLE

Excellent articles on the America's Cup.

I'm one of the few Americans who isn't exactly jumping up and down about the victory. Yes, it was a great series. Yes, it made non-sailors actually take notice the sport for the first time. And yes, the jury ruled that Oracle's automatic stabilization system was legal.

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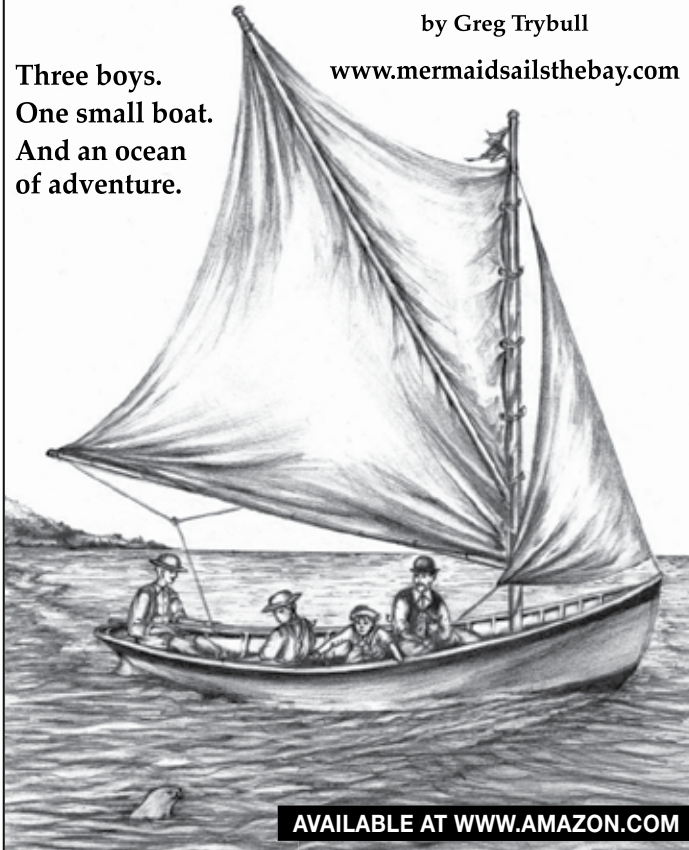
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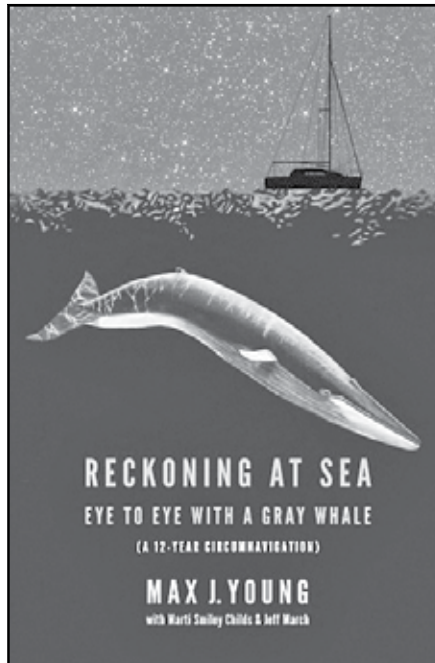
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Bill and Conni on SV Wings, their Passport 40, in Nuku Hiva, Marquesas, after completing the Pacific Puddle Jump in April 2013. Bill writes: "Don't leave home without one!"



Wayne on SV Dante, his Harmony 42, in Neiafu, Tonga. Hydrovane mounted off-center to preserve the swim platform.



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LETTERS

added an 'interceptor' to the transom to modify water flow. How was this permitted in the middle of a series? It's one thing to make sail changes, adjust the rake/rig, or tweak any other existing system on the boat, but changing hull performance by adding components? Really?

No doubt the Kiwis are tremendous sportsmen, because there's a good chance they would have won in court. As a Wednesday night beer can racer, a coastal cruiser, and yes, a mechanical engineer, I believe Oracle's string of wins was unfathomable without a 'Eureka!' moment.

Franz C. Alvarez
New York City

Franz — The International Jury did not rule that Oracle's automatic stabilization system was legal because there wasn't any such system.

Oracle was able to make the modifications it did because it was legal to modify the boats under the rules of the 34th America's Cup. Because of modifications, Oracle was remeasured at least 15 times during the Cup, while the Kiwis had to be remeasured at least eight times. You might remember, for example, that the Kiwis used J-shaped daggerboards some of the time and L-shaped daggerboards at other times.

The Kiwis didn't sue because, as Grant Dalton said, there was nothing to sue about.

Yes, everyone agrees there was a 'Eureka!' moment. It's when Oracle mastered foiling upwind, giving them a gear that the Kiwis didn't have. When the Kiwis saw it in the next-to-last race, they knew it was all over.

↑↓ THE CUP NEEDS MORE PARTICIPATION

Whatever type of boat they want to use in the next America's Cup is fine, but the cost has to come down. And greater participation is paramount. How sad if the Kiwis couldn't do the next Cup because it cost so much! San Francisco is a great venue for the Cup, but they need to have a variety of courses.

David O'Hara
Cape Cod

David — Hamilton Island YC, which is the Challenger of Record for the 35th America's Cup, and therefore will be hammering out the details of the Cup with Oracle, said lower cost and increased participation are two of their most important goals. Oracle has agreed. They are trying to come up with a Cup that wouldn't cost teams more than \$50 million, which is half of what the Kiwis spent this time around. We'd like to see the budgets max out at \$25 million. The Kiwi team raced under the assumption that if they didn't win the Cup, there would be no funding for a future America's Cup effort. Fortunately, they represented their little country — it has fewer people than the Bay Area — so well that New Zealand has decided to put up \$5 million to at least temporarily keep the team together.

↑↓ ANOTHER VOTE FOR MONOHULLS

The AC72s were awesome, but I think 65-ft one-design monohulls would show more crew work, and if they were sailed on the Bay, could really get going.

By the way, the Lahaina YC was packed for the last two races of the Cup, as there was a lot of interest as Oracle kept winning.

Steve Taylor
Lahaina, Maui

Steve — While it's true that teams could build very fast 65-ft monohulls, it's also true that Redwood City's Tom Siebel could

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LETTERS

still sail circles around them in his MOD70 Orion. That would be embarrassing.

↑↓ I'VE CHANGED MY MIND ABOUT LARRY ELLISON

I have actively followed the America's Cup since Bill Ficker skippered *Intrepid* to a win in a very close series against Australia's *Gretel II* in 1970. By 1983, the America's Cup had nearly gone extinct, as for a decade only one nation bothered to compete. But the persistence of the Aussies and their radical new keel design changed all that, and for the subsequent Cup in Perth, there were no fewer than 13 syndicates with 25 12-Meters. The Cup was back!

The 1988 preemptive Kiwi challenge to the San Diego YC with the spectacular 120-ft monohull *KZ-1* was met with the most embarrassingly poor sportsmanship that I have ever witnessed in the America's Cup. I'm talking about Dennis Conner embarrassing our nation by refusing to meet the challenge



Mark at the America's Cup Park.

on a level playing field and responding with a catamaran. Conner was not just the only American skipper to lose the America's Cup twice, but he had the audacity to call the fantastic 1995 all-female crew of *Mighty Mary* "The Lesbian Crew." Fortunately,

one of the *Mighty Mary* crewmembers emptied her glass on Dennis' head during a dinner at the yacht club one night.

I was glad to see the 12-Meters, which are good-for-nothing boats, go the way of the dodo bird. I wasn't fond of the IACC yachts either. I am very glad to see the advent of multihulls.

The 2013 America's Cup included many great changes for the better. Exciting new ultra-performance boats? Check! A beautiful, accessible and windy location? Check! Superb television coverage with graphic overlays? Check! Intense competition with perhaps the greatest comeback in sports history? Check! What wasn't fantastic was we had two expensive capsizes — one fatal — and wind-speed restrictions that created delays for television and forced many Kiwi fans to return home before the Cup was over. Ugh!

I used to think Larry Ellison was just another arrogant billionaire out to buy my Congresswoman. In fact, I believe Mr. Ellison has done a huge amount of good for the America's Cup. The AC34 had some issues, but given the amount of changes and 'new territory' traversed — both logistical and technological — it was a rousing success! I so appreciate all that resulted from Larry's vision and leadership, and the City of San Francisco's commitment to support this world-class event.

Mark Blackburn
Vallejo

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

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

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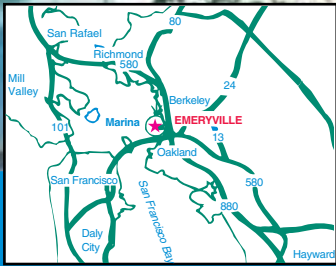
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welcome ross tibbits

Please say hello to Ross Tibbits, the newest member of the *Latitude* crew, who will be taking over the editorial duties of this soon-to-be-cruising writer. Local sailors may recognize Ross from untold races on OPBs (other people's boats) — from Folkboats to a N/M 35 — over the years. In fact, Ross' racing schedule was so jam-packed when we were interviewing candidates, that we had to schedule around it! But

we have no doubt his skills, professionalism and work ethic will prove to have been worth the wait.

The native San Franciscan and long-time Marin resident has also been the racing editor for San Francisco YC's monthly newsletter for the last few years, and last year was hired as the team writer for the American Youth Sailing Force, the San Francisco team that placed fifth in this summer's Red Bull Youth America's Cup.

Before all that, Ross started his writing career as an English major at UC Santa Barbara. He went on to work for a couple of national tech magazines before pursuing a masters in environmental policy. But the pull of sailing was just too strong to resist, and he recently found himself starting a couple of businesses that focused on his two passions: sailing and writing.

But now he's been assimilated into the *Latitude* collective. As our new racing editor, Ross will be the go-to guy for all things racing, but he'll also eventually take over

Sightings. Obviously it will take a month or two for him to get up to speed on the inner workings of the editorial dungeon at our opulent World Headquarters in Mill Valley, but he's ready to take your questions, story ideas and friendly hellos. Email him at ross@latitude38.com.

— ladonna

it's rally time

Winter is coming on in the Northern Hemisphere, and that means so are the various cruising rallies.

The biggest is the granddaddy of them all, the Atlantic Rally for Cruisers, which departs the Canary Islands on November 24 and finishes 2,800 tradewind miles later in St. Lucia. Founded 27 years ago by cruising rally impresario Jimmy Cornell, and later purchased by World Cruising Ltd, it's a sophisticated rally that has garnered tremendous industry support, requires boat inspections, and features countless seminars and social events. Over 20,000 sailors have done the ARC, and to our knowledge there has only been one fatality, that of a sailor dragged to drowning by his safety harness.

World Cruising Ltd has never been particularly upfront about the price of their events — after all, they are English — but as we recall, it would cost about \$2,000 for a 40-ft boat with six crew. Nonetheless, the ARC has always been wildly popular, selling out all 225 slots many months in advance. Despite increasing the starting facilities at Las Palmas to handle 245 boats this year, the event sold out in January, so the organizers decided to start an additional event, the ARC+. This new event starts two weeks earlier from Las Palmas, but includes a stop at the Cape Verdes Islands. Regardless, boats from both ARCs converge on St. Lucia at the same time.

There are 245 boats signed up for the ARC and 47 for the ARC+. Thirty-two are multihulls, which may be a record. Most of the entries are from Great Britain and Germany. The following entries are from the

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new hope

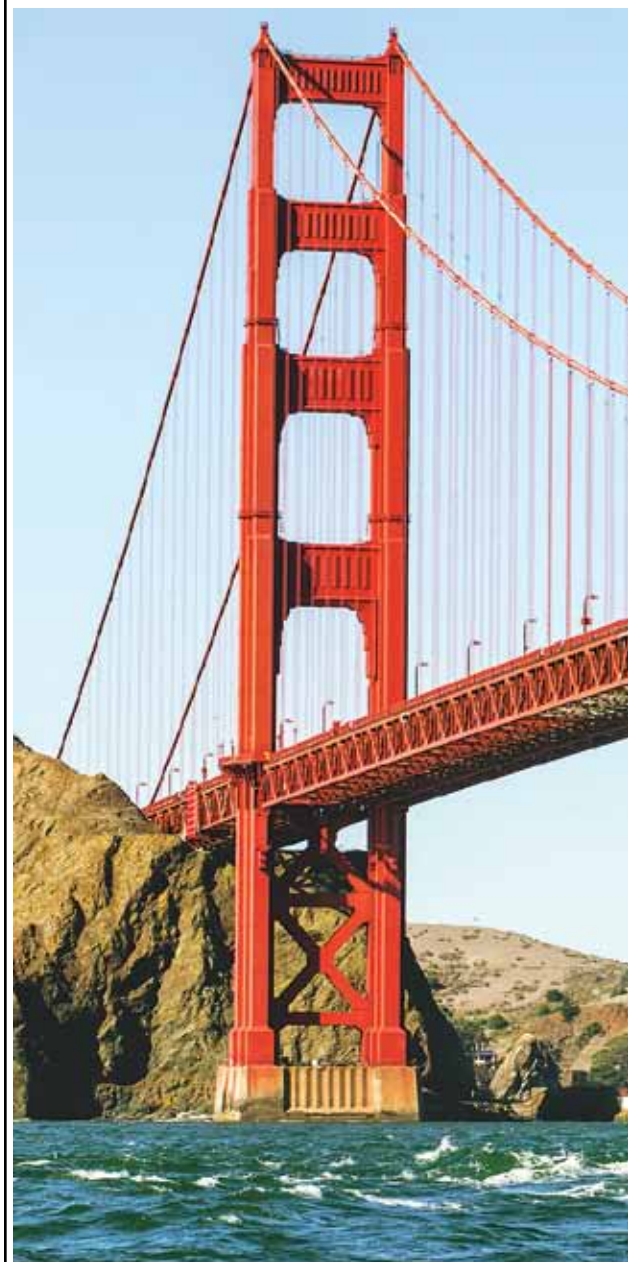
Close scrutiny of recent satellite imagery has sparked new hope that the long-missing American schooner *Niña* may yet be found, and that her seven crew may still be alive. The 70-ft vessel set sail from Opua, New Zealand, May 29 bound for Newcastle, Australia. New Zealand search and rescue resources mounted their largest search ever, but had no luck in locating the schooner or any evidence to confirm she had sunk.

The nongovernmental American search organization Texas EquuSearch procured satellite imagery of areas beyond the original search zone. Although not razor-

LATITUDE / LADONNA



Don't worry. We've chained 'Latitude's new editor, Ross Tibbits, to his desk but we've supplied him with enough refreshments to ease his discomfort.



for niña?

sharp, imagery from September 15 clearly shows a hull shape similar to *Niña's*, located 184 miles west of Norfolk Island. But New Zealand's Rescue Coordination Centre reportedly requires more detailed imagery before they will resume searching.

Well-known Auckland-based meteorologist Bob McDavitt was the last person to have direct contact with the *Niña* in early June. After the satellite imagery was produced he was quoted as saying, "You don't want to take away people's hopes, but there's about a vessel a day or so going past that part of the world."

— andy

rallies — cont'd

United States, although we don't know where in the United States:

Amaris, Outremer 49 cat, Shawn Morriss; *Amokura*, Discovery 57, Gail Weinberg; *Arkouda*, Privilege 495 cat, Cynthia and Sean Phelan; *Aspen*, Island Packet 38, Steve Siguaw; *Aurora*, Catana 58 cat, John Bale; *Bella Vela*, Swan 53, Claudia Nicolow; *Edelweiss*, Arconona 430, Stuart Read; *Goldeneye*, Passport 40, Brian O'Conner; *Hada*, Hanse 505, Andre Wolper; *Heart of Gold*, Southerly 42, Carl Arentzen; *Paititi*, Lagoon 52, Nicolas Guitard; *Tamsel*, Beneteau 47, Mike Gahan; and *Windlebo*, Hallberg Rassy 40, Jack Hoops.

The new TransAtlantic cruising event this year is Sailing Rallies Christmas Caribbean Rally, which starts from Lanzarote in the Canary Islands on December 16 and finishes at Jolly Harbour, Antigua about three weeks later. One of the attractions of the event is that it's over the Christmas holidays, when many people have their vacations. Organiz-

continued on outside column of next sightings page

Peter Krueger and crew on the J/125 'Double Trouble' led the HPR fleet in this year's Rolex Big Boat Series. Read all about it starting on page 82.



SIGHTINGS

rallies — cont'd

ers say the "number of entries isn't important to us," which is a good thing, because so far they show only nine boats as having signed up, none from the United States. The Christmas Caribbean Rally seems as hesitant as the ARC to divulge the cost of participation. First they direct you to a link, and then the link says "prices from \$1,750."

There are another three rallies that take boats from the Northeast United States to the Bahamas or the Eastern Caribbean. For the record, the trip from the Northeast to the Eastern Caribbean is not only twice as long as the 750-mile Baja Ha-Ha, there is only one refuge, and typically the weather is much more challenging. One problem is that it can be very cold at the start, while another is that the fleet has to cross the Gulf Stream. What's worse is that the fleets might have to leave before the last of the hurricanes and before the start of the winter storms. Alas, sometimes the first of the winter storms comes before the last of the hurricanes. As we recall, two lives have been lost and several boats

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usa-71 to be

Oracle Racing's America's Cup yachts have proven that high-tech carbon fiber materials are incredibly strong and lightweight. But recycling them at the end of a yacht's lifespan is another story. Similarly, Boeing has made huge technological gains using these composite materials to build their new 787 Dreamliner. Yet, using post-consumer waste to build these massive machines is still a pipe dream. In order to reduce their environmental carbon footprints, OTUSA and Boeing have teamed up to recycle carbon fiber. The donor material comes from Oracle's first AC training boat, *USA-71*, built for its 2003 AC campaign.



recycled

Recycling carbon fiber is no simple task. The University of Nottingham (UK) and MIT-RCF, a South Carolina carbon fiber repurposing company, will work with OTUSA and Boeing "to gather data about the mechanical properties, costs and time flows to recycle sailing-grade composite materials in comparison to aerospace-grade and automobile-grade composites," say the companies.

USA-71 is likely the largest carbon fiber vessel ever recycled and will redirect about 7,000 lbs of carbon fiber away from landfills to be potentially repurposed into industrial and/or consumer-grade products.

— ross



Hundreds of boats pay the steep entry fees to join such rallies as the Atlantic Rally for Cruisers.

rallies — cont'd

have been abandoned.

The oldest of these events is the Caribbean 1500, which has had more than 5,000 participants since it was started by Steve Black in 1990. Now owned by World Cruising Ltd, the same folks who own the ARC, its start will be from Hampton, Virginia on November 4, with destinations of both Green Turtle Cay in the Bahamas and Nanny Cay in the British Virgins. Like all World Cruising Ltd events, the rally includes lots of extras, such as boat trackers for each boat, boat inspections, and lots of seminars and social events. But it's also relatively expensive, at about \$1,100 per boat plus \$125 per crew. A combination of the cost and competition from two other events seems to have cut the normal number of entries in half to the current 29. Just two are multihulls. None of the boats are from the West Coast.

The second oldest of these rallies is the 14th annual North American Rally to the Caribbean (NARC), which starts from Newport, Rhode Island on November 3, stops at Bermuda, and finishes at St. Maarten. Organizer Hank Schmitt says the event is for "larger and professionally skippered boats," and recommends that people who are less experienced or have smaller boats sign up with one of the other two events. It seems like a strange attitude for an event organizer, but Schmitt's primary business is his 20-year-old Offshore Passage Opportunities, where people pay \$199 to join and \$125 a year to get onto a list of boats needing crew for longer passages. Schmitt notes that it's "hard to get a five-day weather window the smaller boats need to get far enough down the line to be free of bad weather." Indeed, a crewmember in a previous NARC was washed overboard and drowned in 30-ft seas. There is no charge for the NARC, and 16 boats, some of them vets of previous NARCs, are signed up.

The fastest growing of the events from the Northeast is the three-year-old Salty Dawg Rally, which is much like the Pacific Puddle Jump in that it's free, and you can pretty much start where and when you want, and finish where and when you want. The nominal start is from Hampton, Virginia, where there will be seminars and such, and there will be 'finish' festivities at the Bitter End YC in the British Virgins. A requirement for entry is at least one "ocean passage," and there are no boat inspections. Founders Bill and Linda Knowles of the Rhode Island-based Jeanneau 54DS *Sapphire* encourage more novice sailors to join the Caribbean 1500.

— richard

on whale watch

It's that time of year again: Time to head south. Whether you're a West Coast sailor or a large marine mammal, all roads lead to Mexico. With whales and sailboats sharing the same coastal waters, there's bound to be a lot of sightings and the occasional bump or two. But don't be alarmed. Whales are gentle, beautiful creatures and don't tend to go 'Moby Dick' too often.

A few weeks ago while sailing south out of Monterey, my Alameda-based Cal 2-27 *Sirena Gorda* and I cruised through a pod of migratory humpback

whales and apparently caught more than one of them by surprise. First, a whale spouted off the bow at very close range which inspired me to

continued on outside column of next sightings page



RONNIE SIMPSON

A pod of humpbacks startled Ronnie Simpson as much as he startled them. Luckily it was no harm, no foul.

SIGHTINGS

whales — cont'd

turn on my GoPro video camera.

While I was waiting for the whale to surface off the bow again, another one surfaced just off my port side, splashed me and my boat, and then dove deep down, miraculously avoiding a collision. Moments later, another whale spouted and surfaced off the port bow, and about 90 seconds after that, we had a minor collision with one of them.

No damage was done and, while I'm not sure if it was an accidental collision, a love tap, or a warning issued to me by the pod's alpha male, one thing is for sure, migratory whales are out in force this season.

Whale watching operators and fishermen I spoke to on my way south confirmed that the enormous, majestic creatures have been spotted up and down the coast this season in well above-average numbers, which has brought scientists and marine biologists to the area to figure out why. So watch out for them! Not out of fear of being hit, but out of the hope of being treated to one of sailing's — and nature's — greatest shows.

— ronnie simpson

free at last, free at last

We could barely believe our ears when we learned that the formerly Sausalito-based gaff tops'1 schooner *Lord Jim* had finally been freed, after six long years in 'captivity' in a remote Brazilian boatyard run by a ruthless tyrant. Disregarding several court orders that commanded him to release the 1939 John Alden classic, he refused to splash her unless owners Holger Kreuzhage and Tracy Brown paid him hundreds of thousands of dollars in cash — on top of the substantial yard bill that they'd already paid in full. He even went so far as to disassemble his own marine railway that was *Lord Jim's* only means of exiting the yard, which lies near the town of Mangaratiba, at the edge of the jungle in northeast Brazil.

As regular readers may recall, the whole nightmare started in 2007: After setting sail from Sausalito in 2005 with crew, Kreuzhage and Brown eventually doublehanded their beloved 72-footer around Cape Horn and up to Brazil, where they enjoyed a pleasant stay along the coast. But on March 8, 2007, shortly after saying goodbye to new friends and setting sail for the West Indies — where *Lord Jim* was once the queen of the Antigua-based charter fleet — they struck an uncharted rock near shore and the noble schooner sank in 60 feet of water. Amazingly, refloating the double-planked, 70-ton vessel was accomplished with relative ease — in only 48 hours — thanks to local divers who used empty 50-gallon drums for flotation. She was then towed to the nearest haulout facility.

Despite the fact that all the boat's systems and interior furnishings had been ruined by her dunking, Kreuzhage and Brown quickly realized there was a bright side to their predicament: they had access to exceptional yet inexpensive hardwood with which they could not only mend the hull damage, but completely replank the hull from stem to stern — effectively making it as strong and sound as ever after more than 70 years of voyaging, including several circumnavigations.

When they were ready to leave the yard in 2008, however, a protracted battle ensued that continued until last July, when *Lord Jim* was finally refloated once again. So now she is free, but the victory is bittersweet. Not only has the boat suffered from five years of sitting idle in the tropical heat — the Americans were prohibited from even visiting their vessel — but a section of the keel is badly damaged and the rudder has been rendered useless due to carelessness or sabotage during the launch. So now, after enduring this agonizing ordeal, Kreuzhage, who will soon be 76, and Brown have faced the reality that it's time to find another caretaker. "We have neither the funds nor the strength to do the refit ourselves," says the German-born captain. They're willing to virtually "give" the boat away, but only to a person with a realistic understanding of what it will take to make her seaworthy again and restored to a condition worthy of her pedigree. Her needs are not insurmountable,

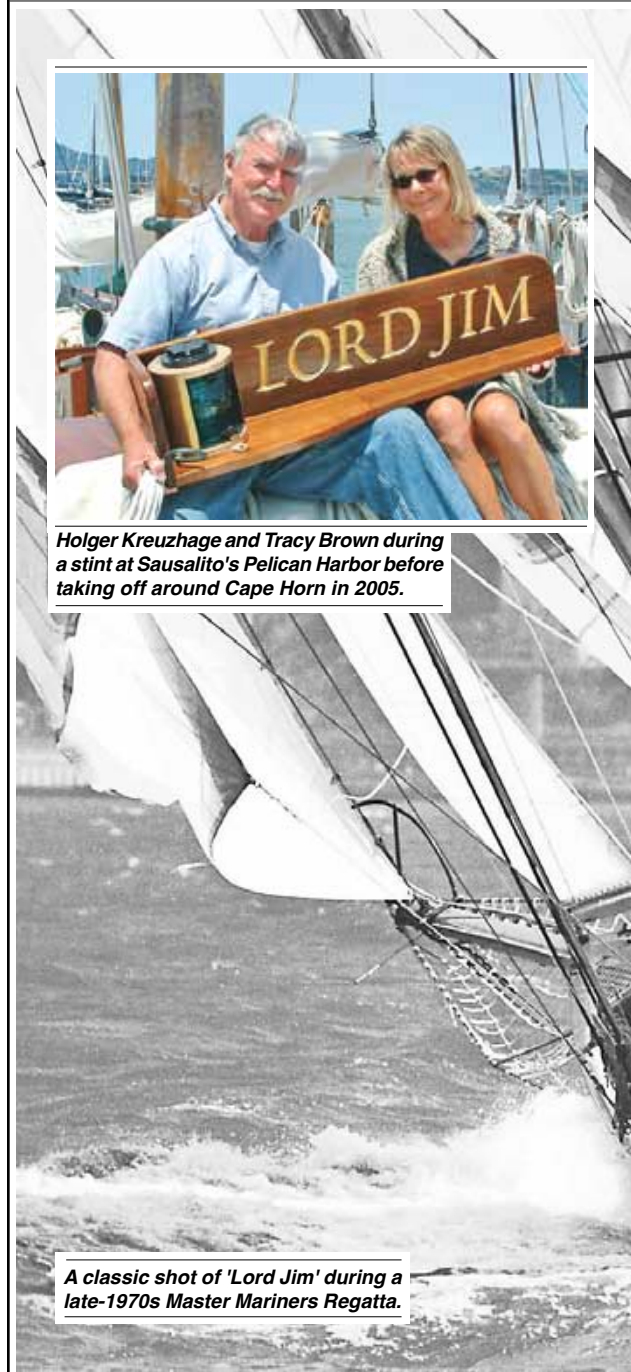
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tanit pirates

On October 18, three of five Somali pirates who'd seized the French yacht *Tanit* in 2009 were sentenced in a French court to nine years in prison. The pirates boarded the 47-ft Colin Archer design — which was carrying two couples and a three-year-old boy — on April 4, about 500 miles off the Somali coast. The French navy steadfastly refused to negotiate with the pirates and, six days later, French commandos stormed the boat, killing two



Holger Kreuzhage and Tracy Brown during a stint at Sausalito's Pelican Harbor before taking off around Cape Horn in 2005.



A classic shot of 'Lord Jim' during a late-1970s Master Mariners Regatta.

sentenced

pirates and *Tanit's* skipper, 28-year-old Florent Lemacon. Lemacon reportedly was killed in front of his young son.

Lawyers for the pirates asked the court for leniency, claiming that the men, aged 26 to 31, had been suffering extreme poverty and were coerced into becoming pirates. Prosecutors rejected the claims, saying they'd been motivated by easy money instead.

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lord jim — cont'd

but they will require a new caretaker with relatively deep pockets.

They see two possible scenarios: 1) Do basic repairs to the rudder, keel and spars in Brazil, then sail her — without a working engine or modern electronics — to a stateside yard, or 2) hoist her aboard a U.S.-bound freighter. Neither would be cheap. Although the thoroughbred classic is now in a safe place, Kreuzhage doesn't sugar-coat the reality of the situation: "If the boat remains in Brazil, she will die." Contact him at holger_kreuzhage@yahoo.com or (970) 644-1180.

We certainly hope there's a white knight out there to rescue this great lady in her time of distress.

— andy



The total refit of the schooner in Brazil after sinking.



Holger today, after finally taking possession of the boat again.



SPREAD: DIANE BEESTON; TOP LEFT: LATITUDE / ANDY; OTHERS: COURTESY LORD JIM

SIGHTINGS

catching up with mike pyzel

Some things are better late than never. So when Mike Pyzel finally received his commemorative Singlehanded TransPac belt buckle some 35 years after actually sailing in the race, he was all smiles. The Santa Barbara-based sailor raced his tricked-out Cal 28 *Caballo Blanco* to a fourth place finish in the inaugural Singlehanded TransPac, way back in 1978.

The biennial solo race from San Francisco to Kauai is now a West Coast tradition that has attracted the likes of everyone from local sailors with a dream to world-class pros such as Bruce Schwab and Stan Honey. Lacking the fame and fortune of the big solo races in France,

continued on outside column of next sightings page

pirates

A spokesman for Chloe Lemacon, Florent's widow, says that the family is not looking for vengeance, but believes the pirates should be held responsible for their actions. He also said that "French state leaders decided to teach the piracy masterminds on the continent a lesson. I believe that Florent Lemacon died for reasons of national interest. This operation was meant as a powerful signal to the Somalis, while the hostages were put



PHOTOS RONNIE SIMPSON

— cont'd

on a backburner."

At the same time as the *Tanit* attack, pirates captured the U.S.-flagged container ship *Maersk Alabama*. Captain Richard Phillips successfully negotiated his crew's release by sacrificing his own freedom, and later was rescued by Navy SEALs. His story is told in the newly released film *Captain Phillips*, starring Tom Hanks in the titular role.

— ladonna

pyzel — cont'd

SHTP sailors sail for pride, adventure and a commemorative belt buckle.

That first class of '78 didn't get belt buckles, however, so sailors like Pyzel were members of the SHTP fraternity but didn't have the hardware to prove it. Fellow Santa Barbara sailor and 2012 SHTP vet Steve Hodges aimed to fix that for his friend by arranging for an extra belt buckle to be delivered to Santa Barbara. When Hodges presented the buckle to Pyzel about a month ago, Mike was overjoyed.

"For me, the whole thing has come full circle in receiving this belt buckle," he told this writer when we bumped into him on the docks in Santa Barbara last month. "I was surprised how emotional I was and how much it meant to me. To receive this from a friend and veteran of the latest class was really special, as was the official recognition from that very first race. I feel like I'm a bona fide member of the club now, and I wear the buckle proudly!"

In 1977, Mike sailed *Caballo Blanco* from Santa Barbara to Hilo doublehanded and then cruised downwind through all of the Hawaiian Islands before sailing back to Santa Barbara from Kauai. He described it as "one of the best experiences of my life."

Naturally, when the advertisements came out for that first Singlehanded TransPac in 1978, Mike was one of the very first entries. "I had read the adventures of Chichester and the other solo transAtlantic racers and I had always dreamed of racing my own boat solo across the Pacific," he recalled. "We had great breeze that year and it was just a fantastic experience. I made it in 16 days and just had an amazing time in Kauai with the other sailors in the race. Back then, we had to sail into Hanalei, anchor our boats, swim ashore and climb the stairs all the way to Club Med at the top of the hill before we officially finished. It was quite the adventure." After some R&R on the Garden Isle, Pyzel sailed *Caballo Blanco* back from Kauai straight to Santa Barbara.

But the story of *Caballo Blanco* and Mike Pyzel doesn't end there. Mike still owns the boat, and

to describe her as well maintained would be an insult. With nearly 40 years of love from the same owner, she's been skillfully modified to include structural reinforcements from stem to stern, a custom double-spreader mast, larger rudder, and even Moore 24-esque bow knuckles. Between frequent trips to the Channel Islands, almost weekly daysails and a six-month cruise to Mazatlan a few years ago, Mike works in Santa Barbara as a marine surveyor, USCG licensed captain, offshore sailing instructor and more. (www.MikePyzel.com)

Are you a veteran of the 1978 Singlehanded TransPac who never received a belt buckle? Then you're in luck! Word on the street is that there's a super-secret stash of belt buckles just for you. Email LaDonna Bubak at ladonna@latitude38.com with your story of sailing in the inaugural solo race and we'll put you in touch with the right person to get you your belt buckle!

— ronnie simpson

bart simpson autopsy results

Five months after his untimely death on May 9, Andrew 'Bart' Simpson's autopsy report was finally released on October 15. It held few surprises, citing "blunt trauma with drowning" as the cause of death for the 36-year-old America's Cup sailor.

Simpson died when Artemis Racing's 72-ft training cat capsized and broke in two, throwing team members into the water. Though it's unknown if Simpson was conscious at the time, extensive head and neck trauma, along with substantial injuries to his torso, might

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Singlehanded TransPac vet Myke Pyzel lounges in the author's boat in Santa Barbara before giving him a tour of his tricked-out Cal 28 'Caballo Blanco'.



simpson — cont'd

indicate he wasn't. He was trapped under the capsized boat for 10 minutes before being rushed to shore. Three attempts to revive him failed. His death prompted AC officials to add 37 safety recommendations to the event.

— ladonna

say goodbye to paper charts

Paper is so passé — at least according to the federal government. NOAA announced last month that the Federal Aviation Administration, the government agency that prints maritime charts, will cease printing them after April 13, 2014. Before you freak out, take a deep breath and keep reading.

The charts, which will continue to be updated by NOAA, will be still be available for purchase at shops with print-on-demand capabilities — Waypoint in Oakland and West Marine, for example (see *Ocean-Grafix.com* for a full list of worldwide retailers) — and the maximum price is set by the government to ensure affordability.

Digital chart files have been available for some time in ENC and raster formats, but NOAA has launched a trial program that will make them available in PDF format until January 22. If the response to the trial is positive, NOAA will likely continue the service. Peruse and download charts at www.nauticalcharts.noaa.gov.

Of course modern chartplotters have made paper charts all but obsolete, but we personally would never leave on an extended voyage without a pile of paper backups. Electronics are known to fail at the most inconvenient times and we'd hate to have to enter port using the Braille method.

— ladonna

keel laid for sf tall ship

Over the past two years, Sausalito's Educational Tall Ship project has grown from a mere pipe dream to a viable shipbuilding endeavor with well over \$1 million of backing. But the effort to construct this 140-ft brigantine reached a major milestone on October 19, with a keel-laying ceremony that drew more than 300 well-wishers, patrons, and old salts — a veritable Who's Who of local traditional boat lovers.

Compared to the agonizing efforts made previously to find a viable

build site, get city approval for the massive construction tent, and obtain various other permits, actually building the ship will probably seem easy — and will certainly be a lot more fun.

Modeled after the designs of Matthew Turner, whose ships were the most successful commercial vessels of the Gold Rush era, this two-masted tall ship is being constructed of materials from sustainably harvested forests, and is expected to supply most, if not all, of its own electrical needs through innovative "regeneration" techniques.

The brainchild of sail training advocate Alan Olson and

his wife Angie Lackey, the *Matthew Turner*, when completed, will largely be used for youth programs that incorporate elements of Cali-

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digital to

If you're good at mentally converting digital to analog, you'll recognize this spread as pre-start action from the first race of the 34th America's Cup. While it looks as though the Oracle Team USA cat touched Emirates Team New Zealand, the five-person jury — sitting in a container on a pier near the America's Cup Village — was able to see that the two boats had not touched.

That's because (Sir) Stan Honey and



A member of the jury shows the press how the system works.

LATITUDE / LADONNA



Longtime schoonerman Alan Olson and his wife Angie Lackey are turning their grand idea into reality.

analog

his LiveLine team used some kind of technological magic to shorten the normal GPS signal waves, improving the accuracy of GPS from the usual three feet to about two inches. The jury was able to enlarge the normal image (inset) to get proof positive that the two boats didn't hit. Brilliant, no?

The various America's Cup teams initially did not want to divulge the exact

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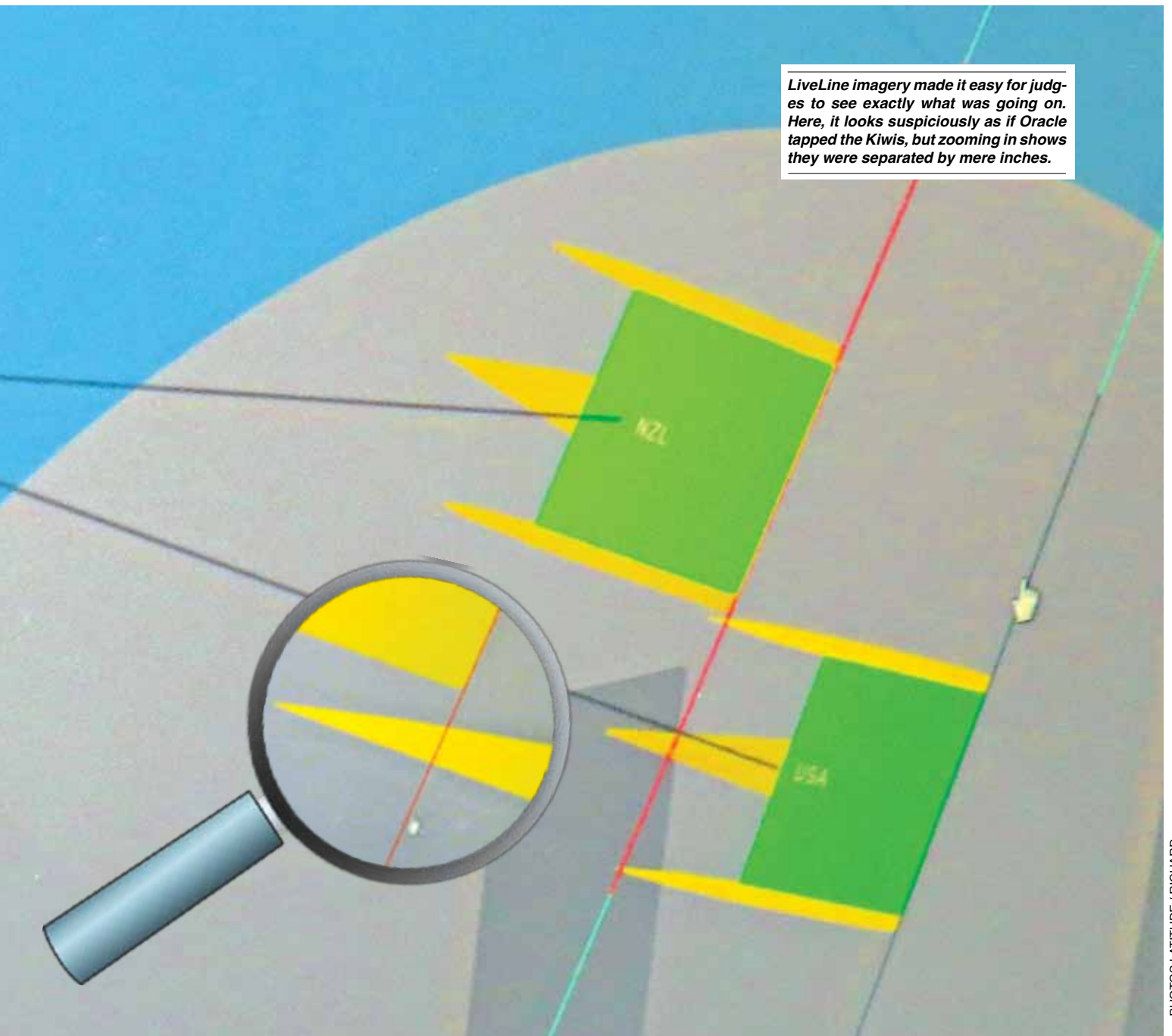
tall ship — cont'd

fornia history, marine science and hands-on seamanship. It will also serve as a 'goodwill' vessel representing the Bay Area at regional tall ship events. It has long been an embarrassment to many traditional ship lovers here that the Bay Area — with all its nautical history — has no such vessel to represent it, while cities from Baltimore to San Diego do.

We encourage you to learn more about the project via the website at www.educationaltallship.org and/or to drop by the build site any time and check out the progress. Needless to say, donations of any size will be cheerfully accepted.

— andy

LiveLine imagery made it easy for judges to see exactly what was going on. Here, it looks suspiciously as if Oracle tapped the Kiwis, but zooming in shows they were separated by mere inches.



SIGHTINGS

jean-pierre dick capsizes

This year has had its high points and low points for famed French yachtsman Jean-Pierre Dick. While he was sailing his IMOCA 60 *Virbac-Paprec 3* toward the finish line in third place during this year's Vendée Globe, his keel fell off. Exuding true class and professionalism, the skipper from Nice calmly ballasted up the boat and ran away from a 50-knot storm to anchor off the coast of Spain, eventually finishing the race in fourth place, arriving to a well earned hero's welcome. After the Vendée, Dick and sponsors Virbac and Paprec made the move from one hull to three hulls with the launch of their

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digital

dimensions of their cats, feeling it might give their opponents information they didn't want them to have. But after being shown the accuracy of Honey's system, and being informed the jury would have to use default dimensions based on the AC72 box formula, all the teams relented and provided exact dimensions.

It was, of course, Honey's measuring magic that allowed for all the graphics



Dick (right) was injured in the accident, but Jourdain managed to escape relatively unscathed.



— cont'd

overlying the video images to show which boat was ahead by how much, the boat speeds, the boundaries, the currents — everything necessary to make usually incomprehensible sailboat racing easily understandable to even the non-sailor. Without Honey's innovations, the 34th America's Cup wouldn't have been anywhere near the smash that it was.

— richard



capsize — cont'd

new MOD 70 *Virbac-Paprec 70*.

Since then, it's been no less of a roller coaster for Dick. After finishing in last place (fourth out of four) in the inaugural Route des Princes, the team was looking forward to the biennial Transat Jacques Vabre with a renewed optimism. Dick won the IMOCA class in the 2011 edition of the doublehanded transatlantic race and, by teaming up with none other than world-renowned shorthanded sailor Roland 'Bilou' Jourdain, the crew was almost guaranteed a solid result.

The dynamic duo were a shoo-in to rip across the Atlantic, but their boat is now being towed to port — sans mast. While training off the coast of France on October 10 in a 15- to 20-knot breeze, Dick and Jourdain were surprised by a strong gust that caused them to capsize in dramatic fashion. Jourdain was uninjured in the incident, but Dick was thrown into the water and suffered a back injury. Considering that the 6.9-ton tri then collapsed onto him, it's nothing short of a miracle his injuries weren't any worse.

"I'm still in shock," Dick said. "Everything happened so fast. I fell from a great height. I hit something and fell into the water. It was violent. Fortunately, I managed to get back on board very quickly and realized that my back was hurt."

We wish a speedy recovery to the always-vibrant and positive Jean-Pierre Dick. Stay tuned to *Lectronic* for ongoing coverage of the Transat Jacques Vabre which begins November 3.

— ronnie simpson

a special sort of champion

You won't find any members of the Bay Area Association of Disabled Sailors profiled in this month's Season Champs feature article (page 98), because BAADS doesn't actually select an annual champion by a traditional points tally. But as far as we're concerned, all BAADS participants are champions, so we insisted on spotlighting one of the group's most outstanding sailors. Their selection was 34-year-old Cristina Rubke, who served this year as the group's commodore.

"She's a fierce competitor on the water and an incredibly nice person," says last year's BAADS honoree Kathi Pugh. In May, Cristina

represented BAADS at the four-day Access Class European Championships on Lake Constance, Switzerland, and placed first out of 71 boats in the Liberty Servo Fleet. She also placed second in the North American Access Dinghy Championship Regatta here on the Bay in September.

Disabled from birth with a condition that doesn't allow her to use either her arms or legs, Cristina helms her 12-ft Liberty (recently re-named Hansa class boat) with her chin! "Good luck trying *that*, Jimmy Spithill!" jokes Kathi.

Somewhat similar to driving a servo-equipped wheelchair, Cristina and others control their dinghies with a remarkable joystick-operated servo system that has three basic functions: forward and back to sheet in and out; right and left to move the rudder; and up and down to engage or disengage the main or self-tacking jib from sheeting. Incredible!

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COURTESY BAADS

BAADS nominated Cristina Rubke as their Sailor of the Year.

baads — cont'd

In addition to racing and overseeing BAADS' year-round programs, Cristina helped organize "awareness regattas" for disabled sailors in January and March that were attended by Team Oracle USA and Artemis Racing team members, including Loick Peyron. Ironically, conditions were so windy that AC72 events would have been cancelled, had they been scheduled on those dates.

Cristina has also been busy laying the groundwork for 2014, when BAADS, in partnership with the South Beach YC, will host the Hansa World Championship Regatta. More than 100 sailors from all over the world are expected to compete.

We're always impressed by every disabled sailor we see out on the Bay, but doubly so in the case of Cristina. So we join this decades-old institution in saluting her as the 2013 BAADS Sailor of the Year.

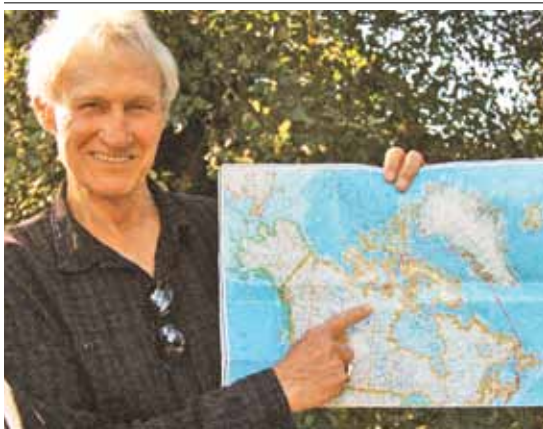
BAADS is the only Bay Area nonprofit organization that provides accessible sailing opportunities to people regardless of their disability, experience, age or financial resources. Learn more about the organization, including volunteer and sponsorship opportunities, at www.baads.org, or email Cristina directly at cristinarubke@gmail.com.

— andy

sailing in amundsen's wake

"Why did I think '13 would be a lucky year?" ponders high-risk adventurer Mike Johnson with a laugh. After learning that nearly every vessel that had attempted the fabled Northwest Passage in recent years had made it through with relative ease, he decided to try his luck this summer aboard his 44-ft fiberglass schooner *Gitana*. His having already rounded Cape Horn three times and voyaged to remote destinations like Spitsbergen (78°45' N!), it seemed a logical next step for this mild-mannered Southern gent.

As always, Johnson had two able crew along with him, one of whom



LATITUDE / ANDY

Johnson stopped by our Mill Valley offices last month. He points to the spot where he had to abandon his attempt.

he originally recruited through *Latitude's Classy Classifieds*. Lady Luck, however, was not on his crew list. Despite making it safely from the Chesapeake to Upernavik, Greenland — *Gitana's* arctic staging area at 72°47' N — once Johnson and his crew entered the maze-like channels and straits of Canada's far north, they soon found themselves in tortuous ice flows, the likes of which have not been seen in the far north

for 15 to 20 years. "Experts are saying there was 60% more ice this summer than in 2012," says Johnson. Yeah, we know, so much for global warming.

Johnson was not entirely without good luck, however. In fact, when you hear the whole story, you'll realize just how lucky he was. Almost duplicating the route of Roald Amundsen — the first explorer to traverse the Northwest Passage in 1903-06 — he was freed from pack ice by shifting winds more than once and, at one point, his was the last boat to pass through a treacherous strait before it closed up for the season. In another area, *Gitana* squeaked through compacting ice to safety, while a 149-ft motorsailer with a professional ice pilot on board had to call in an icebreaker — a service that definitely was

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stealing

While suburbanites fear homeless folks might steal their property, homeless-on-homeless crime is far more common. On October 13, Robert Mayse says two other homeless men stole his Columbia 28.

Mayse told reporters that he discovered the pair — Kirk Sharrah, 49, and Max Wilson, 41 — on *Destiny*, which was anchored on the Sacramento River. "I asked him, 'What are you doing on my boat, fool?' He said, 'That's not your boat, it's

'Gitana' threads her way through giant bergs during the only sunny day of the cruise.



home

my boat.' I said, 'Like hell it is, you better get your ass off.'"

The duo attempted to set sail but apparently they couldn't get the boat moving, so they fled in Mayse's rubber raft. Police were waiting on shore to arrest the pair on suspicion of receiving stolen property.

Mayse claims the pair ruined his boat, including the interior, sails and motor. He says home will now be a tent on the beach.

— *ladonna*

wake — cont'd

not in Johnson's budget.

Having been plucked out of the icy Arctic waters by the region's largest crane, *Gitana* now sits high and dry along the shore near remote Cambridge Bay, the biggest town along the entire Passage, with a population of 1,400 mostly Inuit people. There she will be forced to endure temperatures of 50 to 60° below zero during the long, dark winter months. Johnson and a new crew will return next summer and attempt to finish the route to Alaska. There's much more to the story, which we'll bring you in the next month or two — although it makes us shiver just thinking about it.

— *andy*



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