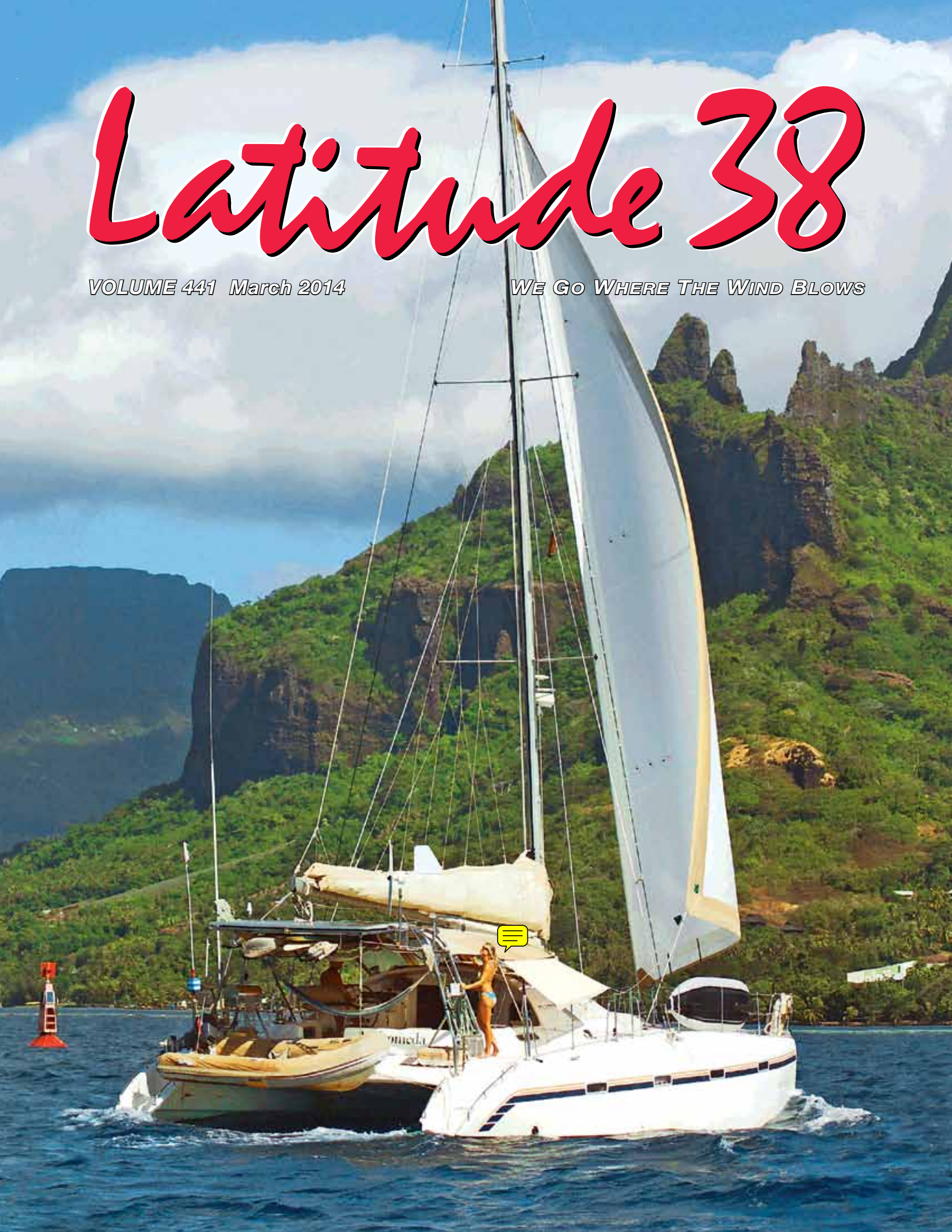


Latitude 38

VOLUME 441 March 2014

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PHOTO PATRICE NELSON



*Kite**

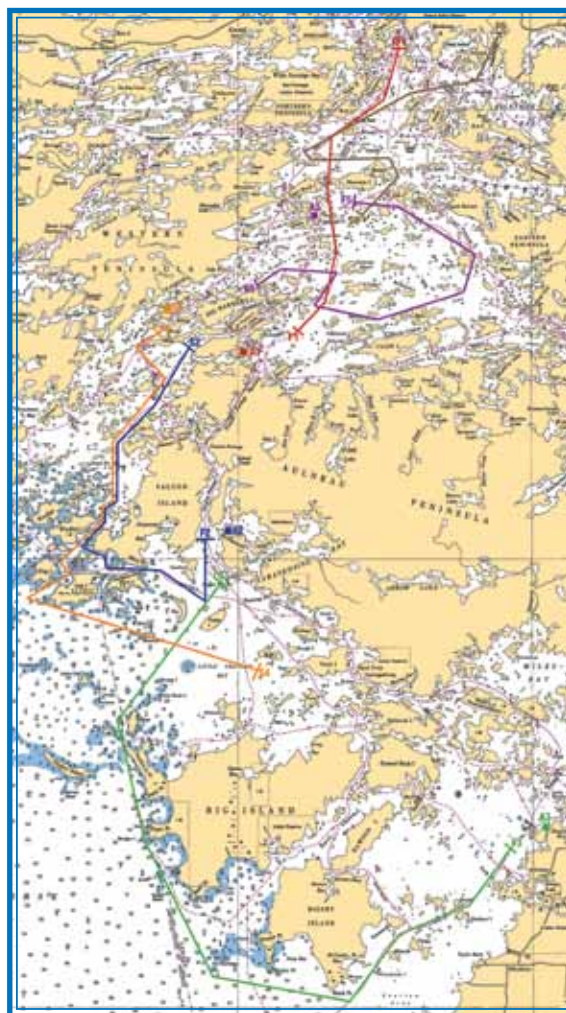
We'll let David Nelson and his Antrim 27, *Kite*, of Ontario, Canada, tell you the story!

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Cover: The Dean 44 cat *Andromeda* makes landfall at Cook's Bay, Moorea. Puddle Jumpers will set sail for Polynesia this month from all along the West Coast.

Photo: Latitude / Andy

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to editorial@latitude38.com, 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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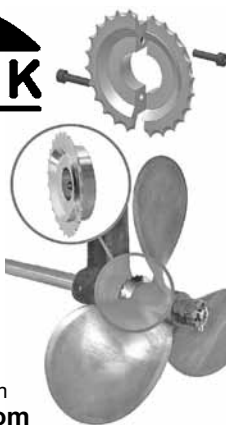
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Feb. 28-Apr. 6 — Tall ships *Lady Washington* and *Hawaiian Chieftain's* California schedule includes 2/28-3/2: Antioch; 3/4-12: Sausalito; 3/14-30: Redwood City; and 4/1-6: San Francisco. Info and tickets, (800) 200-5239 or www.historicalseaport.org.

Mar. 1 — Pacific Puddle Jump Send-off Party, Balboa YC, Panama, 12-4 p.m. Info, www.pacificpuddlejumps.com.

Mar. 1 — Sail a Small Boat Day at Richmond YC. 10:30 a.m.-3:30 p.m. Free boat rides; free hot dog lunch. Info, Greg Pfeiffer, (707) 548-8281 or www.richmondyc.org.

Mar. 1 — North Sails Sausalito Open House, 11 a.m. Meet the team; food & drinks. Info, (415) 339-3000.

Mar. 1, Apr. 5 — Chantey Sing aboard *Balclutha* at Hyde Street Pier in San Francisco, 8-12 p.m. Dress warmly; bring a mug for hot cider served from the ship's galley. Free. Info, www.nps.gov/safr. Reservation required, (415) 561-7171.

Mar. 2 — Mariners Sunday, St. Luke's Presbyterian Church in San Rafael, 10 a.m. Ecumenical service dedicated to mariners with StFYC Sons of the Sea Chorus singing traditional nautical hymns. Info, www.stlukepres.org. Followed by brunch at Loch Lomond YC; reservations, (415) 707-0924. Going by boat? Contact Ken of LLYC at (707) 799-4057.

Mar. 2, 16, 23 — Petticoat Progressives, Playgrounds, and the Birth of Aquatic Park: 1909-1939, 3 p.m. SF Maritime Museum. Info, (415) 447-5000 or www.nps.gov/safr.



Treasure Island was created 75 years ago for the Golden Gate International Exposition. To celebrate, 'Little Island, Big Ideas' runs through June. Info, www.treasureislandmuseum.org.

Mar. 2-30 — Veterans Go Sailing, every Sunday, 10 a.m., followed by Sunday Sail, noon, at Pier 40 in San Francisco, courtesy of BAADS. Free. Info, (415) 281-0212 or www.baads.org.

Mar. 3-31 — San Diego's South Bay Sea Scouts meet at Chula Vista Marina aboard the schooner *Bill of Rights* on Mondays at 6 p.m. Sea Scouts is a program of the Boy Scouts of America for guys and gals ages 13-20. Nate, (717) 654-3797 or orn8kraft@gmail.com.

Mar. 5-9 — San Francisco International Ocean Film Festival, inspiring people to appreciate and care for the ocean by revealing its wonders on film. Info, www.oceanfilmfest.org.

Mar. 5-26 — 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.stfyc.com.

Mar. 7 — Pacific Puddle Jump Send-off Party at Vallarta YC in Paradise Village Marina, Nuevo Vallarta, Mexico, 3-6 p.m. Info, www.pacificpuddlejumps.com.

Mar. 8 — Roaring '20s Party at Oyster Point YC in South San Francisco, 5 p.m. Big band, dinner and dance. \$40. RSVP by 3/7 to (650) 873-5166 or entertainment@opyc.com.

Mar. 8 — Spring Series on Folsom Lake cancelled due to low water level; BBQ at the FLYC clubhouse instead, 11 a.m. (3/22 & 3/29 TBD.) Info, www.flyc.org.

Mar. 9 — Spring forward: Daylight Saving Time begins!

Mar. 12 — Singlehanded TransPac race seminar 'Com-



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CALENDAR

munications at Sea' at Oakland YC, 7:30 p.m. Free and open to the public. Info, www.sfbaysss.org.

Mar. 12, 14 — Stretching at Sea workshop for cruisers by Pat Henry at La Cruz Marina in Banderas Bay, Mexico. Free intro class 3/11. \$95 per person/\$145 per couple includes DVD. Info, www.pat-henry.com/organicstretching.

Mar. 13 — Amateur Radio class, Petaluma, 9 a.m.-3 p.m. Cram Tech or General class/exam. \$25. Registration required. Repeats on 4/12. Dale (707) 762-9414 or wb6tms@arrl.net.

Mar. 13 — 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.

Mar. 13 — Club Nautique's Winter Seminar Series continues with 'Coastal Tides Explained' by Kame Richards in Alameda, and concludes on 3/27 with 'Cruising with Club Nautique's Captain & Admiral' by Don & Judy in Sausalito, 6:30-8 p.m. \$10 members/\$15 non-members. (510) 865-4700 or www.clubnautique.net.

Mar. 13 — In-the-water liferaft training class by Sal's Inflatable Services at Golden Gate YC, 3:30-5 p.m. \$29 if you reserve by 3/5, \$39 after. Reservations & info, (510) 522-1824.

Mar. 13 — *Latitude 38's* Spring Crew List Party at Golden Gate YC, 6-9 p.m. \$5 for ages 25 and under (with ID)! \$7 for the rest of us (cash only please). Info, www.latitude38.com.

Mar. 15 — Laserpalooza III with West Marine Rigging at Alameda Community Sailing Center, 10 a.m.-4 p.m. Laser demo rides, racing clinic, rigging and boat repair demos, raffle and BBQ lunch. Free. Info, Ryan, (510) 421-2914 or Nick, (415) 601-7483.

Mar. 16 — Go for a sail under the full moon on a Sunday night.

Mar. 16 — Pacific Offshore Academy prep seminar #4 at Richmond YC, 8 a.m. Perfect for anyone planning to sail to Hawaii, especially in the Pacific Cup. Free for Pac Cup skippers, \$18 for others. Pre-registration strongly advised! Info, www.pacificcup.org.

Mar. 16, Apr. 13 — Open House/Introductory Sails at Cal Sailing Club in Berkeley, 1-4 p.m. Info, www.cal-sailing.org.

Mar. 17 — Happy St. Patrick's Day!

Mar. 20 — First day of spring.

Mar. 21 — North U. Varsity Match Racing Clinic with Dave Perry at San Diego YC. Capped at 40 sailors! \$50 includes coaching, video debriefs, use of boats, dinner, and course materials. Free for coaches. Info, www.sdy.org/varsityclinic.

Mar. 22 — Maritime Crafts for Kids ages 3-12 aboard the ark houseboat on Hyde Street Pier in San Francisco, 3-3:45 p.m. Info, (415) 447-5000 or www.nps.gov/safr.

Mar. 25, 29 — Heroines at Sea: Adventures of Whaling Wives, aboard *Balclutha* at Hyde St. Pier, 3 p.m. Free-\$5. Info, (415) 447-5000 or www.nps.gov/safr.

Mar. 25-May 6 — USCG Auxiliary Boating Skills & Seamanship Course at USCG Station SF on Yerba Buena Island, Tuesdays & Thursdays 7-9 p.m. \$65 includes materials. Pre-registration required; limited to first 25 paid students. Info, bmcpPhillips.uscgaux@gmail.com.

Mar. 29 — Suddenly in Command USCG Auxiliary safety course at West Marine San Jose, 10 a.m.-2 p.m. \$15 + \$5 deposit. Reserve your space at (408) 246-1147.

Apr. 5 — Shields Intro Clinic. MPYC, www.mpyc.org.

Apr. 6 — Berkeley YC Swap Meet and Safety Day. Info, www.berkeleyyc.org.

Apr. 10-13 — Strictly Sail Pacific at Jack London Square. Info, www.strictlysailpacific.com.

Apr. 11 — Eric Stone in concert at Oakland YC, 8 p.m.,

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\$10, or \$40 with dinner. RSVP to Elaine, (510) 522-6868.

Apr. 15-16 — Tides on SF Bay by Kame Richards at the Bay Model in Sausalito, 7 p.m. \$15. Reservations a must; email jimtantillo@comcast.net or call (408) 263-7877.

Apr. 22-May 8 — Ham Radio Class for Cruisers to prepare for Amateur Radio Technician License Exam, at Oakland YC, 7-10 p.m. Register by 4/8. Info, www.oaklandyachtclub.net.

Apr. 27 — Opening Day on the Bay, the official "start" of San Francisco's boating season. PICYA, www.picya.org.

Racing

Feb. 28-Mar. 2 — Team Race 101. Friday night classroom, Saturday on the water, Sunday scrimmage. www.stfyc.org.

Mar. 1 — John Pitcher Memorial Race. CPYC, Tom Fedyna, regatta@cpyc.com or www.cpyc.com.

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

Mar. 1-2 — Appleton High School Regatta on Richardson Bay. Info, SFYC Youth Office, (415) 435-9525, www.sfyf.org.

Mar. 1-2 — Jeremy McIntyre Team Race. Stanford & Cal at UC Berkeley. Info, www.pccscracing.org.

Mar. 1-2 — SCYA E.E. Manning Regatta. Alamitos Bay YC, www.abyc.org.

Mar. 2 — Whales Chase. BBYC, www.bbyc.org.

Mar. 7-9 — Harbor Cup Keelboat Interconference, hosted by Cal Maritime Academy at Los Angeles YC and sailed in Catalina 37s. Info, www.pccscracing.org.

Mar. 8, Apr. 12 — Santana 22 Team Racing. SCYC, www.scyc.org.

Mar. 8, Apr. 12 — Mercury Series. EYC, www.encinal.org.

Mar. 8 — Londerville Cup. HMBYC, www.hmbyc.org.

Mar. 8-9 — Big Daddy Regatta, with drop-mark racing on Saturday and a pursuit race around Angel Island and Alcatraz in either direction on Sunday. RYC, www.richmondyc.org.

Mar. 8-9 — Spring Dinghy. If your boat's too small for Big Daddy, this may be your regatta. StFYC, www.stfyc.org.

Mar. 9, Apr. 6 — Spring PHRF. MPYC, www.mpyc.org.

Mar. 9, 23, Apr. 5-6 — Spring Series Races #1-4. SSC, www.stocktonsc.org.

Mar. 14 — Guadalupe Island Race, a 582-mile biennial single- or doublehanded race from Marina del Rey to Baja's Guadalupe Island and back. Info, www.pssala.com.

Mar. 14-16 — San Diego NOOD Regatta, SDYC/Coronado YC. The usual one design buoy racing; plus the new North Rally Race for PHRF boats, which welcomes those new to racing. Info, www.sailingworld.com/nood-regattas/san-diego.

Mar. 15 — Rites of Spring for single- and doublehanders plus all-female full crews. OYC, www.oaklandyachtclub.net.

Mar. 15, Apr. 12 — Doublehanded Long Distance. SSC, www.stocktonsc.org.

Mar. 15-16 — Spring Keel and One Design Regatta. StFYC, www.stfyc.org.

Mar. 16 — Warm-up Race. Non-spinnaker racing out of Sausalito's Fort Baker. PresYC, www.presidiyachtclub.org.

Mar. 22 — 35th Annual Doublehanded Farallones. BAMA, www.sfbama.org.

Mar. 22 — Small Boat Races #1. EYC, www.encinal.org.

Mar. 22 — Lefler Race. MPYC, www.mpyc.org.

Mar. 22-23 — Laser Midwinters Warmup Regatta. SFYC, www.sfyf.org.

Mar. 22-23 — NorCal High School Champs at StFYC. Info, www.stfyc.com.

Mar. 23 — Jaws Pursuit Race, with starts and finishes off the SYC deck. SYC, www.sausalitoyachtclub.org.

Mar. 26-29 — Farr 40 Midwinter Championship in San Pedro. Cabrillo YC, www.farr40.org.



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30' Raider 9m RIB 2009
\$69,000 Contact: Jack Lennox



25' Ranger Tug R SC 2010
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CALENDAR

Mar. 28-30 — Laser Midwinters West, hosted by RYC, Info, www.laser.org.

Mar. 29 — SSS Corinthian Race, a Bay tour starting and finishing at CYC. Info, www.sfbaysss.org.

Mar. 29-30 — San Francisco Cup. SFYC, www.sfyf.org.

Mar. 29-30 — One Design Champs. CYC, www.cyc.org.

Mar. 29-30 — St. Francis/North Designate interconference collegiate regatta, StFYC. Info, www.pccscracing.org.

Mar. 29-30 — America's Schooner Cup on San Diego Bay, with a concert on Sunday. Benefits the Navy-Marine Relief Society. Silver Gate YC, www.sgyf.org.

Mar. 30 — Spring 1 & 2 One Design. MPYC, www.mpyc.org.

Mar. 30 — Champion of Champions. CYC, www.cyc.org.

Apr. 5 — Doublehanded Lightship, a fund-raiser for United Cerebral Palsy. IYC, www.iyc.org.

Apr. 5 — Masters Match Race Series hosted by StFYC. Info, www.stfyf.com.

Apr. 5 — Summer #1. SeqYC, www.sequoiayc.org.

Apr. 5 — KBSC Series #1 on Clear Lake. www.kbsail.com.

Apr. 5-6 — J/Fest. StFYC, www.stfyf.com.

Apr. 5-6 — Harken Opti Challenge #2 on the Berkeley Circle. SFYC, www.sfyf.org.

Apr. 6 — Andy Byrd Memorial Race. CPYC, www.cpyc.com.

Apr. 12 — North Bay Series #1. VYC, www.vyc.org.

Apr. 12 — Don Wan Regatta. TYC, www.tyc.org.

Apr. 12-13 — Resin Regatta. SFYC, www.sfyf.org.

Apr. 12-13 — Rollo Wheeler Regatta. Buoy racing on Saturday, pursuit race on Sunday. BYC, www.berkeleyyc.org.

Apr. 12-13 — USMRC Qualifier. StFYC, www.stfyf.com.

Apr. 12-13 — Big Dinghy. RYC, www.richmondyc.org.

Apr. 12-13 — Laser & 505 Regatta. SCYC, www.scyc.org.

Apr. 13 — Estuary Cup. EYC, www.encinal.org.

Apr. 19 — Full Crew Farallones Race. OYRA, www.yra.org.

Apr. 26-27 — The Great Vallejo Race kicks off the YRA's Party Circuit a week earlier than usual. Includes Saturday's race to VYC followed by a big raft-up and party, and Sunday's race from VYC to the North Bay. Info, www.yra.org.

June 28 — The Singlehanded TransPac departs San Francisco Bay for Hanalei Bay. Info, www.sfbaysss.org.

July 6-12 — The Pacific Cup departs San Francisco Bay for Kaneohe Bay. Info, www.pacificcup.org.

Remaining Midwinter Races

AQUATIC CENTER WINTER RACING CLUB — Capri 14.2 races: 3/2, 3/9, 3/16. Info, www.ShorelineLake.com.

BENICIA YC — Frostbite Series: 3/8. Info, (707) 746-6600 or www.benicaiyachtclub.com.

BAY VIEW BC — Midwinter Madness: 3/8. Info, (408) 210-0517 or www.bayviewboatclub.org.

BERKELEY YC — Chowder Races: Sundays through March. Patrick, (415) 328-2819 or www.berkeleyyc.com.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intraclub only, typically in Laser Bahias and JY15s. Info, www.cal-sailing.org.

ELKHORN YC — Frostbite Series: 3/8, 3/22, 4/5. Info, (831) 724-3875 or www.elkhornyc.com.

ENCINAL YC — Jack Frost Series: 3/15. Jim, (510) 332-1045, rearcommodore@encinal.org or www.encinal.org.

GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Series: 3/1. Info, (916) 215-4566 or www.ggyc.com.

LAKE MERRITT SC — Robinson Memorial Series: 3/9. Mark, (925) 245-0287.

ISLAND YC — Estuary Midwinters: 3/9. John, (510) 521-2980, iycracing@yahoo.com or www.iyc.org.

OAKLAND YC — Sunday Brunch Race Series: 3/2. Jim,

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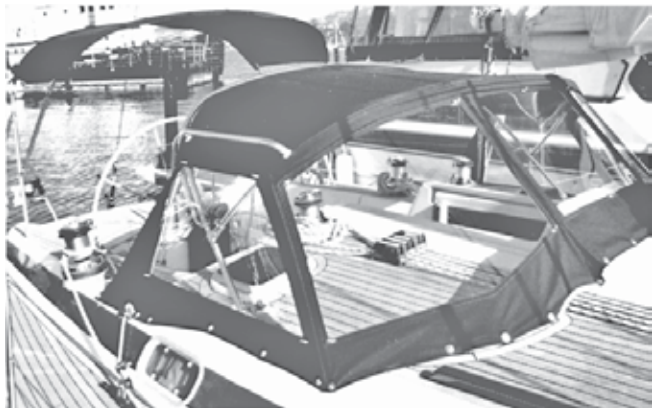
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CALENDAR

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RICHMOND YC — Opti Midwinters: 3/1; Small Boat Midwinters: 3/2. Info, www.richmondyc.org. Laser Sundays: 3/16, 3/23. Info, <http://rycsunday.myfleet.org>.

SANTA CRUZ YC — Midwinters: 3/15. Info, (831) 425-0690 or www.scyc.org.

SAUSALITO YC — Sunday Midwinters: 3/2. Dave, (415) 302-7084 or www.sausalitoyachtclub.org.

SEQUOIA YC — Winter Series: 3/15. Redwood Cup: 3/29. Info, www.sequoiayc.org.

SOUTH BEACH YC — Island Fever Midwinters: 3/15. Info, www.southbeachyc.org.

TIBURON YC — Midwinters, revised schedule: 3/8, 3/29. Rob, race@tyc.org or www.tyc.org.

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

In the Tropics

Mar. 6-9 — St. Maarten Heineken Regatta. Serious fun, with parties every night. Info, www.heinekenregatta.com.

Mar. 15-Apr. 12 — Cruisers Rally to El Salvador. Start anywhere, cruise with a group of your own making, and travel at your own pace. \$66. Info, www.elsalvadorrally.com.

Mar. 11-15 — Banderas Bay Regatta was started by cruisers for cruisers. The balmy weather and consistent March winds make the protected Banderas Bay the ideal sailing venue. It's the perfect time and place to have family and friends fly down to join you in the tropics. Hosted by Vallarta YC in Paradise Village, Nuevo Vallarta. Info, www.banderasbayregatta.com.

Mar. 13-22 — Puerto Vallarta Race. Biennial 1,000-mile slide from San Deigo to PV. A feeder race for MEXORC. Info, www.sdyc.org/pv.

Mar. 23-29 — MEXORC, Puerto Vallarta. Buoy racing and distance races on Banderas Bay. Info, www.mexorc.com.mx.

Mar. 19-22 — The Loro Piana Caribbean Superyacht Regatta and Rendezvous at the Costa Smeralda YC in Gorda Sound, BVI, just a winch handle's throw from the Bitter End YC and all the charterboat moorings in Virgin Gorda's North Sound. Info, www.superyachtregattaandrendezvous.com.

Mar. 31-Apr. 6 — BVI Spring Regatta & Sailing Festival, Nanny Cay, Tortola. One of the Caribbean's best regattas, which includes a huge bareboat fleet. A great way to spend a week-long charter. Info, www.bvispringregatta.org.

Mar. 27-30 — St. Barths Bucket. *Yachting World* has called this "the greatest sailing spectacle in the world." Imagine 40 invited yachts from 100 to 289 feet going at it in three races in the spectacular open waters of the Caribbean. At night, almost all the boats line up on one quay to party, party, party, French Caribbean-style. The fleet is big enough that you may already know somebody on a boat, and therefore have a decent shot at getting a ride. Info, www.bucketregattas.com/stbarths.

Apr. 14-19 — Les Voiles de St. Barth. This is sort of a St. Barths Bucket for boats shorter than 120 feet. It offers the same great sailing as the Bucket with even more French Caribbean-style partying. If you can sail, there's a decent chance you can get on a boat. Info, www.lesvoilesdesaintbarth.com.

Apr. 17-22 — Antigua Classic Yacht Regatta. Great classic boats, great racing, and great fun at a terrific historical site. Good opportunities to crew in the Classic are available. Info, www.antiguaclassics.com.

Apr. 25-27 — Newport to Ensenada International Yacht Race, aka N2E. More than 130 boats are entered in this 125-mile race! Info, www.newporttoensenada.com.

Apr. 26-May 2 — Antigua Sailing Week is the granddaddy of all great sailing weeks in the tropics. Like us, she's gotten

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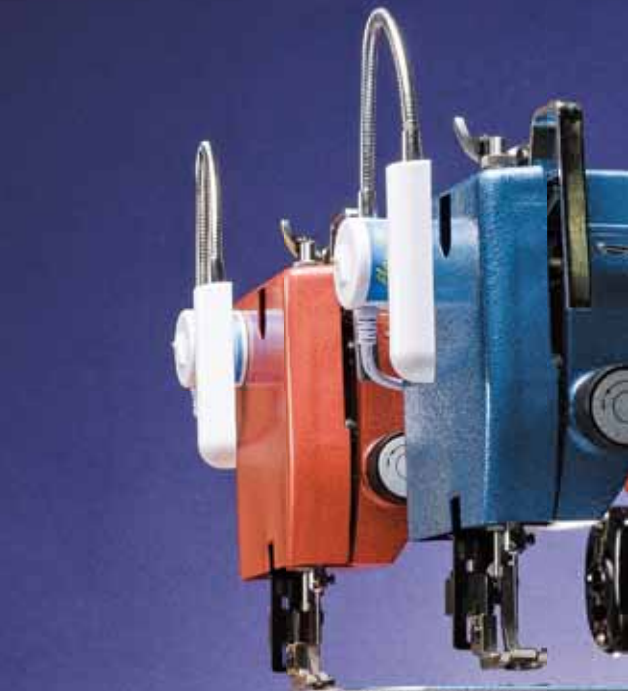
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CALENDAR

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May 2-4 — Loreto Fest, organized by Hidden Port YC. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and land-travellers for lots of activities on and off the water. The goals are to have fun and raise lots of money for local Mexican charities. Info, www.hiddenportyachtclub.com.

May 7-12 — Tahiti Pearl Regatta. An interisland regatta where local sailors race and party with cruisers and bare-boaters. Courses are run around the Raiatea-Tahaa lagoon, to Bora Bora, and back. Nightly parties, Polynesian music and dancing. Info, www.tahitipearlregatta.org.pf.

June 28-30 — Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. Celebrate your successful arrival in French Polynesia and enjoy long-established Polynesian cultural traditions in music, dance, sport and cuisine. Info, www.pacificpuddlejump.com.

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

March Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
3/01Sat	0458/1.0	1119/6.4	1723/-0.3	
				LOW
3/02Sun	0007/6.1	0547/0.7	1211/6.1	1804/0.1
3/08Sat	0430/5.3	1137/0.8	1857/4.1	2336/2.8
3/09Sun	0632/5.2	1345/0.7	2104/4.3	
				LOW
3/15Sat	0530/1.4	1139/5.4	1743/0.6	
				LOW
3/16Sun	0022/5.3	0603/1.1	1219/5.3	1813/0.8
3/22Sat	0350/5.6	1031/0.2	1745/4.1	2223/2.6
3/23Sun	0448/5.5	1139/0.1	1906/4.1	2343/2.8
				LOW
3/29Sat	0500/0.5	1124/5.8	1713/0.2	2353/6.0
3/30Sun	0547/0.1	1218/5.7	1755/0.5	

March Weekend Currents

date/day	slack	max	slack	max
3/01Sat	0105	0343/4.2E	0710	1005/4.2F
	1307	1602/5.1E	1943	2237/4.4F
3/02Sun	0145	0428/4.4E	0800	1054/4.1F
	1359	1649/4.7E	2026	2319/4.1F
3/08Sat	0054	0338/1.8F	0632	0936/3.2E
	1401	1716/2.4F	2011	2225/1.4E
3/09Sun	0305	0553/1.7F	0835	1145/3.2E
	1603	1920/2.6F	2213	
3/15Sat	0130	0406/3.3E	0740	1031/3.2F
	1331	1620/4.0E	2004	2255/3.4F
3/16Sun	0200	0440/3.7E	0815	1106/3.3F
	1411	1657/3.9E	2034	2324/3.3F
3/22Sat		0249/2.2F	0534	0904/4.0E
	1259	1557/2.7F	1930	2142/2.0E
3/23Sun	0047	0351/2.0F	0637	1005/3.9E
	1410	1710/2.8F	2041	2248/1.9E
3/29Sat	0051	0338/4.4E	0711	1008/4.2F
	1309	1559/4.6E	1934	2228/4.2F
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LETTERS

↑↓ DAMAGES FROM A DRAGGING BOAT

On Sunday, February 2, my beautiful Alberg 37 yawl *Folie Douce* — which I have lived aboard for 17 years and sailed many hundreds of sea miles — was struck while anchored in Richardson Bay. The boat that hit my boat was a 50-ft ferro ketch, which had dragged anchor for the fifth time in 20 knots of wind. This time she hit three boats in all, and did at least \$25,000 damage to mine. The Coast Guard was in the act of trying to get lines on the boat when she hit mine, and they were risking their lives.

The ketch belongs to an Alameda organization called International Rescue Group. People donate boats to them, and then they apparently park them on Richardson Bay. I tried to contact Ray Thackeray, who is listed as the head guy, but was unable to reach him directly. He finally left me an email saying he was on his way to Haiti to do a food donation. He didn't answer my questions about insurance or what he was going to do about the damage to my boat.

I am writing to *Latitude 38* in hopes that public sentiment will encourage the International Rescue Group to fix my boat as well as the other two that were damaged. And that maybe there will be pressure on the organization to not use Richardson Bay as a dumping ground to park unlit, unattended and badly anchored boats.

My dream is to do the Ha-Ha this fall and the Puddle Jump next spring, and continue around the great blue marble. I hope that the International Rescue Group will do what I believe is the right thing and rescue my dreams — and those of the owners of the other two boats.

Capt. Marc Kip Culver
Folie Douce, Alberg 37
Richardson Bay

Capt. Marc — We weren't there, so we don't know of any of the circumstances. Did another boat drag over the ketch's anchor and cause her to drag? Was your boat anchored too close behind the ketch? Those kinds of things.

Hopefully you can get an accident report from the Coast Guard — a requirement whenever there is more than \$500

damage in a collision between two boats — and proceed from there.

Having said that, we'd be very particular about where we anchored a boat in Richardson Bay. After all, boats dragging in the winter are an all-too-familiar occurrence. We've long thought there ought to be a regulated mooring field in the bay for just these reasons, but there are key government agencies that don't seem to agree with us.

Just before going to press, we received the following email from Ray Thackeray:

"I would like to apologize for the problems caused by our wayward ketch on Richardson Bay. We had been let down by another nautical charity, which had accepted the vessel weeks before. But they changed their mind after major equipment was recently stolen from the boat, at which point we suddenly found ourselves responsible for the ketch again. Though the ketch was securely anchored with an oversized 100-lb Danforth, she dragged. We had already completed planning for the disposal of the boat with the Richardson Bay Regional Authority. I believe



This boat dragged in Richardson Bay, damaging three boats along the way.

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this situation with Mr. Culver's boat came about because the ketch was moved without our authorization from her secure position at the Army Corps docks.

I have personally attempted to phone Mr. Culver and already left two voice messages asking him to call me back. I will continue to do so until we resolve the situation with him directly. I sincerely hope this does not affect his entry in the Baja Ha-Ha, and we will do everything we can to make it right in time. We also left our contact details and a local number with the sheriff and Coast Guard if anyone should try to contact us. If you have been affected by this unfortunate mishap, please contact us at info@internationalrescuegroup.org.

↑↓ **SAVED BY A NAKED SAILBOARDER**

I've got a man overboard story. A few years ago I was on my sailboard, shredding to and fro, when I spotted a J/24 with her sails luffing in the Olympic Circle off the end of the Berkeley Pier. The fact that the sail kept luffing attracted my attention, and when I got close to have a look — holy shoot, there was a man hanging onto the outboard motor bracket! The only person left on the boat was a kid who was looking over the side at him. The conditions were typical for summer on the Circle — 18 to 22 knots and short, steep wind waves of two to three feet.

I jibed and approached the J/24 from the stern. I jumped into the water and swam over to the man. He was about 6'2" and 240. He was also ice cold and unresponsive. "Oh shoot!" I thought to myself.

I jumped onto my board so I could easily climb onto the little J and look for a radio. There wasn't one. I guess the charter company didn't provide one. Well, all right, I guess this was my time to do what I had to do, as there were no Coasties around.

I jumped back into the Bay and got the body of the man over to my sailboard and, with great difficulty, was able to roll him onto the board. Naturally, I had to let the rig go. Then I swam him and the board over to the leeward side of the boat, tied the board to the boat, and jumped back aboard the boat. Then I had to figure out how to pull 240 lbs of slippery man back aboard.

Here's how I did it: I observed that the rolling of the J/24 in the chop was violent enough to get the leeward rail close to the victim every 10 seconds or so. So when the rail got that close, I grabbed him. Roll by roll I was able to get more and more of him aboard. Until I had all of him aboard. Yeehaaaaaaw! Once I got him secure in the cockpit, I trimmed the sail and bore off to Berkeley, leaving my board behind.

I had to help get the guy warm quickly, so I had the kid steer while I took off my wetsuit, grabbed the guy naked, and did a body-to-body heat exchange. I think it helped because he was still alive when we got to the dock and called 911. The guy ended up in intensive care for three days but he made it.

I later learned that he'd gotten hit in the head by the boom, and when he went over his lifejacket slipped off. He was almost a goner.

Jonathan 'Bird' Livingston
Punk Dolphin, Wylie 39
Pt. Richmond

↑↓ **HOW WE GOT TO WHERE WE ARE IN MEXICO**

Given the problems that many foreign boatowners recently have had with AGACE, a division of Hacienda, which is the Mexican IRS, a little history might be in order.

When my husband Ed and I started Marina San Carlos in 1977, the boats were controlled by the Registro Federal de

A New Year, a New Look



The new year is a time for a fresh start, and so it was for a number of owners of new boats for 2014. Bay Marine Boatworks has been busy commissioning and customizing boats to get them ready for the 2014 season! New boats recently commissioned at Bay Marine Boatworks include 48', 37' and 25' Beneteaus, a Barracuda 9 and a new aluminum work boat.



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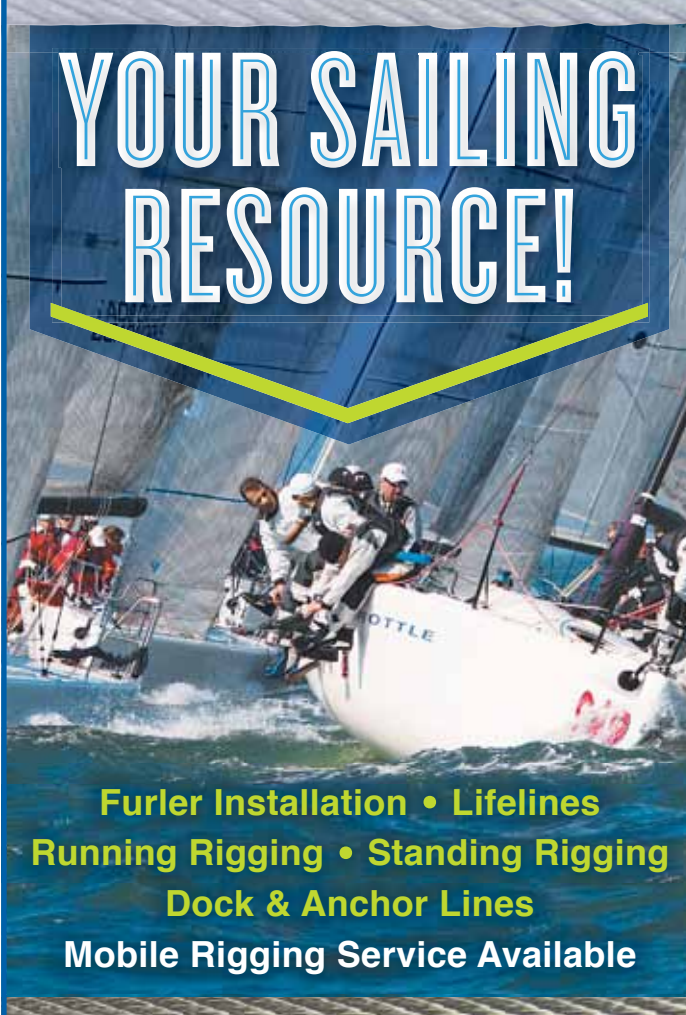


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LETTERS

Vehiculos (RFV), which is something like a federal Department of Motor Vehicles. So the same rules applied to cars and boats. The Mexican government was very interested in getting car assembly plants built in Mexico, but since cars were cheaper in the States, nobody wanted to buy cars built in Mexico. They would buy cars in the States and bring them down to Mexico instead. In order to stop this, Mexico got very strict — and remains very strict — with regard to the importation of cars. The cars that are in Mexico illegally — and there are lots of them — are called *carros chocolates*, but don't ask me why. I can understand that the Mexican government wanted to protect a fledgling car industry, but nobody made boats in Mexico, so it was ridiculous for Mexico to make it hard for foreigners to bring their boats to Mexico.

Since the same laws applied to cars and boats, boats could be in the country for only six months before they had to leave the country or be legally imported at considerable expense. In addition, the boatowner could not legally leave Mexico without his boat. Furthermore, a boat couldn't leave the dock legally without the owner aboard. As everyone can imagine, this made things very difficult for foreign boatowners.

At one point we had about 50 boats in our marina with expired RFV permits. Some had been in Mexico illegally for years. We suddenly got orders from Mexico City that all these boats had to be out of Mexican waters within 48 hours. That, of course, would have been impossible. By coincidence, on that very day the Secretary of Tourism for Mexico flew in from Mexico City to view our marina. I got all the boat captains and boat workers to demonstrate with signs. As a result, the boats were allowed to stay, but they were still in Mexico illegally.

At that time there were just three marinas in Mexico: the Shroyers' Marina de La Paz, the Acapulco YC and our Marina San Carlos. All the boats in Acapulco at the time were in the country illegally, but they were owned by either very rich and powerful people or very important politicians so nobody bothered them. So I was basically working alone in trying to get the law changed.

Finally, Aduana (Customs) was given control of boats, replacing RFV. Aduana decided that boatowners could leave Mexico without their boats, but the boats had to be left in the custody of a marina. The marinas had to buy bonds that guaranteed that the boats would not be sold in Mexico. These custody papers were good for six months, and they could be renewed. Alas, the custody papers had to come from Mexico City and it often took so long to get them that sometimes they would arrive already expired!

It seems that every subsequent administration invented a new kind of system, each one as complicated as the one before. But as time passed, more marinas were built and the Mexican Marina Owner's Association (AMMT) was started in 1989. Except from 2009 to 2013, I have been the president of the organization.

By the time we started the AMMT, the Tourism Ministry (SECTUR) began organizing meetings among the AMMT, SECTUR, and the different government ministries that the marinas would have to work with. Naturally one of these agencies was Hacienda, the IRS. At the time, the person in charge of making the rules for boats at Hacienda was Maria Elena Carrillo. She decided that it would be easier to cancel the custodies — which I was happy about — and have boats get 20-year Temporary Import Permits (TIPs). The head of Hacienda was in favor of the change because he realized that, since Mexico didn't make yachts, such a policy wouldn't hurt any Mexican businesses. Plus it would encourage nautical tourism. Accordingly, the 20-year TIPs were approved in 1996.

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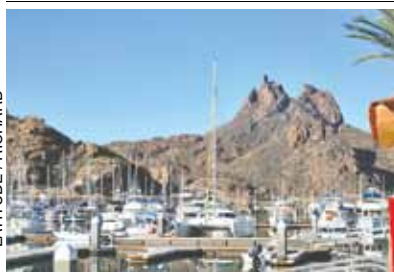
When that *secretario* left office at the end of his term, his replacement decided to cut the length of the TIPs to 10 years — although the old ones were still good. While not as good as 20-year TIPs, 10-year TIPs were still a huge improvement over how things had been in 1977.

During those years I had so many meetings with Ms. Carrillo, working to make it easier for foreign mariners to visit Mexico, that we became good friends. So when Maria Elena left Hacienda a couple of years ago, the marina association was naturally interested in hiring her as our lawyer. She finally accepted that position last year. She is the one who primarily has been negotiating the release of foreign boats during the last several months.

So the TIP was not my idea, as some have suggested, but I must admit that it was the indirect result of my many trips to Mexico City and my many meetings with Hacienda. I'm very glad that there are many more marinas than there were before, and that some belong to large corporations with legal departments, because I don't feel so alone anyone.

In the past, there have been several inspections of boats by Mexican agencies, and boats have been impounded — and later released. But we haven't had any since 1996, when the TIPs were introduced. When President Fox took office in 2000, the government came up with the 'nautical stairway' plan, which was designed to build a bunch of marinas on the west coast and encourage mariners from the United States and Canada to come to Mexico. Since inspections would have been in direct conflict with the plan, the government left our industry in peace until now. The most recent 'inspections' and 'impoundments' have, however, been the largest and most complicated ever.

The publisher of *Latitude* asked me to comment on whether exit *zarpes* from the United States are required when entering Mexico. When Ed and I started Marina San Carlos in 1977, Mexican law required a *zarpe* or *despacho* from the port captain of the port of origin. Since port captains in the United States don't commonly issue such a document, we have taken steps to assist boats that make San Carlos their port of entry. If a boat took off from San Diego and arrived at San Carlos



Tere Grossman started Marina San Carlos nearly 40 years ago.

as its port of entry, we would prepare an *arribo*, a document that states where the boat has come from, who the captain is, who else is aboard, and so forth. We take it to the Captain of the Port at San Carlos, who stamps it. It's my understanding that most ports of entry in Mexico haven't

required *zarpes* or *despachos*. Nonetheless, we've always suggested that mariners get an *arribo* or similar document to cover them while they are cruising Mexican waters. That said, we have never heard of anyone having a problem because they didn't have one.

Just to be clear, an *arribo* or *despacho* has nothing to do with Hacienda. It's a document that may be required by the Secretaria de Comunicaciones y Transportes (SCT). It's my understanding that they are now creating a new *reglamento* (law) in which a *despacho* from the port of origin will not be required.

Not to complicate things, but there are two other kinds of *despachos*. One is a *Despacho de Altura*, which is required



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when a boat is leaving a Mexican port for a foreign country. Only the captain of the port is allowed to approve it. Foreign mariners cannot depart Mexico legally for a US or other foreign port without a *Despacho de Altura*.

A *Despacho de Cabotage* is for when a skipper is taking his/her boat from one Mexico port captain district to another Mexican port captain district. Some years ago, AMMT convinced the government to allow the marinas to issue the *Despachos de Cabotage*. And in about 2005, we convinced SCT to not require them at all, which made things much easier for nautical visitors. When that happened, some port captains nonetheless asked for something in writing from boatowners. Other port captains didn't. According to law, no paperwork has to be filed for a *Despacho de Cabotage*, but the boatowner has to inform the marina or the port captain when s/he is leaving and where s/he is going. If the marina is informed, they in turn have to inform the port captain. Different marinas made different arrangements with their port captains.

Other port captains have allowed boats to depart their district with just a call over the VHF. It all depends.

Unfortunately, we started having problems. In some cases navy boats would stop yachts and ask for their *despacho*, not being aware that the new law no longer required them. In order to protect our clients, marina owners such as the Shroyers at Marina de La Paz and we at Marina San Carlos started to issue a document on marina stationery, and gave it to boat captains in case they got stopped by the navy. It has worked well. We have suggested that other marinas do the same thing, but I don't know who is doing it and who isn't. Marinas aren't required to issue such a document, and mariners aren't required get them, but it can avoid problems.

I have been reading *Latitude's* articles on the foreign boats being impounded recently. All of us in the Marina Association agree that what the government did was very stupid and unnecessary, and that it has hurt Mexico very much.

Tere Grossman
 President, Mexican Marina Owner's Association
 Owner, Marina San Carlos
 San Carlos, Mexico

Readers — Lack of clarity regarding laws and procedures, different officials interpreting the laws differently, authorities unaware of changes in Mexican law — it sounds like a recipe for chaos. In fact, the system generally worked quite well for foreign mariners — particularly after 1996 and even more so after 2006 — because just about all problems with officials could be worked out with a smile and a little patience. That all changed last November when AGACE went hard core. We believe the action taken by AGACE, which is a newly-created sub-agency of Hacienda, was an unfortunate, heavy-handed blunder that flew in the face of Mexico's best interests — which are filling marinas to capacity and attracting ever more tourists.

As of February 17, AGACE provided Grossman with a chart showing that 1,641 foreign owned boats had been 'reviewed', 337 had been 'embargoed', and 146 of the 337 had been 'liberated'. That means 191 are still embargoed. The number of liberated boats includes 16 whose owners had already fled with them. In addition, Grossman told Latitude that, on February 17, Aristoteles Nuñez, the head of the Mexican IRS, told her that 88 more boats would be liberated by the end of February. That means more than 100 would still be impounded.

Grossman also reports that it's her understanding Mexican authorities are creating a new TIP to prevent a repeat of the recent public relations disaster for Mexico, one which gener-

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ated negative front page headlines in Mexico's most respected newspapers for days on end. Based on our experience, Mexico does have a reasonably good system for permanently importing foreign-built cars. Maybe they can adopt that for temporarily imported boats.

While we can't offer any guarantees, our belief is that there will be no more AGACE raids on foreign-owned boats this year, and that by the start of the next cruising season in October, the requirements and procedures will be at least somewhat clarified.

More letters on boats impounded in Mexico later in this section.

⇓ **WE WORRIED MORE ABOUT WHALES THAN DEBRIS**

Steve and Dorothy Darden of the M&M 52 catamaran *Adagio* requested firsthand reports — particularly "negative reports" — on Pacific Ocean debris from the 2011 tsunami in Japan. I can happily report that we saw no debris related to the tsunami during our recent passage from Yokohama to Kodiak, Alaska. Of course, we may have unknowingly sailed through a minefield of the stuff, as much of the time it was either dark, raining, or too rough, or we just weren't paying attention. But we saw no debris.

In fact, we were far more concerned with humpback whales. They were plentiful, but showed neither the initiative nor aptitude to avoid us.

Mike Reed
Rum Doxy, Custom 46-ft cat
Santa Barbara

⇓ **EVERYBODY GETTING ALONG ON THE BAY**

I'm addressing my letter to the Singlehanded Sailing Society, the South End Rowing Club, the Dolphin Club, commercial passenger ships, bar pilots, and the kayakers and swimmers who were on the Bay on January 25, the day of the Three Bridge Fiasco.

It was my pleasure to be a part of that 350+ boat Three Bridge Fiasco sailing event. The weather was beautiful, sunny, and uncommonly warm for a winter's day on San Francisco Bay. Even better, it proved that San Francisco Bay is an ideal playground for so many marine-oriented enthusiasts, and that they, and all the commercial traffic, can get along.

Without everyone's cooperation, the Fiasco could have been a real fiasco. While the 350 boats were sailing slowly

along the San Francisco waterfront because the wind was so light, it just happened that there was also a swimming event in the same area, an event that was well-patrolled by many rowing boats, kayaks and small outboard-powered skiffs.

In addition, there were the ever-present ferry boats coming and going, and between 9 a.m. and noon, one very large cruise ship as well as three container ships.

Naturally there were many close encounters and potential encounters between the different kinds of vessels, and between vessels and swimmers. But from what I could tell, everyone behaved themselves well, demonstrating both safe spacing and good seamanship, which allowed everyone to



LATITUDE / ROSS

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LETTERS

play safely and/or take care of their business.

My congratulations to everyone who gave consideration to 'the other guy', which is the reason that we could all have so much fun and be safe.

Gordie Nash
Arcadia, modernized Santana 27
Sausalito

Gordie — A little courtesy on a big Bay can do wonders. Congrats to all.

↑↓ **BAJA HA-HA XXI ENTRY NUMBER ONE**

On the assumption that there will be a 21st Ha-Ha this fall, I'd like to request that my boat be allowed to be entry #1. I like to think that I am qualified for this honor, as my boat and I have already done seven Ha-Ha's, which is more than any boat but *Profligate*. Furthermore, I have sailed every mile of every Ha-Ha — even though it has meant that sometimes I've had to miss the party at Squid Roe. And I love that party.

Furthermore, I will be sailing with all-women crew. Not that there is anything wrong with it. After all, I've been married twice and have a boyfriend. What's more, my all-female crew will be anatomically correct, which is more than I can say for one member of my friend Bill Lily's supposedly all-women crew from a year ago aboard the Lagoon 470 *Moontide*.

Patsy Verhoeven
Talior, Gulfstar 50
La Paz, Baja California Sur

Patsy — Will there be a 21st Baja Ha-Ha starting from San Diego on October 27? Given that things seem to be working out, albeit it far too slowly, for impounded boats, we believe there will be. And if there is, we can't think of anyone more deserving to be #1 than you.

↑↓ **OPINIONS ON CRUISING WITH A WATERMAKER**

I'm in the process of outfitting my boat for a proposed two-year cruise to Mexico and across the Pacific, so I was most interested to read Chris and Anne-Marie Fox's review of their two-year cruise with their Islander 36 *Starship*. As I've recently been pricing watermakers, I was struck by #2 of the 'Decisions We Were Most Happy With' — which was *not* getting a watermaker.

I was surprised to read their saying "not having a watermaker wasn't a problem." They said that their Islander 36's 100-gallon capacity, combined with their conservative water use, meant they could go without. And had they decided to get one, they would have needed another power source or else had to use their main engine a lot more frequently.

I would be interested in hearing from others who have cruised across the Pacific without a watermaker. If you had to do it again, would you get a watermaker or go without again?

The other big expense I'm looking at is an SSB radio with a Factor modem. I know these are just about ubiquitous among modern cruising boats for a number of reasons — safety, staying in touch with family and socializing — but has anyone crossed the Pacific without one and not missed having the combo? I'm pretty sure I'll get the SSB because I have family who will be worrying about me, but I'd still like to hear from those who have gone without.

Emmett Thompson
Westward We Go, Peterson 44
Vancouver, B.C.

Emmett — When we started publishing Latitude, no cruising

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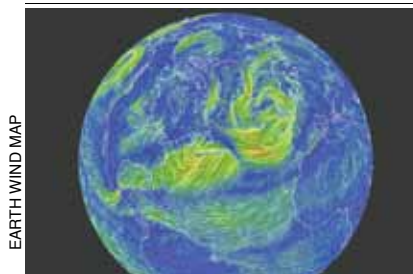
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LETTERS

boats had watermakers. They managed to get by through a combination of water conservation and complicated rain catchment systems. Of course, those hardy cruisers got by without GPS, SSB, reliable EPIRBs and AIS, too.

↑↓ GLOBAL CURRENT AND WIND MAPS ARE AMAZING

The Earth Wind Maps that *Latitude* has highlighted for global wind ('*Lectronic*, January 3) and global current ('*Lectronic*, February 5) are amazing. It seems to me that there



EARTH WIND MAP

should be a relatively easy way to overlay the two data sets and plot an optimal course to take advantage of both. Is Stan Honey busy?

Walter Funk
Predator, Hobie 33
Alameda

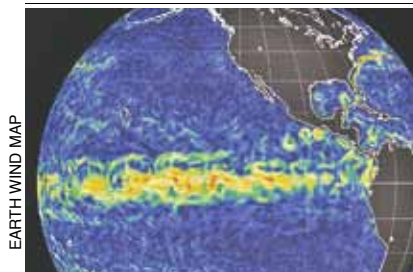
The Earth Wind Map shows global wind patterns . . .

Walter — We're not sure if Stan is going to be the guy, but we're

sure such an overlay is coming. For any readers who may have missed the global overviews of wind and current, we highly recommend that you check out the '*Lectronics* for the dates given. The images are spectacular.

↑↓ THE WEST COAST'S DAVIDSON CURRENT

I saw the February 5 '*Lectronic Latitude* with the item about the currents of the world. I totally believe there is a current



EARTH WIND MAP

running northbound from Pt. Conception to San Francisco Bay, at least in the winter. On trips heading north from San Diego to San Francisco in late December through early February — don't ask why, it's always been a calendar thing —

. . . and global current patterns. Fascinating!

we've found that staying close to shore can add a good 1-1.5 knots to a boat's speed over ground.

I've always called this a counter current, but my more learned oceanographer friends call it the Davidson Current. It runs from Baja to Northern California along the coast in the winter. The weather patterns change in the summer, at which time the Humboldt Current again predominates.

Terri Watson
Delphinus, Mason 33
San Francisco

↑↓ I CHOSE TO DO THE WORK ON MY BOAT

I recently called up Gravelle's Boatyard in Moss Landing and was told that, as of January 1, nobody, not even a boat's owner, will be allowed to work on their boat. That means anything done to the outside of your boat has to be performed by a Gravelle's employee at the rate of \$80/hour. The person who answered the phone said it was all right if the vessel owner just worked on the inside of his/her boat.

I was told that the reason for the change is that too many sloppy boatowners allowed too much contamination to run into the waters of Moss Landing, which are already laden with PCBs. I asked if they had a trap for the water, and was told

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LETTERS

that they did. I then asked if the contaminants entered said trap from yard workers and boatowners alike. I was told that they did.

Gravelle's claims that too many organizations are watching them, and they're afraid of a lawsuit, so they don't want to take any chances. What's this mean to me? Farewell Gravelle's!

Does anyone else know of this practice being enacted at other yards? For me, half the fun of boat ownership is being able to work on your own boat. And frankly, I don't trust the workmanship at many yards. That's why I choose to do the work on my own boat.

Mike Coleman
Latitude, Santana 22
Monterey

Mike — The sad truth is that boatyards have legitimate reasons to fear lawsuits, both by organizations that really care about the environment, and sometimes by individuals or groups who seem primarily motivated by the money they can extract from the yards. Get a Northern California boatyard owner drunk enough to loosen his tongue and you'll get an earful about threats of environmental lawsuits.

Some yards also limit or restrict the right of owners to work on their boats because of problems with their insurance policies. Some yards have always prohibited or limited the kind of work owners can do on the exterior of their boats, others have allowed it on a case-by-case basis, and a few yards have let owners do pretty much whatever they want.

↑↓ A GOVERNMENT AGENCY SHOULD DO SOMETHING

The January 23 San Francisco Chronicle had a report about a 20-ft powerboat being partially sunk near Candlestick Pt. According to the article by Vivian Ho, there are many government agencies that regulate and oversee the Bay, but none with the authority and/or means to remove the wreck.

The reporter mentioned that the Coast Guard said they couldn't do anything unless there was an environmental hazard, and they believed all the oil and fuel had already leaked out. San Francisco Recreation & Parks said they couldn't help. What about the Army Corp of Engineers? The Bay Conservation and Development Commission (BCDC)? What about the County of San Francisco?

Why isn't there some government agency on San Francisco Bay to address the common and recurring issue of partially sunken or derelict boats on the Bay? I wrote to Nancy Pelosi. Maybe she can help.

Bruce Adornato
Pelagic Magic, True North 38
South Beach

Bruce — You ever hear of the expression, 'So many lawyers, so little justice?' We think the same thing applies to government. The more and bigger government agencies there are, the less quickly and efficiently things get done. And the more each one says, "It's not our job."

There is a state fund to pay for the disposal of derelict boats, but the boats have to be brought to boatyards, not left to sink.

↑↓ THE FEBRUARY COVER WOULD BE ILLEGAL IN THE US

Going onto the Latitude website, we saw the cover of the February Latitude, which featured an interesting shot of Craig Shaw of the Portland-based Columbia 43 Adios at the masthead. We're curious how the shot was taken. Are we correct in thinking that the Wanderer has become quite proficient with Latitude's Phantom quad drone and GoPro camera, and



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LETTERS

that he took the shot?

Barritt & Renee Neal
Serendipity, Peterson 44
 San Diego

Barritt and Renee — It's true that the Wanderer took the photo, and it's also true there is a bit of a story behind it. We'd had Shaw up at the top of Profligate's mast about a week before the final cover shot was taken, and tried to get the shot we wanted. The results were poor, however, because we'd been shooting 'blind', just hoping the camera on the quad was pointing in the right direction and that the wide-angle lens was close enough to him. Alas, the camera was too far away.

The last chance we had to get the shot was an hour before the start of the 49er-Seahawk playoff game. We got Craig to the top of the mast, but as we fired up the Phantom quad, one of the cheapo crimp fittings between the battery and the quad broke off. Damn!



LATITUDE / RICHARD

"Bring me down, I'm pretty good at fixing that stuff," Craig shouted from the masthead. He ultimately cut off two crimps and added two short lengths of wire and four crimp fittings. We secured much of the wiring outside the quad with nylon ties. It was the ultimate in aeronautical jury rigging.

Shortly before kick-off, we ran Craig back up the mast, fired up the quad, and started shooting like crazy. Although we missed about a minute of the start of the big game, we got exactly the shot we'd visualized several weeks before. However, there were a couple of boats in slips next to Profligate that we found to be distracting. So much cellulite is removed from cover photos of supermodels, we had Annie Bates-Winship, our photo specialist, eliminate those boats.

The February cover as it appeared on the website is one of our all-time favorites. We're not as happy with the cover on the print magazines, as we were using a new printer, and they got too much blue into it, messing up the greens. When you go to so much trouble to get a shot and it doesn't print out the way you'd imagined, you want to tear your hair out. But that's life.



DJI

For those interested in Phantom drones — which includes most men — there are a few things that you should know. First, while the original version, sans GoPro, now sells for about \$460, there are two newer models with five times the battery life. One is the Phantom Vision, which comes with a built-in camera, with a limited tilt feature, and FPV (First Person Viewing) that allows you to fly while seeing what the camera is seeing. The Vision is about \$1,100, and would be much appreciated by male cruisers. There's also a Phantom 2, to which you can add a twin-axis gyro and a GoPro. This is a more sophisticated rig and a little more expensive, but it's more versatile and offers astonishingly great — i.e., Hollywood movie quality — results at the highest settings, particularly for video.

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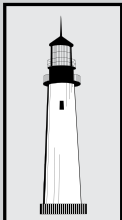
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We have three caveats. First, buy your system from a reputable retailer. There are a lot of flakes in the fledgling industry. We ended up having ours put together by Jeremy at DSLR in Culver City. Although he didn't sell us our main components, he did us right by putting it all together when we were in a semi-desperate situation about to catch a plane to the Caribbean. He's now our go-to expert. Second, these units are subject to failures and 'flyaways'. Kurt Roll, who did the Ha-Ha video, lost his first unit to the waters of San Diego Bay because of some sort of power failure. He bounced back with a Phantom 2 and took spectacular footage of leopard sharks off San Diego's Black's Beach. And our friend Rick Todd, a longtime 737 and Citation 10 pilot, lost his to a 'flyaway' the second time he used it. Finally, it would have been illegal for most people to take our February cover shot in the United States and sell it to Latitude or anyone else. That's because the Federal Aviation Administration says that, while hobbyists can take such photos and video, only licensed pilots can sell the photos. We're not making this up.

↑↓ SAILING IN A SWIM MASK



DEVAN MULLINS

The Wanderer donned a snorkel mask to protect his eyes from stinging rain.

Wearing a swim mask at the helm of a sailboat — as the Wanderer was seen doing in the photo in the February 10 *Electronic* — is unusual, but I put one on when I was sailing in Tonga in 1990. I couldn't see a thing without the mask, and I remember how badly the wind-driven rain stung. I didn't know it could rain so hard. A couple of boats dragged anchor and got on the radio and asked for help.

You might remember that Sally Andrew and Foster Goodfellow of the Alameda-based Yamaha 33 *Fellowship* were cruising Tonga at the same time.

Dave Fullerton
Mudshark, Express 37
San Francisco

Dave — Speaking of Foster and Sally, we're still in contact with them. As you may know, about 15 years ago Foster came down with an inner ear problem that made it impossible for him to sail the ocean anymore. So they bought a canal boat in Europe and have been living that life ever since. But they still miss sailing the South Pacific.

↑↓ WE WISHED WE HAD SWIM MASKS

I wished I had a swim mask to wear while delivering Coronado 25 *Enfin* from Ventura to Port San Luis on California's Central Coast. We planned to motor up to Santa Barbara, having a nice dinner and drinks, then continue on around Conception and up to Port San Luis. But the weather report that afternoon for Point Conception called for 35 knots. My friend, unfortunately, had to get his boat to Port San Luis and we were short of time, so the three of us set out that evening. As the sun went down, the oil platforms became good navigation aids, as we were dead reckoning. Once we passed them, the full moon illuminated our way.

Rounding Conception wasn't too bad. The wind was light, although the swells were medium to large, causing the out-

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LETTERS



"But in latitude thirty-eight degrees north he began to recover; the feverish petulance left him, he became equable and mild..." — Patrick O'Brian



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board to cavitate. Rounding Pt. Arguello was another story, however, as the moon had disappeared, and even worse, the wind was blowing over 30 knots. The result was our eyes being stung by salt water for hours. What I would have given for a dive mask! All we could do was rotate on the helm and follow our compass course.

Sunrise was never so welcome, with dolphins joining us for the end of our journey.

Greg Ross
Athena, Catalina 30
Santa Barbara

Greg — Rounding Arguello in an outboard-powered 25-ft sailboat when you're in a rush and don't have a GPS, and it's blowing 30 knots? We're not sure if you were brave or foolish.

↑↓ DOUBLE-LENS GOGGLES TO PREVENT CONDENSATION

One time I raced a Prindle 19 catamaran from Long Beach to the Isthmus at Catalina and back — a distance of more than 50 miles — in 5.5 hours. The wind and waves were so strong that we needed double-lens ski goggles. The two lenses minimize condensation. After the race we had to toss the goggles.

Stuart Kiehl
Watercress, 26-ft Tollycraft
Tiburon

↑↓ INVIGORATING SOUTHERN OCEAN SPRAY



COURTESY MAHINA TIARE

If you look closely, you can see John Neal smiling at having sailed to the polar ice cap.

Do ski goggles count as well as dive masks? We were sailing south from 80° 25'N, having just sailed to the edge of the polar ice cap and stuck *Mahina Tiare's* bow in the ice. After taking photos and enjoying lunch, we headed south for warmer waters. The ocean temperature there was 33°, so the spray in our eyes was . . . invigorating!

John Neal
Mahina Tiare, Hallberg Rassy 46
Port Townsend, WA

↑↓ ENOUGH IS ENOUGH



EMMETT GANTZ

"Enough is enough!" cried Judy.

The 'Christmas winds' came early to the Eastern Caribbean this December. At the time, some cruisers were trying to get their boats out of impound in Mexico and others were heading north from Trinidad. All, including us, were taking a beating from the 30- to 40-knot winds on the nose.

Judy Szyf, my mate and wife of many years, finally said enough is enough and put on the goggles.

Emmett Gantz
Le Reve, Swan 46
Los Angeles

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LETTERS

↑↓ **BEST WAY TO PROMOTE A CHARTERBOAT**

Thanks for your October issue advice on how to get a crew position for the ARC (Atlantic Rally for Cruisers). I ended up crossing the Atlantic aboard a custom Axonite 69 monohull built in the Netherlands. It was a really great experience, but I have to say that I enjoy coastal sailing and island hopping much more!

Since my arrival in St. Lucia, I have been sailing on *Malisi*, an Outremer 64 Light catamaran. We've gone as fast as 17 knots with me aboard, but the crew that brought her across the Atlantic in the ARC hit 23 knots. It's a real delight to sail on such a fast and comfortable boat.

I've made a deal with the owner where I get free food and a



ANNA FREDRIKSSON

cabin when there are no clients aboard. In return, I have to help with the maintenance and upkeep of the boat, and work on her when there are charters. Since I have a background in luxury travel, I also made a deal to help promote the boat in exchange for some commission, so I was wondering if

Latitude could give me some tips on how to market *Malisi*. What brokers should we use for a \$16,000/week boat, and what can we do to get press? Are there any international or locally-based brokers that you would recommend for a boat of this size and budget?

I'm really looking forward to hearing from you and getting some advice so I can get this project up and running — and make some money in the process.

Anna Mascaro Fredriksson
Malisi, Outremer 64
 St. Lucia

Anna — It's great to hear from you again. We're certainly not experts in the medium-high to luxury crewed charter market, so we would direct your questions to our old California friend and Antigua Sailing Week crew Bob Carson who, after a couple of years of crewed chartering with his wife Denise, bought Southern Trades, a yacht sales and crewed yacht management company in Road Town, Tortola. With over 90 yachts in their stable, Southern Trades is the biggest clearing house of crewed charter yachts in the capital of yacht chartering.

The good news is that when we met with Carson in mid-February, he told us that the mid- to high-end crewed charterboats were killing it this season with very strong bookings. The less good news for you is that most bookings come through brokers, and brokers understandably prefer to book with tried and true boats and crews, or at least boats they have seen at the charterboat shows. The big shows are in November in the Caribbean, so with the winter season about to wind down, you're really looking at setting up for next season.

In addition, you always want to market what is unique about your vessel. In the case of the Outremer 64, we'd stress the fact that she's newer as well as a high-performance cat — unlike almost all the other cats in the Caribbean.

Readers — It's funny how you get to meet people in sailing. Two winters ago Anna, who is from Spain, was working at a shop in San Jose del Cabo when the Ha-Ha came through. Wanting to move on, she asked if she could join Profligate for

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32' FLYING TIGER 10M, '07 \$52,000
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51' ERIK LEROUGE CUSTOM CAT, '03 \$649,000
This very special yacht recently had a price reduction. You owe it to yourself to set an appointment to inspect her.



46' KELLY PETERSON CC, '85 \$159,500
With forefoot and keel/rudder areas cut away for responsive maneuvering, she tracks well. She's safe in high seas.



38' C&C MkIII, '86 \$69,500
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36' CATALINA, '83 \$38,000
Catalina 36s are one of the most popular designs in California, and are capable cruisers as proven over the years.



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LETTERS

the trip to Puerto Vallarta. We said, "Sure." After staying on our cat a bit, she crewed on several other boats going down the Pacific Coast of Central America, then somehow started



COURTESY MALISI

crewing aboard Bayu, an Easton 46 aluminium catamaran owned by German über-athlete Stefan Ramin, 40, and his girlfriend Heike Dorsch, 37. That couple continued on without Anna to the Marquesas, where in one of the strangest and most horrifying incidents in cruising annuals, Stefan was hacked to death — and perhaps eaten — by Henri Haiti, a young guide on Nuku Hiva who later sexually assaulted Dorsch. After spending time back home in Spain and wanting to get sailing again, Anna wisely chose the Canary Islands just before the start of the ARC as a place to look. She's now in the center of the charter world.

Update: Anna reports she's not only had a very productive talk with Bob at Southern Trades but, as of March 1, will be working at the Admiral's Inn at Antigua's English Harbor.

⇕ SPRING IS BOAT-SELLING TIME

Justin Jenkins of the San Diego-based Columbia 34 *Ichiban*, who is now cruising the South Pacific with a boat he and his lady Anna Wiley bought for \$2,000, said you might have some leads on good cruising boats. I am flying into San Diego from Tasmania for a week, hoping to buy a good cruising boat to bring back home. My budget is \$100,000.

I'm currently most interested in a 1977 Peterson 44 that's in Ensenada. She looks promising and her inventory reads well. She is already Australian-flagged, as her owner, from Perth, bought her in 2012. He already did a fair bit of work preparing her for the journey home. But now he's decided to sell.

I'm hoping the deal works out with this vessel, but I think it's wise to have some backups. If nothing else, at least it helps with negotiations with the broker and owner, as they might be more flexible knowing that I have other options.

Justin will be helping me sail the boat to the Marquesas, which means we don't want to leave any later than March, which means any boat I buy pretty much needs to be in ready-to-go condition.

James Marshall
Tasmania, Australia

James — Sorry that we didn't get your letter earlier. But it doesn't make any difference in the sense that we don't track individual boats on the market. All we can tell you is that it certainly continues to be a buyer's market in the United States, and that if you've got \$100,000 cash, as we would presume you do, you should have your choice of some very fine boats.

Actually, we have more advice for sellers than buyers in this response. Spring is the boat-buying season, but it's also a buyer's market and there is lots of competition. If you want your boat to sell, particularly for a decent price, you must make sure that she is as presentable as possible. Have your broker or a brutally honest friend give you an objective evaluation of your boat and what could be done to make her more sellable. Unlike you, they'll be able to see your boat through the eyes of a potential buyer. To get a good idea of what your boat should be priced at, visit some sisterships or similar listings, and then ask yourself which boat would be your first choice.

On the other hand, you could take a last sail on your boat,

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LETTERS

put everything away wet, leave it looking like a pig sty, and call your broker and tell him/her to sell the boat. If anybody makes an offer, don't be surprised at how low it will be.

↑↓ SAFETY GEAR REQUIREMENTS FOR THE TA-TA

We're seriously interested in *Latitude's* proposed second Southern California Ta-Ta. We have chartered out of Marina del Rey before to sail to Catalina, so we would plan to charter another boat in the 32- to 36-ft range to sail with four aboard. Would a charterboat meet the requirements that you might have for equipment?

We have an Ericson 34 on the Bay, but we have not over-nighted on the open sea yet. Would that be a requirement? If so, we can get busy doing that between now and September.

There have been some recent letters about the possible benefits of rallies, with the discussion usually centered around safety. Another benefit of rallies is that they give boatowners a specific target date instead of a "someday we want to do X with our boat."

Anyway, thanks for wanting to organize another Ta-Ta.

My two cents about the concert in Napa that is being put on by *Latitude 38 Entertainment*, a business name that many could confuse with *Latitude 38* the sailing magazine: I'd just make it clear in every forum that there are two different companies and that you're not in the concert business, and have fun laughing it off. It keeps you above it all.

David & Kathi Westcott
Special Lady, Ericson 34
Brickyard Cove

David and Kathi — One of this month's many projects is to try to finalize the dates of the Ta-Ta. We'll let everyone know as soon as possible, but please be patient. If your boat has



LATITUDE / RICHARD

the safety equipment necessary to do charters from Marina del Rey to Catalina, we're pretty sure she'd have all the safety equipment necessary. As for the requirement that participants have overnight experience on the open ocean, there is none, as there aren't any overnights

Dates for the 2nd Annual SoCal Ta-Ta will be announced soon.

on the Ta-Ta. As we recall, the longest leg is from Santa Cruz Island to Paradise Cove, which is only about 30 miles.

↑↓ BERMUDA IS WHERE AGAIN?

You might ask Bill Bodle to refresh his memory as to the end of the great 148-ft (LOA) Herreshoff schooner *Ramona* back in 1967. The Great Isaac Light is in the Bahamas, not Bermuda.

The story I heard is that the helmsman on *Ramona* was told to keep the Great Isaac Light to starboard. He did — but for too long. The schooner ended up going in a circle and onto the rocks.

Lamont Cochran
Santa Barbara

Lamont — Post-GPS sailors have little appreciation of what an adventure navigating could be before the advent of GPS.

↑↓ UNICORNS ARE VICTIMS OF GLOBAL WARMING

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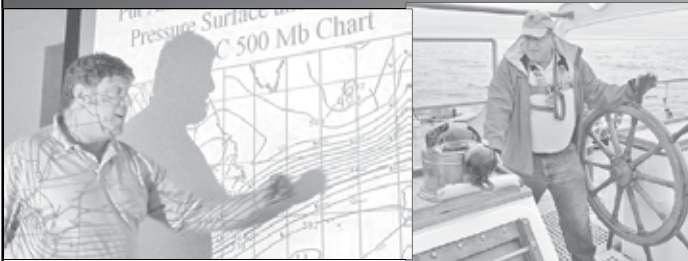
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The course reviews some important meteorological principles that govern what one will experience daily such as pressure and wind. The review also extends to the structure of surface middle latitude weather systems and their features, along with the specific symbols commonly found on surface pressure weather charts. The course will focus on typical marine-oriented weather charts, especially the geographic region that dominates the middle and subtropical latitudes from the U.S. West Coast to Hawaii.

Newer topics for some of the offshore cruisers in attendance will focus on upper air 500 Mb charts. It is also important to understand what goes into a human intelligence originated forecast versus the unfettered GRIB files. Finally, the course will demonstrate how to document and verify all weather forecasts for confidence building and becoming self-reliant in offshore marine weather forecasting.

Register at: www.marineweatherbylee.com or call (206) 949-4680

LETTERS

You sarcastic skeptics at *Latitude*!

Global warming is easy to prove. Warmer globe = less ice

= more run-off into the ocean = higher sea levels. To confirm this, just look at the tide tables from decades ago. Are average levels not rising? Has the zero level not been changed to keep up? Well?



Rising sea levels will spell the extinction of unicorns.

I, along with the taxpayer-funded scientists, know global warming is happen-

ing. This threat to the environment means our children will never have the thrill of seeing a living unicorn.

Stan Murray

Rinky Dink, Atkin 7

Horseshoe Bend, ID / Seattle, WA

Readers — Sometimes we have a hard time knowing if letter writers are serious or not.

In any event, isn't the proper term 'climate change'? After all, things like the Great Lakes having more ice than at any time in the last 20 years gives skeptics ammunition.

↑↓ PREVENT CORROSION WITH NOALOX

An excellent solution to the problem of dock cord fitting corrosion is Noalox, a paste in a tube designed to prevent corrosion on high voltage aluminum electrical cables. Just smear it on and coat the connectors.

I'd had cord corrosion problems from letting a trickle through for the battery charger over a long time. When I'd put a bigger load on the cables, the connectors would heat up and scorch. Absolutely no problems the last 30 years. Available wherever electrical supplies are sold. It only mentions aluminum wire on the label, but works fine for copper.

Ernie Copp

Orient Star, Cheoy Lee Offshore 50

Long Beach

↑↓ SIMILAR NAMES RESULT IN BIG CONFUSION

I have enjoyed *Latitude* for many years and in many parts of the world. I have traded copies for lobster, booze, ice and steaks. I have also paid for copies with hamburger meat, ice, fresh fish and fishing gear.

I understand that you guys are concerned that readers and others might get confused by the fact that a new outfit calling itself *Latitude 38 Entertainment, LLC*, is putting on something called the Bottlerock Music Festival in Napa over Memorial Day weekend. I think it would be advantageous to both parties if there could be a name change that would make it clear that *Latitude 38 Publishing* is not involved in live music productions. I have seen too many personal and financial shenanigans that have been perpetrated in the live music industry.

Cap'n Jimmy Fitch

Tigre, Crowther Backpacker 39

Bethel Island

Cap'n Jimmy — One of our concerns is that the new group is taking over a festival that, in its first year, left workers and vendors not being paid the something like \$5 million that was

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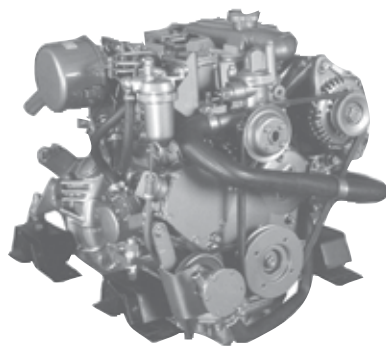
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LETTERS

owed them. So yeah, we prefer to avoid our name's even remotely being associated with that.

When we published an excerpt from the Napa Valley Register about "Latitude 38" being the new owners of the event, the 48 readers who responded pretty much all said they assumed that we were putting on a music festival. Most of them have recommended that we take legal action to prevent confusion.

Knowing that once lawyers get involved, everybody loses, we gave one of the principals in the new company a call. We had a pleasant conversation. He seemed to understand our point of view, while we understood his problem: They were working 24/7 to sign groups for an event just a few months away, and it would be a nightmare to have to rewrite all the contracts at such a late date. Furthermore, he said they were not trying to promote the name Latitude 38, but rather Bottlerock Festival — which made all the sense in the world.

Maybe time will prove that we are being foolish in not taking immediate action, but we're going to get out of the way and let them try to make a success of their event, and if they are still around later, see if we can't get them to change or at least modify their name.

↑↓A CHANGE IN CRUISING PLANS

While cruising in the Sea of Cortez prior to May 20 of last year, we were always keeping an eye on the horizon for changing weather conditions, or on the reefs and shoreline for navigation hazards, or possible anchorages for natural beauty and friendly locals. But ever since May 20, we've primarily kept an eye on my medical tests and, more recently, the results of my chemotherapy.

During a May 6 visit to the hospital in Loreto, we learned there was something amiss with my blood and spleen. The blood count was down and the spleen was enlarged to twice its normal size.

A chronology of events reveals the urgency of my situation.

On Monday, I visited the clinic for the first time. Lab tests



COURTESY ZOË

David and Barbara's cruising plans were cut short when he was diagnosed with lymphoma.

and x-rays were ordered. On Tuesday, I returned to the lab for a second blood draw, which confirmed a low count. In the afternoon I returned to the clinic to review the lab results and meet with an internal medicine specialist.

On Wednesday, I had an ultrasound and the seriousness of my condition was confirmed. On Thursday, we moved Zoë into the marina at Puerto Escondido and prepared her to be on her own for awhile. On Friday, I flew out of Loreto for San Diego.

Our decision to return to the States was based on the nature of medical facilities in Loreto, which are relatively basic; our perception of the quality of the doctors as they assessed my lab reports and physical changes in me; and our lack of fluency in Spanish. Concern and doubt continued to surface, so we decided I needed to return to California.

Naturally I wanted to get back to California as quickly as possible, so we contacted Diver's Alert Network (DAN) to inquire about getting medic'd out. We called them over the Internet from the restaurant/bar at the marina, the only place where we could pick up Wi-Fi. Despite the background noise and having to read lab reports in Spanish, the DAN rep confirmed the urgency of the situation. He most noted my



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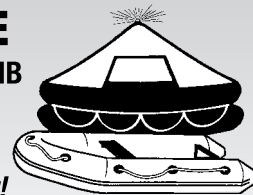
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LETTERS

hemoglobin count of 6.0, which is less than half of the norm. The evac planning began with coordination by Travel Assist, a DAN partner.

As we anxiously awaited word of my departure day and time, we moved *Zoë* into a very weather-secure marina in Escondido. Nearly 40 emails — but just 36 hours — later, we boarded a Lear jet for the flight to San Diego. The trip to the airport was actually the most interesting, as the ambulance conveyed a sense of urgency to Mexican authorities, who expedited customs and immigration procedures at the airport.

Once I got to Sharp Hospital in San Diego, my diagnosis was non-Hodgkin's lymphoma, sub-typed as mantle cell lymphoma.

Getting *Zoë* north to San Diego was both a logistical and emotional challenge. But with patience and planning, and the dedicated support of DAN, Travel Guard, and specifically Rachael Reese, who tracked down and interviewed potential delivery skippers, it was accomplished. *Zoë's* trip north required Barbara to fly to Loreto and prepare her for the 1,100-mile trip to San Diego. After seven days of upwind motoring and sailing, the delivery skipper docked *Zoë* in San Diego. She was then berthed at Pier 32 Marina.

No longer homeless, Barbara and I settled back into life aboard, which has perhaps been the best medicine thus far. I have resumed boat projects. It was never 75 degrees at Bainbridge Island in the winter, the perfect temperature for varnishing. Plus marina life is good due to the amenities here — laundry, a health club, pools and a great lunch spot for dining on the patio. It may not be cruising, but it is comfortable, given our situation.

So how is the patient after three months of treatment? Better than expected following the poisonous affair that is termed treatment. A good appetite continues to inspire my wife Barbara's menu planning. The prognosis is good and the doctors are optimistic — although aren't they supposed to be? We would like to believe we will once again be free to go cruising.

I hope your readers find it of interest. Perhaps it will inspire cruising departures sooner rather than later.

P.S. While cost isn't important in a potentially life and death situation, the following is what we were charged in Mexico: Initial consultation with Dr. Tomas, a GP: \$28. Lab work: \$70. Consultation with a specialist in internal medicine: \$65. Ultrasound: \$61. The total expense was \$224, which means expense is never a reason not to get any issues promptly checked in Mexico.

David Rogers
Zoë, Fantasi 44
 Bainbridge Island / San Diego

Readers — David and Barbara are veterans of the 2012 Ha-Ha.

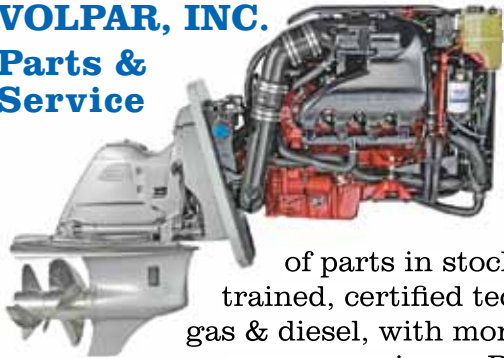
↑↓ PIRATE? SAILING GURU? LEADER?

Is the Wanderer a happy pirate or not? I would expect the sailing guru of San Francisco to have had command of his boat, even after she was impounded in Mexico. I would think he would have cast off his docklines and set sail, no matter if the boat was impounded. The Baja Ha-Ha will never be the same if you curl up to macho Mexican politicians. Now is your turn to be a leader. Do not let us down. ¡Ándale pronto amigo!

Tom Williams
 Arctic Ark, 64-ft schooner
 Guaymas, Sonora, Mexico

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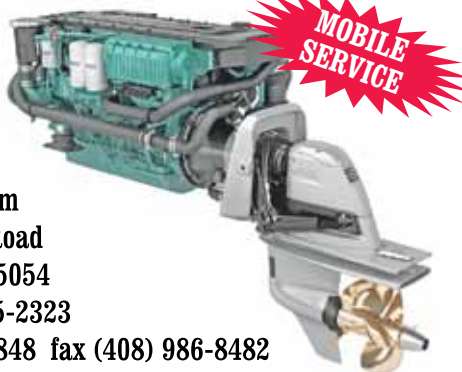
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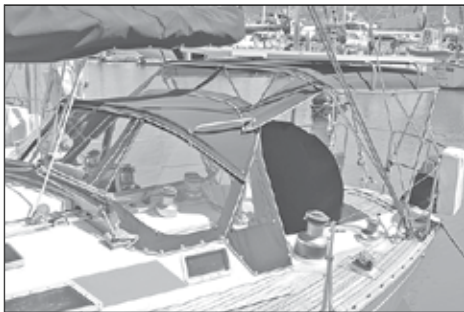
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LETTERS

Tom — *Fleeing* was certainly an option, as the chances of being caught would have been slim. On the other hand, there are times — and we thought this was one of them — when the best thing to do is nothing at all. We decided to just hang tight for two reasons: 1) Our belief that AGACE's action was a massive brain fart by a newly-created sub-agency of the Mexican IRS, and that it wouldn't be repeated, at least not in such a heavy-handed and self-destructive manner. And, 2) because we didn't want to risk the possibility of losing Mexico as a future cruising ground. Let's face it, for West Coast cruisers, Mexico is all but irreplaceable.

↑↓ MAKE THE BEST OF THE DELAY

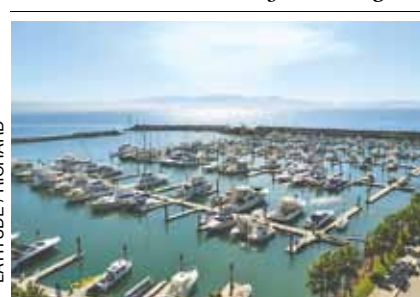
I totally agree with *Latitude's* advice to those cruisers with boats impounded in Mexico to hang tight. One of the first things you learn when you start cruising is to forget about those deadlines and deal with the delays. When my wife Suzy and I crossed the Atlantic on our Wauquiez 45 *Suzy Q* in 2006, it took us three tries before we made it. As we departed from the Canary Islands, our autopilot failed, and it took three attempts and three months to get it fixed. While not impounded, we made the best of it by exploring these beautiful islands.

Once we got to St. Martin in the Eastern Caribbean, we spent six weeks in Simpson Bay waiting for a heat exchanger. The local dealer's mechanic claimed Volvo Penta had sent the wrong part, and we went back and forth with them for weeks, waiting through Dutch and French holidays when everything shuts down. When they finally sent the replacement part for the replacement part, it was the exact same one as the first. It turns out that the mechanic had it all wrong. Still, we made the best of it by exploring the island by dinghy and bus.

There will always be delays when cruising, whether it be mechanical issues, waiting for parts or a weather window, or dealing with government officials. It's all part of the deal. So we encourage people not to abandon their cruising dreams, but rather to try to relax and go with the flow.

Joe & Suzy Altmann
 Ex-Suzy Q, Wauquiez 45
 Santa Cruz

Joe and Suzy — *Hanging tight* has probably been the best advice, but it sure was frustrating — and is even more frustrating for boats still impounded. We know of one boat that went to Mexico for just a couple of days to get some work done in a yard. Despite being legal in every regard, she's been impounded for nearly three months now.



LATITUDE / RICHARD

Dozens of boats were 'impounded' in Ensenada. It's not easy, but the healthiest attitude is to use the long wait to explore instead of fret.

"We're pretty close to trashing our plans to cruise the ICW and East Coast of the U.S. this summer, during which we hoped to share good times with our grandchildren," one of the owners told *Latitude*. "It looks like we might make a side trip to the Pacific Northwest instead. Of course, we'll still have a month's worth of refitting projects to complete when — or if — we ever get back to San Diego."

Government delays of a couple of hours or even days might be understandable, but what Mexico has done is as outrageous

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LETTERS

and stupid as it probably has been illegal.

↑↓ STOP ASS-KISSING THAT SHITHOLE

Stop ass-kissing Mexico. I bet you're the only ones with an impounded boat who keeps saying how great that shithole country is right now.

Tom Coulombe
San Diego

Tom — We've been quoted in the news media from Mexico to India saying how moronic and self-destructive AGACE's actions have been, and have written countless articles calling the Mexican government on the carpet for it. You call that ass kissing?



LATITUDE / RICHARD

An AGACE official at Marina Riviera Nayarit explains to a boatowner that his boat was minutes away from being liberated.

As the overwhelming majority of people who have cruised Mexico will affirm, that country is anything but a shithole. For starters, the Mexicans are among the nicest people in the world. Second, there is wonderful diversity in places to cruise, from tropical Zihua to the desert shores of the Sea of Cortez.

Thirdly, up until the AGACE screw-up, the government helped make Mexico one of the easiest and least expensive places to cruise. What's happened has been very bad and there is no excuse for it, but the same thing can be said for many things the U.S. has done.

↑↓ WHAT THE PRESIDENT SHOULD HAVE SAID

Another quick thanks for your articles on the impoundment situation in Mexico. I am bound for the Baja Naval Boatyard in Ensenada at the end of the month. I think.

I especially like the part of the January 29 'Lectronic article on the impounded boats, when you wrote what Mexican President Peña Nieto "should have said" to foreign boat owners. I am hopeful that your words will be found useful by the Mexican government.

I have found that this strategy — responding not to what was said/done, but what should have been said (and sometimes describing what was expected or hoped for) — is an excellent way to avoid conflict and get to resolution. So I hope it works here.

Let me give an example of what I'm talking about. Recently I was rear-ended. The other guy came out of his car angry and shouting, and began to aggressively accost me. I said to him, "I think what you mean is that I stopped very suddenly and you were unable to stop. And even though you don't appear to be injured, the accident scared you and the damage to your car is serious. But maybe if you looked up ahead you would see the child that ran into the street in front of me." (I really did say this — I've been practicing!) Anyway, the situation was defused, and the other driver allowed that he maybe reacted out of fear, and too quickly and too aggressively. But after I recognized why he responded the way he did, and explained why I behaved the way I did, we were able to calmly carry on.

Would that the Mexican government follows your very rational suggestions of what they should do — and does it!

John Griffith

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LETTERS

Splash, Catalina 42
Long Beach

Readers — What we at Latitude said President Peña Nieto should have said to foreign boatowners at the late-January boat show at Sunroad Marina in San Diego:

"Dear foreign boatowners. In an attempt to make sure everyone complies with Mexico's tax laws, and to make sure Mexico doesn't become a haven for stolen boats, a division of Mexico's IRS conducted an auditing process at 11 of Mexico's 30-plus marinas in late November. Due to poor planning, a poor understanding of what was involved, inadequately trained auditors who were accompanied by marines with machine guns, and a total lack of communication with our valued nautical tourists, the audits proved to be unnecessarily frightening. Even worse, they resulted in 338 boats being held against their owners' wills for more than two months — despite the fact that almost all of these boats complied with all Mexican law. In retrospect, we could have accomplished exactly what we wanted to accomplish in a much shorter time by using the same process that we use with foreign-owned vehicles and aircraft.

"We realize that this has been a tremendous inconvenience to our esteemed nautical visitors, and in many cases, not only destroyed plans that had been many years in the making, but caused many to suffer considerable unnecessary expense. Recognizing these facts, and knowing that several important regattas to Mexico are scheduled to start in the next couple of months, I have ordered all embargoed boats to be immediately liberated, except for those very few with obvious paperwork problems. Furthermore, in the next few days we will be releasing a free booklet, in English, making clear all the requirements for bringing a foreign-owned boat to Mexico, as well as all the pertinent procedures that need to be followed. We realize that our not having done this before has caused confusion and unnecessary problems.

"Once again, our apologies to those hundreds of foreign boat owners, and to the marine businesses in the United States and Mexico who have suffered as a result. You have my promise that Mexico will learn from its mistakes."

↑↓ STEPS TO RE-ENTER MEXICO

I delivered a 46-ft sailboat to the Marina Riviera Nayarit in November, then returned to the States on December 1. I am soon returning to the boat. We anticipate just enjoying La Cruz and Banderas Bay in general. I contacted the port captain in La Cruz, who said the boat was never impounded and was good to go. What would you suggest as precautions when we return?

Just a little nervous this time.

Kerry Abbott
Ella May, Hylas 46
Albuquerque, NM

Kerry — We don't think there is any reason to be nervous, particularly if the port captain said the boat is good to go. But let's go down the list of what's needed, although you probably have some of it already: 1) Passports for everyone. 2) Visas for everyone. (You will get your 180-day visa when you go through Immigration at the airport. If anyone is sailing to Mexico, it's best to get a 'By Sea' visa online from the Mexican government website before crossing into Mexican waters. Actually, all you get is a credit card receipt, which you will trade for a 180-day tourist visa, at no cost, at the immigration office at your first port of entry. Keep the receipt with your visa, as it's the only proof that you paid for it!) 3) A Temporary Import Permit, which you get online at the Mexican government site. It will take about



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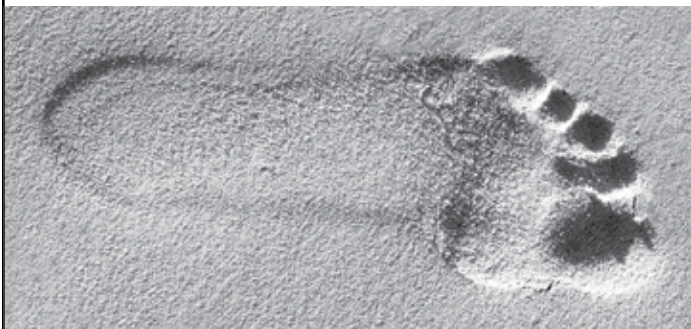
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Bill and Conni on SV Wings, their Passport 40, in Nuku Hiva, Marquesas, after completing the Pacific Puddle Jump in April 2013. Bill writes: "Don't leave home without one!"



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



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LETTERS

two weeks for DHL to deliver it to you. (This is important: When the software asks for the boat's serial number, it's asking for the hull identification number, not the boat's federal document number as you would expect. When applying for the TIP, make sure the engine serial number(s) are correct, as well as all the other information. And make sure the boat has the HIN number on the starboard transom and at an inconspicuous place inside the boat. You can put the HIN numbers on yourself with a Dremel engraver.) 4) Your boat document. 5) If you are not the owner of the boat, a notarized letter from the individual or corporation that owns the boat authorizing you to move the boat in Mexico. Include a photocopy of the owner's passport or some corporate document. 6) Bring a copy of all the documents to the marina office. 7) Have copies of all the documents on your computer so you can print them out at a moment's notice. 8) Keep the originals of all documents on the boat.

If you're really concerned, put a copy of all the documents in a Zip-Loc bag marked "ATTN: AGACE", and attach it to the lifeline nearest the dock. In addition, outline the boat's HIN number on the transom in blue tape. With this, you shouldn't have anything to worry about. You shouldn't but . . .

Banderas Bay is one of the great pleasure sailing spots in the world. Enjoy yourself.

↑↓NOT SO FAST

I've been following the story of boats being impounded in Mexico via *Latitude's* near-daily reports.

While the reports of late January — all 50+ boats being "liberated" from the Marina Riviera Nayarit — were encouraging, please don't oversell the present relief. As I understand it, boats such as *Profligate* haven't really been released. What's happened is that the government has merely assigned the marina as its agent to police the impounding of *Profligate* and the other boats. Since the marina had no choice but to agree to whatever terms were imposed, it would take only a small re-interpretation to enforce the impound.

However much respect you have for Mexican law, as a boatowner with the means of escape, you have an option not available to the marina operator.

P.S. I'm preparing for the 2014 Ha-Ha.

Cliff Smith
Carola, Young Sun 35
Pt. Richmond



LATITUDE / RICHARD

'Profligate's "Liberation Day" sail across Banderas Bay was sweet indeed.

In addition, we got a copy of the letter from AGACE listing all the boats that were "liberated" from the marina. We're not worried. In fact, we think we're now better protected than the boats that weren't impounded.

It's been a complicated situation, and the facts have been few and far between. However, we were led to believe that the depositaria business was mostly a way for AGACE to end the fiasco while covering their asses. In governments around the world, including Mexico and the United States, what is said

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LETTERS

and what actually goes on are frequently two very different things.

We continue to believe that the fiasco was merely a very expensive blunder for Mexico by one small part of the Mexican government, and that it's extremely unlikely to happen again.

Since you write that you're preparing for the 2014 Ha-Ha, we presume that you share our belief.

↑↓LOOKING IN THE WRONG PLACE FOR THE CHEATS

I am one of those foreign boat owners holding my breath here at Marina de La Paz, trying to see some logic in what AGACE has been doing. If they're trying to catch tax cheats, as was claimed in a press release, why go after the boats in the marinas that pay an average of about \$1,000/month? Aren't the people who can afford such berth rates the most likely to have their paperwork in order?

Looking out at the anchorage in the Bay of La Paz, I can easily see a dozen derelict boats that haven't moved in months. If I were looking for tax cheats, I'd go hunting out there. But if they did, how would they impound the boats?



JULIE MOREL

I think the bottom line is that AGACE just figured it was easier to go after the boats in the marinas so the underlings could look good to their bosses. If they had gone after the most likely tax cheats, it would have been a lot harder, even though they might have actually caught some real ones.

Is this really where all the 'tax cheats' are?

Mark Novak
Betty Jane, Hans Christian 43
Santa Cruz

Mark — We think you're off the mark on this one. Mexico gave out 20-year Temporary Import Permits, and more recently 10-year Temporary Import Permits, and only charged about \$50 for them. So expense has never been an obstacle in getting a TIP, which is why we wouldn't be surprised if all of the derelict boats had them. Whether their owners could be found, or whether their owners could find their TIPs are different questions.

It's our belief that the whole "tax cheat" nonsense came about because AGACE is an agency that was recently created to assess duty on "merchandise" permanently brought into Mexico. The honchos mistakenly believed that cruising boats with Temporary Import Permits were like refrigerators, clothes, lawn furniture and the like being permanently imported into Mexico.

↑↓WHEN BUGGING OUT ISN'T THE ANSWER

"When in doubt, bug out." So wrote Tristan Jones.

If I had any boat but Latitude's catamaran Profligate, which has been front and center in the struggle for reasonable resolution to the business of boats being impounded in Mexico, and thus a target, I'd be on my way to Hawaii.

In the good old days of honest bribery, almost any situation in Mexico could be handled quickly. Since the bureaucrats have triumphed, it is one country that is no longer on my radar.

Richard Zopolote
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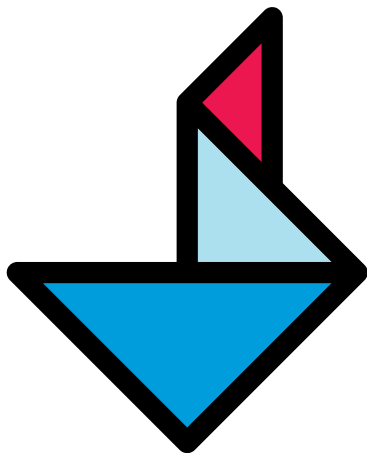
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LETTERS

Port Townsend, WA

Richard — Tristan was an accomplished sailor and a fine storyteller, but not always a role model. Sure, we could have sailed off with Profligate in the middle of the night and not gotten caught, but Mexico has too much to offer for us to give up on it so quickly because of a blunder by one sub-agency of Hacienda.

The strange thing about this whole episode is that we believe AGACE actually thought it was doing something great and was indeed going to find a bunch of big "tax cheats" and become national heroes. Because lord knows Mexico — where hardly anybody pays any tax — needs to collect taxes in order to finance better schools, local roads, and social services. But AGACE's having done so much damage to Mexico's reputation, it won't even matter if it catches a few tax cheats.

↑↓ THE VOCAL AND IGNORANT MINORITY

My sailboat SEAduction was impounded at Marina Coral in Ensenada. Last Saturday I received a call from the marina



LATITUDE / RICHARD

management that my boat was released. All my paperwork was in order, but I was in Utah when they called and asked for it, so I couldn't show it to them.

Boatowners are breathing a sigh of relief.

Latitude for keeping everyone updated.

I just got back home from Puerto Vallarta, and some of the locals would have people believe the whole thing was Latitude's fault for writing about it.

See you on this year's Ha-Ha.

But I want to thank Dan Lawler SEAduction, Catalina 42 Mk II Salt Lake City, UT

Dan — Yours is a common story. AGACE really blew it.

As for people in Vallarta — probably a few members of the Vallarta YC — claiming the whole thing was Latitude's fault, it wouldn't surprise us. A small group there has been as ignorant of the facts as it has been vocal. No, being impounded didn't mean a boatowner didn't have all the proper papers. No, having a boat impounded did not mean a boatowner didn't follow the proper procedures. No, an 'audit' by AGACE was nothing like a boarding inspection by the navy. No, a boat in 'precautionary embargo' wasn't legally free to leave the dock — unless the marina signed up as a despositaria and gave permission. No, boatowners who had their boats impounded were not 'Ugly Americans' who thought Mexico should conform with their wishes. No, not all AGACE inspections were conducted the same way. No, not every valid TIP came with a sticker. No, not all U.S. boats have HIN numbers. And finally, no, Mexican maritime law and regulations are not clear or well understood, as evidenced by the fact that many officials don't even know the law.

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

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

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

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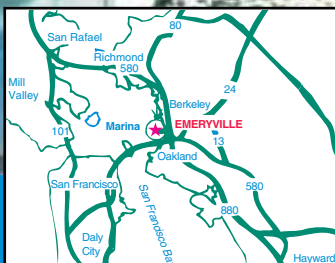
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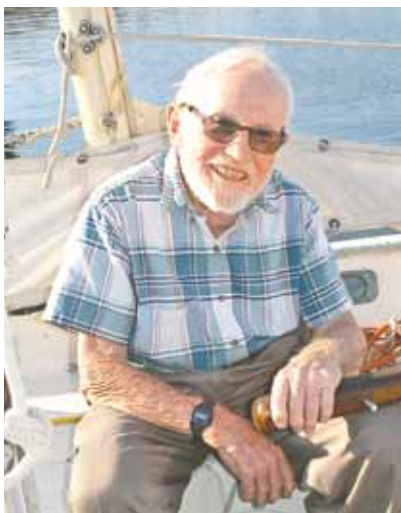
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who could forget harry?

We had to bid a final farewell to one of our favorite bluewater voyagers last month. Harry Heckel, Jr. passed away peacefully in his sleep February 7, just 10 days before his 98th birthday.



LATITUDE / ANDY

Among the hundreds of offshore sailors we've interviewed over the years, Harry is a standout partly because — despite twice becoming the oldest person to circumnavigate the globe alone (with stops) — he always remained humble and unassuming, with barely a hint of ego.

Harry first crossed *Latitude*'s radar back in the winter of 2003 when we were alerted by several of his cruising friends that he was long overdue to make a West Coast landfall on his 5,000-mile crossing from Japan. Word of Harry's whereabouts finally came after he hailed a cargo ship somewhere in the desolate wastes of the North Pacific on his 72nd day at sea. Despite having been beaten up by gale after gale, the primary request that the then-87-year-old made of the ship's crew was that they assure his family he was fine,

Although he never sought the limelight, Harry was well-known and well-loved by sailors all over the world.

and urge them not to worry about him. (Later, after his mainsail shredded, he had to divert to Hawaii, finally making landfall after 142 days at sea.)

At the time (2003), Harry was working his way east to complete his second solo lap. He eventually crossed his tracks at Florida in 2005 at the age of 89. Eleven years earlier he'd completed his first circumnavigation at 78. It still brings a smile to our faces when we remember that shortly after Harry completed that first lap, a friend of his urged the editors of the *Guinness Book of World Records* to include Harry's feat in their next edition. They declined, saying they would not want to encourage such behavior! But not long after lap two, Harry's remarkable feats were rightfully acknowledged by the Joshua Slocum Society via their Golden Circle Award.

Both trips were made aboard *Idle Queen*, a minimally equipped Dreadnaught 32 that Harry and his wife Faith had completed from a bare hull. (Sadly, Faith died after their first stint of cruising together.)

Harry's first trip was relatively fast, but his second was decidedly slow, as by then he'd really grown to love the cruising lifestyle and the wide variety of the people he met in the far corners of the world. In 2005 he wrote, "It became apparent that people who travel to new places in small boats are, as a group, the finest in the world. They are interested in people, places and events, cognizant of the need to be on the lookout for trouble, and always ready to assist a fellow traveler. My belief that, on a one-to-one basis, people from whatever country can be friendly and helpful, particularly to the elderly, was amply confirmed."

As a footnote to this remembrance of Harry, we're happy to report that just last year, with the help of his daughter Flo, Harry published a memoir of his travels: *Around the World in 80 Years—The Oldest Man to Sail Alone Around the World—Twice!* Give it a read, especially if you're a fan of ordinary people doing extraordinary things in small boats. (You can find it at Amazon.com.)

We'll always remember the brief but fascinating time we spent with this kindly old salt. He is survived by four children, nine grandchildren and 20 great-grandchildren, all of whom undoubtedly regard him as their hero.

— andy

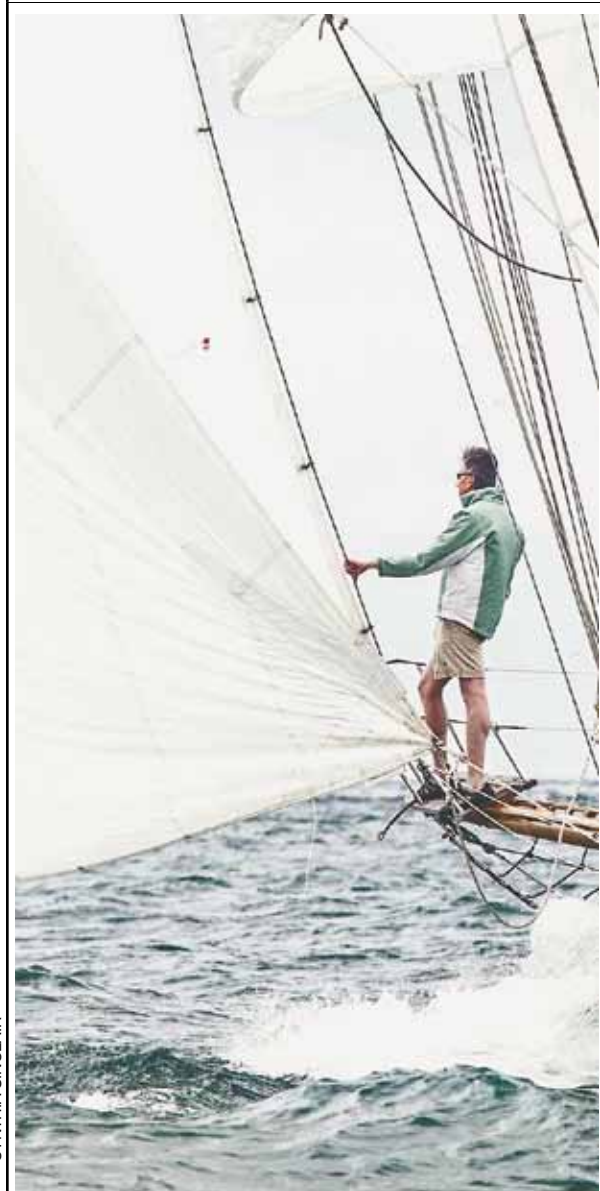
find rides or find crew

So many people are overextended and overworked these days, that both diehard race boat owners and fair-weather recreational sailors often have a hard time finding reliable crew.

On the flip side, there are hundreds if not thousands of capable-but-boatless sailors who would love to have access to Bay waters, but don't know where to look.

Voila! The solution to both conundrums may be as simple as attending our annual springtime Crew List Party, which seeks to connect sailors in need of rides with skippers in need of crew for everything from beer can racing to daysailing to world cruising.

Mark the date: Thursday, March 13, at San Francisco's Golden Gate YC, 6-9 p.m.



CYNTHIA SINCLAIR

at our crew list mixer

The entry fee of \$7 gets you free snacks and a chance to mingle and schmooze to your heart's content. (No-host bar on site.)

Our advice for making worthwhile connections? First sign up (free) on our Crew List at www.latitude38.com, then drop an email to folks you'd like to meet in person.

At the party, if you're looking for a ride, bring a sailing resume with your photo on it (so you'll be remembered later). Be upbeat and proactive in introducing yourself to as many skippers as possible — wallflowers can't expect great results.

If you're a skipper, be honest about your expectations and needs. Then schedule get-to-know-ya daysails. Good luck!

— andy

continued in middle column of next sightings page

paying it forward at z-fest

When cruisers travel to developing countries like Mexico, they can't help but feel incredibly lucky compared to the locals, many of whom struggle to provide basic needs for their families. As a result, many sailors look for meaningful ways to give something back to their international hosts. A shining example of such feel-good philanthropy is the annual Zihuatanejo Sailfest, with its weeklong schedule of on-the-water and shoreside activities that combine fun with fundraising that supports schools for disadvantaged indigenous grade-schoolers.

Z-Fest typically raises more funds for charity than any other cruiser-funded charity event in Mexico. But this year topped all previous efforts. "What a magic year!" says longtime Z-Fest organizer Lorenzo Marbut. "We raised over 1,000,000 pesos — roughly \$75,000 USD.

A big chunk of that total came from a single source: Nine-year-old Austin Brown of Springdale, Arkansas, donated \$21,000 USD. When we saw his photo holding a huge ceremonial check, we naturally assumed he was doing so on behalf of his parents, Greg and Sharon Brown. Wrong. Believe it or not, Austin actually earned the cash

continued on outside column of next sightings page

As Brad Brown of the Silvergate YC points out, every year in late March "the San Diego horizon fills with topsails, gollywobblers, gaff rigs and flying jibs." What's the occasion? The annual America's Schooner Cup race (March 29 this year), featuring a roster of splendid West Coast schooners including 'Rose of Sharon' pictured here, and 'America', an exquisite replica of its namesake, which brought the America's Cup to the US in 1851.

Watch the action from Shelter Island (11:30 start), and join traditional boat lovers March 30 for a special singer-songwriter concert at the Silver Gate — a benefit for the Navy & Marine Corps Relief Society. (For info email: ameamericasschoonercup@gmail.com.)

While you're marking your calendar, note also that the Great San Francisco Schooner Race takes place September 6, hosted by SFYC.



SIGHTINGS

z-fest — cont'd

himself by selling "snow" at weekend craft fairs. It's a salt-like polymer powder that expands rapidly when water is added, and feels cool to the touch as the water slowly evaporates. Austin and his family first came to Zihua on a church mission, and they've returned three times since, largely to assist with Z-Fest. The young philanthropist's accomplishment inspired another volunteer, retired school teacher Jane Fiala, to donate \$10,000 USD for a kitchen at a proposed new school. "*Que milagro!*" says Lorenzo. (What a miracle!)

Thirty-five cruising boats participated in this year's event — which included a sailboat race, boat parade and live music performances — and they hosted more than 260 guests during the sailing events.

continued on outside column of next sightings page

jeanne socrates earns

In recognition of her headline-grabbing nonstop solo circumnavigation, Jeanne Socrates will be presented with the Cruising Club of America's highest honor, the Blue Water Medal, in a ceremony at the New York YC on March 7.

As regular readers know, Socrates completed her historic voyage at Victoria, B.C. on July 8, 2013 aboard her Najad 380 *Nereida* after 8.5 months at sea.

In addition to being awarded the cruising world's most prestigious prize,



The pictures tell the story: Zihua Sailfest is a remarkably successful combination of fun and fundraising.

blue water medal

Socrates was shortlisted for the UK Yachtsman of the Year award, a major honor in itself. She also officially became the first woman to complete a nonstop solo circumnavigation starting from North America and, much more impressive to many in the sailing world (though unrecognized by official record keepers), the oldest to do so at age 70.

So what's next for Jeanne? Why, cruising Mexico, of course . . . slowly.

— *ladonna*



ALL PHOTOS MARGARET REID EXCEPT AS NOTED

z-fest — cont'd

A total of 68 volunteers, including land-based supporters, organized and worked the Festival's events.

Another unique aspect of this year's event was that, largely due to Sailfest efforts, the United Nations certified Zihuatanejo as Latin America's only city with a "Culture of Peace." Sailfest's Mexican non-profit, Por Los Ninos de Zihuatanejo was invited to host the award's presentation because the UN theme this year is Education for Peace. Without the infusion of Sailfest funds, hundreds of non-Spanish-speaking indigenous kids would have no opportunity for a basic education, as Spanish fluency is a requirement to attend public schools — an unfortunate 'Catch 22' of Mexican law.



A fine illustration of 'paying it forward', nine-year-old Austin Brown presents a ceremonial check for \$14,000 to Sailfest.

— *andy*

stings stall alameda outboard thefts

Heightened security and law enforcement stings have helped slow the spate of outboard engine thefts that took place in Alameda in late 2013 and early 2014. The Alameda County Regional Auto Theft Task Force made a major bust in Oakland early last month resulting in the arrest of more than a dozen people and the discovery of a large warehouse filled with boats, cars and heavy equipment.

Also in early February, the Alameda Police Department made a number of unannounced home visits to parolees, which resulted in arrests and the recovery of stolen property. "We haven't caught anyone with an outboard, but it has quelled (marine) thefts for now," says Lt. Jill Ottaviano. Many Alameda marinas have heightened their security as a result of the crimes.

Suspecting that future thefts are inevitable, some outboard owners are checking out high-tech security options such as those used by savvy bicyclists. But all that we've heard of so far have shortcomings.

Meanwhile theft victims like Ken Johnson are resorting to low-tech options. Twice in two and a half years he's had a Tohatsu 6 hp engine stolen from his Corsair 750 while it was stored in front of the Doyle Sails loft at Alameda Marina. "The last time the thieves used bolt cutters to cut the padlock inside the vinyl-clad steel tube that covered the mounting screws," Johnson explains.

When Johnson mounts his latest engine, he will take a variety of precautions including protecting the transom clamps with a \$100 stainless-steel, high-security outboard bar lock. He's also planning a lower-tech fix: painting the engine. "I cruised for 13 years in the Caribbean and South Pacific with my Johnson 15 painted bright yellow and a custom-fabricated stainless steel lock bar. My motor was never touched. Now I kick myself for not painting my (recently stolen) outboard to make it harder to fence."

Other anti-theft/pro-recovery tips to consider: 1) Always have your engine's make, model and serial number available for police. 2) Lock your outboard with a case-hardened lock with a sturdy chain and/or stainless steel cable. 3) Engrave your driver's license number in the motor's casing to facilitate identification and return, if recovered.

Unfortunately though, engine thefts will likely be an ongoing fact of life for boaters everywhere — just as bike thefts are for bicyclists. Ryan Barrango of San Francisco's Park Presidio Marine sells strong locks, but concedes that really determined thieves can usually get what they want. "We heard about a theft up in the Delta where they sawed off the transom — while the boat was still in the water."

— *elisa williams*

the first american whitbread racer

Not every race boat enjoys a vibrant sailing career *after* its prime racing days are over. But the custom S&S 65 *Alaska Eagle* certainly did. As we reported last month, after winning the second Whitbread Round the World Race (as the Dutch-flagged *Flyer*) and competing again in the third as the US-flagged *Alaska Eagle*, she did a three-decade stint as the flagship of the Orange Coast College School of Sailing and Seamanship. With 'student sailors' aboard, she traveled to many of the world's most exotic landfalls on annual sail-training expeditions. (*Eagle* was sold recently and shipped to her 'birthplace', the Netherlands.)



FLYER ARCHIVES

Long before 'Alaska Eagle' made regular stops at dreamy tropical landfalls, she was a Whitbread warhorse. Seen here as 'Flyer'.

Later in this issue (*Alaska Eagle Memories*, page 90) some of the 3,000 'trainees' who honed their skills aboard the *Eagle* share fond memories of life-changing experiences aboard her. In addition, two former race crew also chime in below with recollections of *Alaska Eagle's* participation in the 1981-82 Whitbread (precursor to the Volvo Ocean Race). Then owned by Alaskan Neil Bergt, she competed as the event's first American Whitbread entry.

OCC alum Mike Farley was Bergt's project manager during that race: "By far, my best memory of *Alaska Eagle* is the passage we did deep in the Southern Ocean. It has been quite a few years and thousands of sea miles, yet the overall memory has stayed with me.

"Back in 1981-'82, the Whitbread had quite a different element to it than the present Volvo event, as it took the fleet deep into the Southern Ocean. While ice gates are used these days to keep the participants from penetrating the deep southern portions, we had no such restrictions. Legs 2 and 3, which took place in the Southern Ocean, were the real reason to participate in such a grueling event. Both legs were 30-plus days and pressed everyone to the limits. The arrivals into New Zealand and Argentina were well-earned stopovers after the icebergs, snow squalls, and relentless stiff winds.

"I have done various downwind sailing races over the years, but none came close to downwind in the Roaring Forties. 'Amazing' is the word I feel best describes it. Days on end of white-knuckle surfing in cold, monstrous seas, all the while surrounded by sea and bird life that defies description."

Farley's favorite memory is of "rounding Cape Horn with 50-kt gusts." We'll let fellow crewman Brian Hancock give the blow-by-blow of that day: "The Southern Ocean had been dishing up its usual dose of bad weather, and we had become used to riding the wild horse down the front of steep waves. *Alaska Eagle* was off the pace, and as a result we were having to push extremely hard just to keep up with the rest of the fleet. This day was no different except that we would reach a major milestone of the race: Cape Horn.

"By early afternoon we had a small smudge of land on the horizon ahead. The wind was gusting mid-40s and the forecast was for it to build. We had three reefs in the mainsail and a yankee poled out to windward. At times we were surfing into the mid-20s. *Alaska Eagle* shuddered under the strain, but took the massive waves in stride. It was thrilling to see the mountains in southern Chile and the craggy outline of the world's most southern cape.

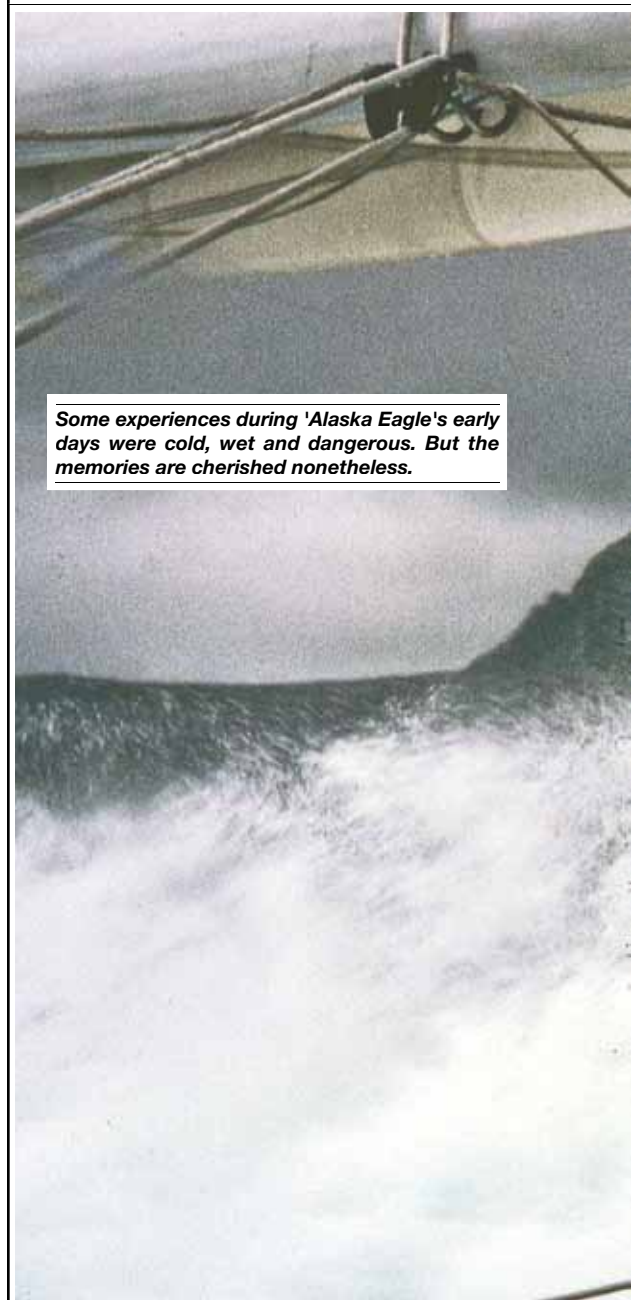
"Despite the occasional snow squall, the visibility was quite good and our navigator had us on a course that would take us within a half-mile of land. We were hurtling toward the corner handling the occasional 50-knot gusts. It was an unreal feeling to be so close to

continued on outside column of next sightings page

do it yourself

If you're the sort of sailor who is hesitant to join group activities, but does enjoy an occasional party, we've got just the event for you: For the second year in a row, this summer's Delta Doo Dah to the California Delta will be a do-it-yourself affair. That is, there will be no committee boat or mandatory check-ins, and you're not expected to flock together with other registered DDDers.

Unlike the first four Doo Dahs — which were 'led' by *Latitude* staffers during a specific period on a specific route, on the DIY DDD you'll have the whole summer



Some experiences during 'Alaska Eagle's' early days were cold, wet and dangerous. But the memories are cherished nonetheless.

BRIAN HANCOCK

delta doo dah

and all of the Delta to play in. Details:

- Mar 11 – Aug 29: Sign up for Delta Doo Dah DIY at www.deltadoodah.com. Registration is free and we can accept an unlimited number of entries.

- May 9 — Kickoff Party at Berkeley YC, 5:30-8:30 p.m. Expect guest speakers and door prizes; meet fellow Delta sailors and arrange meet-ups and mini-flotillas. We expect the usual healthy mix of Delta vets and first-timers. Free to enter; drinks and dinner available for purchase.

- May 24 – Sep 7: The 'official span' of

continued in middle column of next sightings page

cape horn — cont'd

such a famous milestone in 'perfect' Cape Horn conditions.

"Before leaving New Zealand three weeks earlier we had taken on a new crewman who was not very experienced, and as a result had not taken the helm much — the Southern Ocean is no place to learn new skills. But we each wanted a photo of ourselves on the helm with Cape Horn in the background. The new crewman clambered behind the wheel for his photo op, looked directly at the camera, and turned the wheel the wrong way. All of a sudden we were beam-on to a cresting wave, and moments later flung onto our sides as the wave broke over the boat. The mast was buried in cold Southern Ocean water while we all hung at the end of our tethers. I can still remember the sting of ice-cold water as it seeped under my foul weather gear.

"*Alaska Eagle* shuddered and then righted just in time to be hit by

continued on outside column of next sightings page



SIGHTINGS

cape horn — cont'd

a second wave that knocked us right over again. Once more the boat righted only to be hit a third time. With each successive knockdown we were getting closer and closer to land. We had been in too close in the first place and were now in very dangerous waters. This time the boat lay on its side heaving and shuddering, then all of a sudden the headsail ripped, luff to leech. The boat came upright and someone grabbed the helm, throwing it over and forcing a crash jibe. The main-sail ripped, but at least we were upright, facing away from the Horn. We were shaken, but had a Cape Horn story to tell our grandkids."

As Farley points out, one comfort they had back then was a diesel heater that could be hooked up to a drying locker. A water heater warmed sea water for showers and a full-time cook served hot meals. Navigation and communications may have been more primitive, but owners had not yet abandoned creature comforts in pursuit of speed.

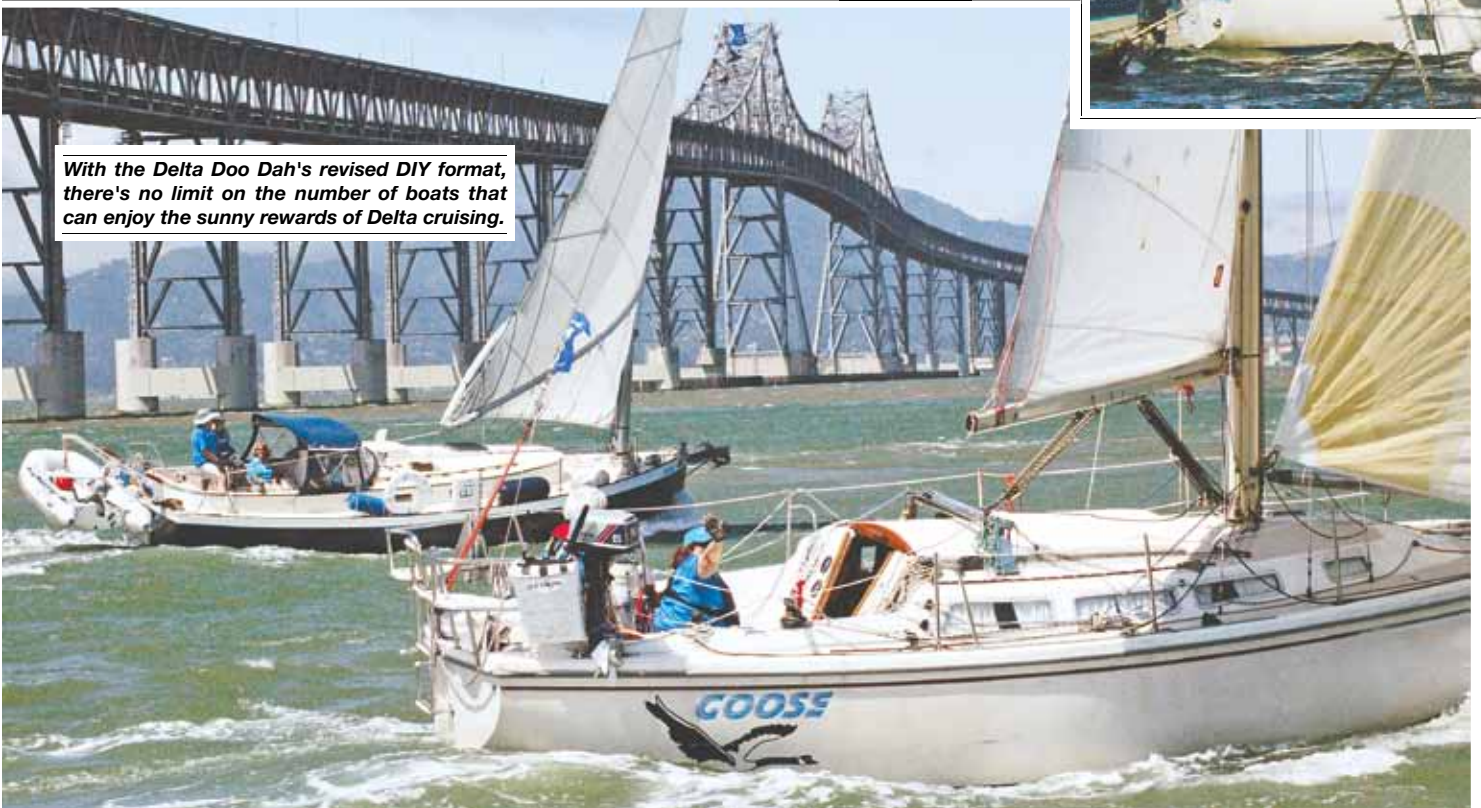
— andy

do it yourself

the DDD DIY 2014.

- September 10: Last call to submit your Delta tales and photos for possible inclusion in our DDD DIY recap article in the October edition. You could become famous!

If you're scratching your head and just don't get the point of this oddball event, we'd urge you not to overthink it. The DDD has always been simply an excuse to load up your cooler, and pack up every watersports toy in your garage and head for the sunny maze of waterways that meander between Carquinez Strait and Sacramento. No big thing. No big agenda.



With the Delta Doo Dah's revised DIY format, there's no limit on the number of boats that can enjoy the sunny rewards of Delta cruising.

delta doo dah

And certainly no complex organization or pressure to keep up with a fleet. The goal is to get you off the dock and into 'explore and relax' mode with your family, your lover, or your best sailing buds. We think the waterways of the Delta are a wonderful boaters' resource that's greatly underutilized. So get out there and do it *yourself!*

Our new Facebook page: www.facebook.com/deltadoodah is a great place to share information or post questions and comments. Look for DDD DIY updates in *Lectronic Latitude* and at www.deltadoodah.com.

— andy



ALL PHOTOS LATITUDE / LADONNA

clipper race crusaders

Last month's profiles of Clipper Round the World race crew brought to light just how diverse the backgrounds of race participants can be. It is absolutely remarkable to learn how individuals with incredibly varied sailing experiences can be transformed into a tight-knit team, working together like longtime friends, after only three weeks of intensive training, mostly in the English Channel.

This month we meet two women — both from British families — who have lived in the East Bay for a number of years. Stephanie Evans' family moved to Wisconsin from Durban, South Africa in 1998 and she ended-up in Oakland in 2010. Sarah Lloyd moved from Wales to the Bay Area in the 1990s.

Stephanie, 29, comes from a long line of competitive sailors. Growing up, she was always an eager crew, but never got the bug to skipper until recently. "In hindsight, I think I was a bit intimidated by the skill of my father, and afraid I'd disappoint him if I tried," she says. "By the age of 18, I'd finally worked up the nerve to ask him to teach me how to skipper, but he passed away unexpectedly that same year."

Fast-forward to 2010, when Stephanie was living in Oakland, feeling "alone" and "adrift" and looking for something to ground her. "The only thing I felt inspired to do was to learn how to sail better — to be the skipper rather than the crew. I discovered the Cal Sailing Club and joined in January of 2011. My New Year's resolution had been to not be afraid to make a fool of myself — okay, it was really 'don't be afraid to suck at something!' So I started learning how to skipper 15-ft dinghies."

Despite some emotional and physical challenges, Stephanie persevered with help from the Cal Sailing Club's encouraging instructors — and she was hooked. "Within a few months, I was absolutely in love with the sailing. I arranged for a flexible work schedule and started sailing five days a week, after work and on weekends. It gave me a connection to something that I'd felt was lacking since my family fell apart after my dad's death, and provided direction in my life that was independent of work or relationships — this was my anchor." Her newfound self-confidence brought her closer to her family's past. Next, she became commodore of the Cal Sailing Club, just as her father had been at the Bluff Yacht Club in Durban, and his mother was before him — their first female commodore.

Clipper partnered with BritWeek to sponsor one person for Leg 6, Race 10 from Qingdao Olympic Sailing Center in China to San Francisco this spring, aboard *Great Britain*. They held a contest for the berth and Stephanie won. "Given my British and sailing heritage, it was the perfect fit!" To top it all off she was invited to South Beach YC where Sir Ben Ainslie announced her as the winner. "It was a surreal moment in my life — one I won't soon forget."

Sailing aboard *Henri Lloyd*, Sarah Lloyd (no relation) also grew up in a sailing family. "My father built our first sailing dinghy when I was about three. We daysailed and later cruised for family vacations most years." After migrating to the Bay Area, her family bought an Ericson 32, which Sarah skippered often on the Bay during fun races like the Three Bridge Fiasco. Beyond that, her longest passage was between Gibraltar and



CLIPPER VENTURES

Stephanie Evans



CLIPPER VENTURES

Sarah Lloyd

continued on outside column of next sightings page

clipper race — cont'd

Salcombe, England, which took ten days.

"I only really became aware of the Clipper race when it came to Oakland in 2012. I read about it in *Latitude*, then *Geraldton* was all over the local news after its knockdown. At Strictly Sail Pacific I met someone who had just signed-up who was a complete non-sailor. Within three days I had filled in my application and had an interview."

There was really no choice for Sarah when it came time to decide how many legs to do. She only needed a little prodding from her family to come to the same conclusion. "My family said it would be 'lame' to do bits and pieces when I'd always wanted to circumnavigate. So a couple of months after being accepted I committed to doing the whole thing."

Both Stephanie and Sarah have high praise for Clipper's training program. Stephanie describes it as, "intense, exhausting, and surprisingly thorough, with a heavy emphasis on safety." But she also points to what is so remarkable about the program, "It was amazing to see some people step on board not knowing port from starboard the first day, and be able to assess sail trim and adjust for optimal speed by the third week."

Lloyd was similarly impressed: "Most people come off the very first training level feeling that they have bonded with the people they trained with, and would be happy to cross oceans with them." The Clipper fleet is expected to pass beneath the Golden Gate in mid-April.

— ross

the way it's

On or about January 1 — it may have been day or it may have been night — somebody rammed his boat into the bow of Ron Brown's Oakland-based Islander Freeport 36 *Hazel Rose*, which was anchored off La Cruz, Mexico. No witnesses could be found.

There was a moderate amount of damage. The deck near the bow was separated from the hull by about an inch. The anchor roller support and stem were bent. The bow pulpit was mangled beyond repair. The headsail furler foil was bent and separated inside. And the bottom 10% of the genoa was torn.

Fortunately, Brown, a retired computer science professor, had boat insurance. Of course, you never know how the settlement with the insurance company is going to turn out. But Brown tells *Latitude* that in his case it's turned out just fine.

"The first thing I did was call Gary, my broker at Twin Rivers Insurance in Sacramento. He clearly outlined what I should



Barry Parkinson's new Maltese 52 cat looks as if she'll be one sweet ride. Note the reverse sheer of her bows.

supposed to work

do, which was send a statement of loss and photographs of the damage to Markel Insurance, my underwriter. I sent a copy to Gary, who looked it over, then sent it to Markel.

"Markel responded within a day, confirming they had received my report and photos, and asking me to sign an official form. Less than a week later, I was contacted by a Markel surveyor/investigator. He said that given how I had documented the damage, it wouldn't make any sense for him to spend a couple of thousand dol-

continued in middle column of next sightings page



'Hazel's Rose's mangled pulpit.

RON BROWN

old mast to a new cat

There's an interesting new catamaran, a Maltese 52, being built in a storage yard behind the Oxnard Airport. We know about this because Barry Parkinson of Thailand, her new owner, showed her to us after he bought *Profligate's* original mast.

Readers may recall that after a couple of years of having a more 'noodly' mast than we wanted on our 63-ft cat, we replaced it with a larger mast. For the last 15 years or so, the original Forespar mast has been stored on the roof of the Santa Barbara Boat Works shed, and has been advertised continuously in the *Classy Classifieds*.

As best we understand it from Parkinson, a small group of sailors from Southern California decided they wanted to build a high-performance cruising cat, and apparently had a fellow named Johnson, who used to work for Gunboat, draw the lines. As you can tell from the photo of her reverse bows, her hulls, at least, are pretty racy looking. In addition, the plan is for her to be powered by outboards — as many day charter cats in the Caribbean are — and have a trampoline rather than a solid deck in the cockpit.

The hulls and bridgedeck have been completed and attached, as well as quite a bit of the rest of the structure. But at this point she's only a shell, with no steering, no engine, no plumbing, no electrics or any other systems. For whatever reason — perhaps the realization of how much time and expense are involved in completing a relatively large catamaran — the original partners wanted to sell out. And Parkinson recently stepped in.

An Englishman, Parkinson is not new to sailing or catamaran cruising. In his younger years he raced Tornado cats, and he currently owns a 1996 Catana 381 named *Waking Dream* that he and his wife have cruised on the East Coast. Parkinson would like to sell the Catana so he can complete this newer, larger and faster cat. He's thinking of calling her *Phantom Wake*.

Waking Dream is on the hard at Dennis Point Marina in Maryland, where she got a completely new epoxy-protected bottom and bottom paint. She has a new flat-top main, and a \$6,000 Calvert Tri-Radial genoa with custom genoa sheeting that Parkinson says allows her to point much higher into the wind than sisterships and most other cats. He's asking \$238,000 for the Catana. He can be reached at bazcatana@yahoo.co.uk.

— richard



Parkinson explains his cat's design.

LATITUDE / RICHARD



LATITUDE / RICHARD

if at first you don't succeed

While we West Coasters have been experiencing a remarkably mild winter, much of the rest of the country has been suffering under severely frosty conditions. But nowhere near as frosty as the Inuit people of Cambridge Bay, Canada must endure. That's where globetrotting adventurer Mike Johnson's 44-ft fiberglass schooner *Gitana* is laid up for the winter — halfway across the notorious Northwest Passage. Temperatures have already dipped to 50° below zero, and could easily reach -60°!

As reported in November, after observing that every boat that attempted the Passage in the past couple of years got through, Johnson — who's already been around Cape Horn twice — thought he'd give it a shot. Unfortunately, for reasons that even top climatologists find hard to explain, there was 60% more Arctic ice in waterways of the far north last summer than in 2012. Few, if any vessels got through without an icebreaker escort. That six-figure luxury was not in Mike's

continued on outside column of next sightings page

northwest passage — cont'd

budget.

After putting the boat back together — all electronics and batteries had to be taken off, and the water tanks drained — he will continue the east-to-west trek in July with paying crew aboard. Throughout his worldwide travels Mike has recruited crew via *Latitude's* Crew List.



Johnson, who's known for his ear-to-ear smiles, puts on a somber face while doing his best impression of Roald Amundsen, the first man to traverse the Northwest Passage.

In addition to Mike's 27-year-old nephew Zack Johnson, John Zolkos of Lake Tahoe, who crewed last summer in the Arctic, has re-upped for the 2,000-mile leg to Nome, Alaska. Retired Modesto Fire Chief Paul Lara, who sailed with Mike to Greenland last year, will join *Gitana* on leg two to Ketchikan, along with Harmon Shragge of

San Francisco, who's involved locally with resupplying Farallon Islands researchers. We have high hopes that *Gitana* will make it through this time, but it's not a safe bet. As Mike says, guessing what the ice conditions will be like "is a total crap shoot."

— andy

impounded boats in mexican update

As we go to press in the third week of February, 146 of the 338 foreign-owned boats that had been impounded in Mexico in late November by AGACE, a sub-agency of the Mexican IRS, had been "liberated." They regained their freedom because after nearly three outrageous months of being impounded, AGACE finally got around to determining that the boats had been in Mexico legally all along!

Unfortunately, the fact that 146 have been liberated, means that more than half of the boats originally "embargoed" are still theoretically impounded. It would be nice if AGACE weren't so opaque and would release a list of boats still impounded — and why. But there is some good news. According to Tere Grossman, president of the Mexican Marina Owner's Association, another 88 boats will be released by the end of February. Her source? Aristoteles Nuñez, head of the entire SAT (Mexican IRS), with whom she met in Mexico City. "From the ones that have not been released," Tere tell us, "there are about 40 that did not have a TIP (Temporary Import Permit) or it had expired. . . If a boat doesn't have a TIP it is considered contraband, and there are heavy fines or the boat can be confiscated."

We've been covering this story extensively in *Latitude* and *Lectronic Latitude* for several months — and in this month's *Letters* — so we don't suppose that there is any need to revisit the fact that this has been one of the most idiotic and counterproductive moves ever by any branch of any government that normally welcomes cruising yachts. Mexico needs as many foreign boats and nautical tourists as it can get, and it invests a lot of money to lure them south of the border. Yet a new sub-agency of the IRS recklessly undid much of the goodwill Mexico has earned with cruisers, by impounding the boats of and/or scaring the bejesus out of hundreds of its best goodwill ambassadors.

It makes no difference that AGACE may have had the best of intentions, apparently thinking they were going to catch a bunch of "tax cheats." The planning, execution and partial resolution of the 'audits' has been abysmal. If AGACE had any understanding of cruisers, they would have known that the overwhelming majority are more than happy to comply with all of Mexico's laws — as unclear and confusing

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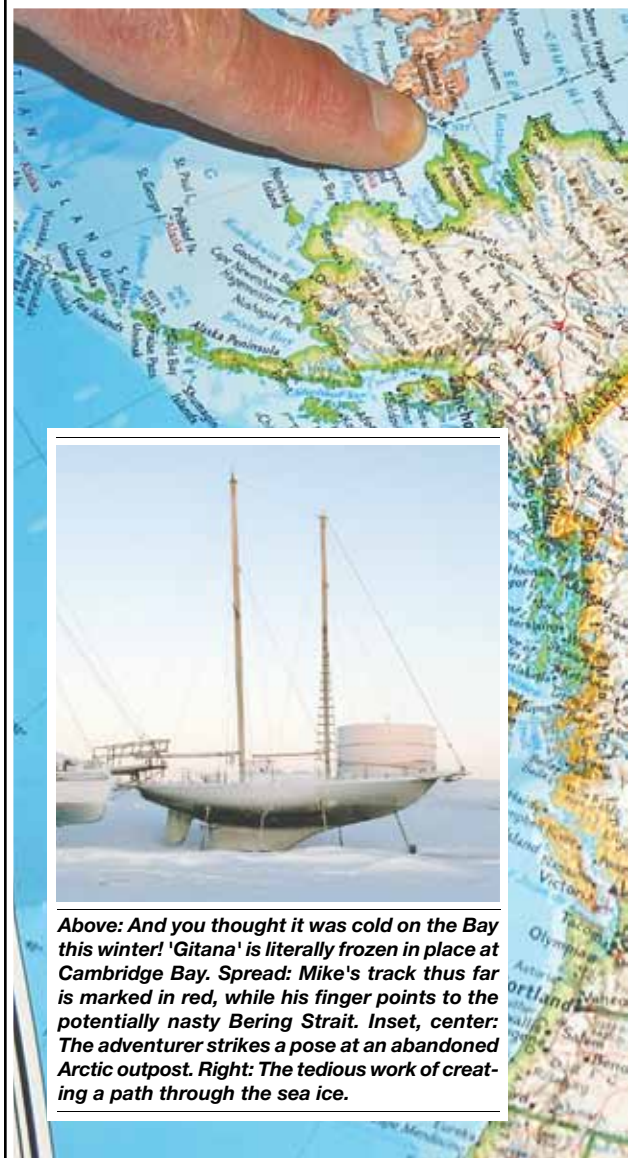
the way

lars of Markel's money to fly to Mexico to investigate further.

"The bottom line is that three weeks after the incident, and after just two phone calls and about six emails, I got a check from Markel. They took the deductible and depreciated the sail, but everything else was fully covered. I was very happy with the service, and feel as though I made out just fine. Furthermore, I've been very happy with the work Peter Vargas and his Sea Tek team have done at the La Cruz Shipyard."

Brown plans to head to Panama in the next few months.

Before we get a lot of letters about this report, we want to emphasize that this is *not* a commercial for Twin Rivers Insurance, which happens to be an advertiser,



Above: And you thought it was cold on the Bay this winter! 'Gitana' is literally frozen in place at Cambridge Bay. Spread: Mike's track thus far is marked in red, while his finger points to the potentially nasty Bering Strait. Inset, center: The adventurer strikes a pose at an abandoned Arctic outpost. Right: The tedious work of creating a path through the sea ice.

ALL PHOTOS COURTESY MIKE JOHNSON

— cont'd

or Markel, which has insured our cat, *Profligate*, for something like the last 15 years. And it's not a scientific study of how happy boat owners have been with their boat insurance claims. It's just a report on one random incident that happened to someone *Latitude* knew from the Baja Ha-Ha, and how it happened to turn out. Your experience may vary.

By the way, it's always an excellent idea to read your boat insurance policy carefully, and go over possible claim scenarios with your broker. Policies vary in the way they are structured and what they cover. The better you understand your policy going in, the less likely you're going to be disappointed if you ever have to file a claim.

— richard

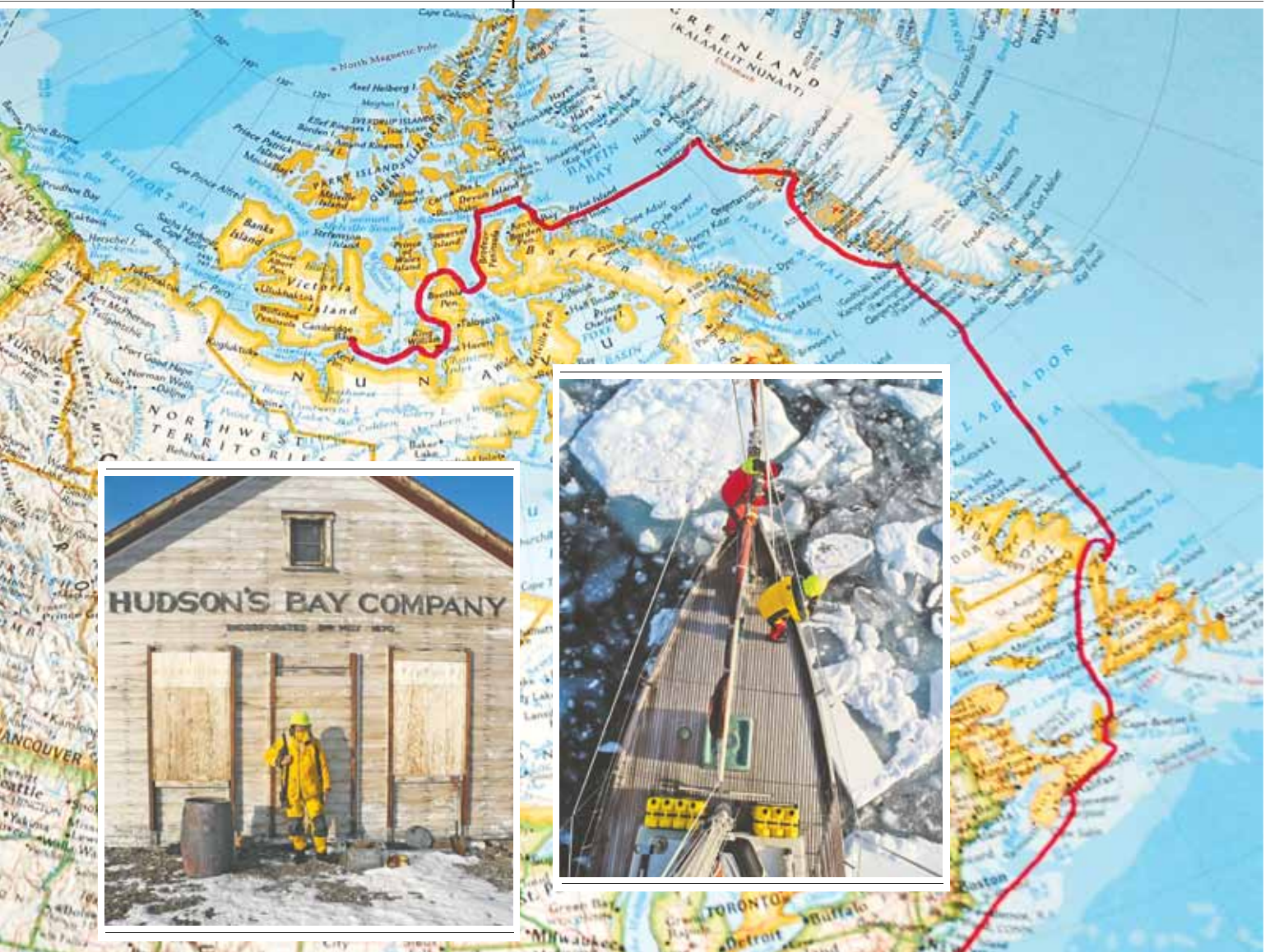
mexican impounds — cont'd

as those laws might be.

Is it safe for foreign boats to stay in Mexico or head to Mexico from the US? This is not something we can guarantee in writing, but we and most industry experts believe it is safe to do so. AGACE has been roundly criticized by other branches of the Mexican government and leading Mexican newspapers. And various officials have said that any future 'audits' would not be as "abrupt" or severe. Other government officials have said that the TIP application will be redone to eliminate the problems caused by AGACE. Don't sail south without one.

Despite AGACE's regrettable action, *Latitude* believes certain things are true: 1) Mexico is one of the two or three best countries in the world to cruise in — and for many reasons. 2) Up until AGACE's raids in November, which we believe were absolutely not representative of the overall Mexican government, the Mexican government had been taking important steps to make cruising in Mexico easier than ever, and a huge bargain compared to most other countries cruisers visit. And, 3) There will be a 21st Baja Ha-Ha in the fall. (*Sign-ups begin May 1 at www.baja-haha.com.*)

— richard



SIGHTINGS

for lack of a kill key

A horrific accident occurred near La Paz, Mexico late last month that could have been avoided by the use of a couple of simple pieces of plastic: an outboard kill switch key on a lanyard.

According to witnesses, the operator of a large dinghy with powerful engines — assumed to be 30-40 hp — was thrown from his boat while speeding through the La Paz anchorage. Because he was not wearing a kill key lanyard, his dinghy continued to roar around the area at high speed.

Seeing the mishap, La Paz-based cruiser John Spicher of the 31-ft sloop *Time Piece* reportedly jumped in his dinghy and retrieved the ejected driver from the bay. They were headed to shore when the wayward dinghy glanced off an anchored boat and turned straight for Spicher's boat, running over the top of him. The deadly prop badly mangled his leg and both he and the rescued man were thrown overboard. As Spicher attempted to climb back aboard he was struck again by the unmanned craft. This time it pinned him beneath it. The two men were rescued by a Mexican captain who administered first aid

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puddle jumpers

Shortly before we went to press with this issue, we took a quick look at the online fleet roster for this year's Pacific Puddle Jump from the West Coast of the Americas to French Polynesia. So far, 172 boats from 16 nations have signed up for the PPJ, which we refer to as a loosely formed 'rally', as boats set sail from a variety of ports along the West Coast, and arrive anytime between March and June.

We'll meet many of these PPJers this month at our annual (free) Send-Off Parties in Mexico and Panama:

- March 1 — Panama PPJ Send-off Party, Balboa YC, 12-4 p.m.
- March 7 — Nuevo Vallarta PPJ Send-off Party, Vallarta YC (at Paradise Village Resort and Marina), 3-6 p.m.

There's no big agenda, these gals just like to get out and sail on the Bay together whenever they can.



prepare to pounce

As always, at both events we'll give a detailed multimedia presentation on doing the Puddle Jump and cruising French Polynesia. Each crew will receive an official Pacific Puddle Jump burgee, and will be interviewed for mini-profiles that will appear in the magazine in April and May. And of course, there'll be free drinks and snacks at both events.

At the other end of this 3,000-mile passage, fleet members are invited to attend the three-day Tahiti-Moorea Sailing Rendezvous, July 4-6. Its schedule of events includes a six-person outrigger canoe race, music and dance presentations and more. See the website for more: www.pacificpuddlejumps.com.

— andy



SALLY TAYLOR

kill switch — cont'd

to Spicher's leg. Although we don't yet have all the details, Spicher was reportedly medevaced to the UC San Diego trauma center that same afternoon.

Needless to say, the whole bloody incident could have been avoided if the dinghy driver had been traveling at a more reasonable speed — and even more importantly, had been wearing a simple plastic kill switch lanyard around his wrist. If you don't have one, get one.

See *'Lectonic Latitude* for updates on Spicher's condition and the fundraising efforts begun to assist him.

— andy

this ain't no ladies' social club

Not long after WWII a group of ladies who dubbed themselves 'Sea Gals' began meeting regularly to sail on San Francisco Bay, and they're still going strong today. As Sea Gal Sally Taylor explains, "Two groups of ladies, one in Marin and one in the East Bay, had been sailing as crew on their husbands' boats. Eventually they decided that they wanted to learn to sail the boats themselves — without all the yelling. They would take the boats out once a week, together, while the husbands were working. Eventually the two groups merged."

"Actually, the original name of the Sea Gals was the Sea Wenches," adds Shirley Bates. "I liked it because it went with 'winch.' Some members objected to the name, but I preferred it because Sea Gals seemed to relate to sea gulls, which fly above the water and bombard those below in a dastardly manner."

The main requirement for new recruits was that they had access to a sailboat. "And, no yelling was allowed," says Sally. "Those are still the only rules — besides no cell phones!"

The Sea Gals' membership has waned in recent years as members have passed away, or in some cases moved. What is so remarkable is that many have sailed into their 90s and "Several have been San Francisco YC's Yachtswomen of the Year," says Sally. Recently one Gal passed away while sailing with her family, on her son's new boat — and they were unable to revive her. "Do you know any sailor who wouldn't want to go out like that?" asks Sally.

The problem for the Sea Gals, and perhaps other sailing groups, is the need for more members. Society has changed a lot since World War II and women are more likely than ever to be working midweek and unable to go sailing. But the Gals want to get the word out that they are looking for new friends. (Write Sea Gal Jocelyn Swanson at skjrswanson@att.net.) "This isn't a ladies' social club," notes Sally. "We sail together every Wednesday and that is all we do, except for three lunches a year, and a Christmas dinner where we bring along the 'Sea Pals'."

The Sea Gals aren't the only group of Bay Area sailors who have a longtime tradition of meeting regularly to enjoy sailing on the Bay — although the Gals have probably been at it longer. Next month we'll report on two men's groups, the Old Phartz and the Geritolers.

— ROSS



SALLY TAYLOR / SEA GALS ARCHIVES

This vintage Sea Gals portrait was taken in the mid-1970s on a cruise up the Petaluma River to celebrate the group's 28th anniversary.