

# Latitude 38

VOLUME 453 March 2015

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### Directory of Grand Marina Tenants

Blue Pelican Marine .....	124
Boat Yard at Grand Marina, The...	14
Marchal Sailmakers .....	124
MarineLube .....	116
New Era Yachts.....	128
Pacific Crest Canvas.....	18
Pacific Yacht Imports .....	22
Alameda Canvas and Coverings	
Alameda Marine Metal Fabrication	
UK Sailmakers	

# The Cat and the Canary, er, the Black-Crowned Night Heron

ERIK SIMONSON / WWW.PRESSURE-DROP.US



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It took John Dukat five-and-a-half years to convert *Critical Mass* from a sloop to a cat-rigged boat. Starting as a mini-tonner, designed by Dave Mancebo to the old IOR measurement rule, *Critical Mass* was already fairly easy to handle, but John's love of single-handed sailing and bird watching inspired him to reconfigure the boat as a single-sail-powered cat boat.

Once rigged and ready, John ordered a Dacron sail from Pineapple Sails and began to sail nearly every day. The sail served him well for his daysailing and occasional racing. But, as he puts it, "the competitive juices resurfaced" and "with a big gulp" he ordered a carbon mainsail.

He recently won his division in the 2014-2015 Berkeley Midwinters, the Sunday short-handed series. He sees doing well as a bonus; the fun is in the sailing.

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## CONTENTS

subscriptions	6
calendar	8
letters	18
sightings	58
three bridge fiasco	70
lost and sometimes found	76
south pacific options	80
chris white interview	84
max ebb: either-oar proposition	88
the racing sheet	92
world of chartering	98
changes in latitudes	102
classy classifieds	118
brokerage	127
advertisers' index	127

Cover: February to May are the best weather months in the Caribbean,  
as suggested by this crowded anchorage at 'St. Somewhere.'

Photo by *Latitude* drone/Richard

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



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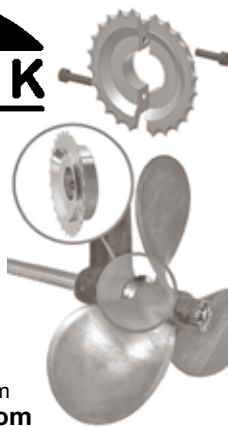
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## INDIVIDUAL ISSUE ORDERS

Current issue = \$6 ea.

Back Issues = \$7 ea. MONTH/YEAR: \_\_\_\_\_

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We have a marine-oriented business/yacht club in California which will distribute copies of *Latitude 38*. (Please fill out your name and address and mail it to the address below. Distribution will be supplied upon approval.)

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*"we go where the wind blows"*

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# CALENDAR

### Non-Race

**Feb. 27-Mar. 2** — SF Ocean Film Festival, Cowell Theater, Fort Mason Center. Info, [www.oceanfilmfest.org](http://www.oceanfilmfest.org).

**Feb. 27-Apr. 13** — The tall ships *Lady Washington* and *Hawaiian Chieftain* visit Oakland through 3/4; San Francisco's Pier 40, 3/5-11; Sausalito, 3/12-30; Redwood City, 3/31-4/15. Schedule & info, [www.historicalseaport.org](http://www.historicalseaport.org).

**Feb. 28** — Sail a Small Boat Day, Richmond YC, 10:30-3:30. Free boat rides on a variety of dinghies, multihulls, skiffs and keelboats, plus free hot dogs. Info, [www.richmondyc.org](http://www.richmondyc.org).

**Feb. 28** — USCGA Boating Safety Class, Encinal YC, 8:30-4:30. \$35. Doug, (510) 295-7430 or Rob, (510) 658-7085.

**Feb. 28, Mar. 1, 14, 22** — West Coast North U Racing Tactics Seminars. At Berkeley YC, 2/28; Costa Mesa, 3/1; Kitsilano YC, Vancouver, BC, 3/14; and CYC of Seattle, 3/22. Francine, (203) 245-0727 or [www.northu.com](http://www.northu.com).

**Mar. 2** — Mariners' Sunday, St. Luke Presbyterian Church, San Rafael, 10:00 a.m. An ecumenical service dedicated to mariners, with the StFYC Sons of the Sea Chorus. Brunch available at Loch Lomond YC; call (415) 706-0924 for reservations. To come by boat, call Ken at (707) 799-4057.

**Mar. 4** — Pacific Puddle Jump Seminar & Party, Balboa YC, Panama City, noon-4 p.m. Drinks, snacks, presentation, and crew interviews. Info, [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).

**Mar. 4-25** — Wednesday Yachting Luncheon Series, StFYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YC members welcome. Info, [www.stfyc.com](http://www.stfyc.com).

**Mar. 4-25** — San Diego's South Bay Sea Scouts meet at Chula Vista Marina aboard the schooner *Bill of Rights* on Wednesdays at 7 p.m. Sea Scouts is for guys & gals ages 13-20. John, (619) 852-7811 or [mossfish@gmail.com](mailto:mossfish@gmail.com).

**Mar. 5** — Screening of the film *Cape Horn Passage in the Schooner Wander Bird*, CYC, 7 p.m. Info, [www.cyc.org](http://www.cyc.org).

**Mar. 5** — Sail under the full moon on a Thursday night.

**Mar. 5-6** — RYA Short Range Certificate VHF course, SFYC. \$120 + \$90 licensing fee. Info, [www.sfyc.org/training](http://www.sfyc.org/training).

**Mar. 7** — Pacific Puddle Jump Seminar & Party, Shelter Bay Marina, Caribbean side of the Panama Canal, noon-4 p.m. A Tahiti rep will attend this one. See 3/4 for more info.

**Mar. 7** — Mariners Swap Meet, Channel Islands Landing, Oxnard. Snacks & beverages available. Info & reservations, (805) 985-6269.

**Mar. 7, Apr. 4** — Chantey Sing aboard the historic vessel *Eureka* at Hyde Street Pier, San Francisco 8 p.m.-midnight. Dress warmly. Free, but RSVP to Peter, (415) 561-7171.

**Mar. 7-28** — Veterans' Sail, 10 a.m., and Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in San Francisco. Free. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Mar. 7-8 or 14-15** — ISAF/US Sailing Safety at Sea Course, SFYC. \$240. Info, [www.sfyc.org/training](http://www.sfyc.org/training).

**Mar. 8** — Spring forward at 2 a.m. for Daylight Saving Time.

**Mar. 11** — Liferaft Training, Golden Gate YC in San Francisco, 3:30-5 p.m. \$50. Reservations required. Sal's Inflatable Services, (510) 522-1824 or [salsinflatables@sbcglobal.net](http://salsinflatables@sbcglobal.net).

**Mar. 11** — *Latitude 38* Spring Crew List Party, GGYC, 6-9 p.m. \$5 for ages 25 & under, \$7 for everyone else; cash only at the door. Snacks included; no-host bar. Find a boat to sail on, or find crew for your boat. Info, (415) 383-8200 or [www.latitude38.com/crewlist/CrewParty/CrewParty.html](http://www.latitude38.com/crewlist/CrewParty/CrewParty.html).

**Mar. 11** — Racing Rules of Sailing Seminar Series, Long Beach YC, 7 p.m. Info, [www.lbyc.org](http://www.lbyc.org).

**Mar. 12** — Rules of the Road & Getting Your Captain's License seminar with Dan Leininger, Sausalito Club Nautique, 6:30-8:30 p.m. \$10/members; \$15/non-members includes appetizers and beverages. RSVP to (415) 332-8001.



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- 43' C&C, 1973 ..... 225,000
- 40' C&C 121, 1999 ..... **REDUCED** 98,127
- 38' CT, 1982 ..... 60,000
- 37' Hunter 376, 1997 ..... **NEW LISTING** 82,000
- 36' Beneteau 36.1, 1999 ..... 84,500
- 29.5' Hunter, 1995 ..... **SOLD**

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- 31' Ranger Flybridge, 2014 ..... **SOLD**
- 27' Ranger Tug, 2015 ..... 159,937
- 25' Ranger Tug SC, 2014 ..... 129,937

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## CALENDAR

**Mar. 12** — Amateur Radio Class, 9 a.m.-3 p.m., Petaluma. Cram Tech or General. \$25. RSVP to [wb6tms@arrl.net](mailto:wb6tms@arrl.net).

**Mar. 12** — Single Sailors Association monthly meeting, Ballena Bay YC in Alameda. Info, [www.singlesailors.org](http://www.singlesailors.org).

**Mar. 12-15** — Sacramento Boat Show & Off-Road Exposition, Cal Expo. Info, [www.sacramentoboatshow.com](http://www.sacramentoboatshow.com).

**Mar. 20** — Vernal equinox.

**Mar. 21** — Irish Fiddle Music on *Balclutha*, Hyde St. Pier, 1-2 p.m. \$5; children 15 & under free. Info, [www.nps.gov/sqfr](http://www.nps.gov/sqfr).

**Mar. 21** — Potter Yachterfest, Peninsula YC. Cruise, race and show & tell; ramp access at Docktown. St. Patrick's Day dinner at 7 p.m. Info & RSVP: Edward, (650) 771-1945.

**Mar. 26** — Sailing in Croatia seminar with Don & Judy Durant, Alameda Club Nautique, 6:30-8:30 p.m. \$10-\$15 includes appetizers and beverages. RSVP to (510) 865-4700.

**Mar. 28** — *Racing with Copepods* film screening, Bow Yoga, San Rafael, 8 p.m. Info/RSVP, [yogaforu2009@gmail.com](mailto:yogaforu2009@gmail.com).

**Mar. 28** — Youth Sailing Open House of Puget Sound, Mt. Baker Rowing and Sailing Center, Seattle, 11 a.m.-3 p.m. Info, [www.nvyouthsailing.org/youth-sailing-open-house.html](http://www.nvyouthsailing.org/youth-sailing-open-house.html).

**Mar. 31-Apr. 23** — Marine Weather course, Northwest Maritime Center, Port Townsend, WA. Tues. & Thurs, 6:30-8 p.m. Now available online. Info, [www.nwmaritime.org](http://www.nwmaritime.org).

**Apr. 4** — Get Out on the Water Boating Event, Buckley Cove, Stockton. Info, [www.riverpointlanding.com](http://www.riverpointlanding.com).

**Apr. 5** — Easter Sunday.

**Apr. 9-12** — Strictly Sail Pacific, Jack London Square, Oakland. Info, [www.strictlysailpacific.com](http://www.strictlysailpacific.com).

**Apr. 11** — Call of the Sea/Educational Tall Ship Fundraiser, Matthew Turner Shipyards, Sausalito, 6-9 p.m. Drinks, food, music. Info, (415) 331-3214 or [info@callofthesea.org](mailto:info@callofthesea.org).

**Apr. 11** — Opening Day on the Delta, Stockton YC. Boat parade, dining & entertainment; dock space as available. Info, (209) 946-9259 or [www.stocktonyachtclub.org](http://www.stocktonyachtclub.org).

**Apr. 11** — Wooden Boat Challenge at the Bodega Bay Fisherman's Festival, Westside Park. Construction begins at 10 a.m.; race starts at 2 p.m. Info, [www.bbfishfest.org](http://www.bbfishfest.org).

**Apr. 19** — Berkeley YC Swap Meet & Open House, 6 a.m. Spaces, \$20. Info, (510) 843-9292 or [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Apr. 26** — Opening Day on the Bay. Info, [www.picya.org](http://www.picya.org).

### Racing

**Feb. 27-Mar. 1** — Half-Day Laser Clinic on Friday followed by the California Laser Masters Championship at Mission Bay YC in San Diego. Info, [www.mbyc.org](http://www.mbyc.org).

**Feb. 28** — SeqYC Singlehanded/Doublehanded #1. Rick, (650) 255-5766 or [www.sequoiayc.org](http://www.sequoiayc.org).

**Feb. 28-Mar. 1** — Team Race 101. StFYC, [racing@stfyc.com](mailto:racing@stfyc.com) or [www.stfyc.com](http://www.stfyc.com).

**Feb. 28-Mar. 1** — SCYA E.E. Manning Regatta for non-keelboats 20-ft & under. Alamos Bay YC, [www.abyc.org](http://www.abyc.org).

**Mar. 4-7** — Farr 40 Midwinters in San Diego. SDYC, [www.sdydc.org](http://www.sdydc.org).

**Mar. 7** — Long Distance #1. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Mar. 7** — John Pitcher Memorial. CPYC, [www.cpyc.org](http://www.cpyc.org).

**Mar. 7** — Race #3 & 4. ACYC, [www.andreascoveyc.org](http://www.andreascoveyc.org).

**Mar. 7, 21, 28** — Spring Series. FLYC, [www.flyc.org](http://www.flyc.org).

**Mar. 7, Apr. 11** — Mercury Series at EYC. Info, [www.encinal.org](http://www.encinal.org) or [www.mercury-sail.com](http://www.mercury-sail.com).

**Mar. 7-8** — Big Daddy. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Mar. 7-8** — Spring Dinghy. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Mar. 8, Apr. 12** — Santana 22 Team Racing in Santa Cruz. SCYC, [www.scyc.org](http://www.scyc.org).

**Mar. 13-15** — San Diego NOOD Regatta, SDYC & Coronado YC. Info, [www.sailingworld.com/nood-regattas](http://www.sailingworld.com/nood-regattas).



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# CALENDAR

**Mar. 14** — Rites of Spring for doublehanded, singlehanded and all-women crews. A female singlehanded division is possible too. OYC, [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**Mar. 14** — Rosenblum Regatta. SFYC, [www.sfyc.org](http://www.sfyc.org).

**Mar. 14-15** — Spring Keel/One Design. StFYC, [racing@stfyc.com](mailto:racing@stfyc.com) or [www.stfyc.com](http://www.stfyc.com).

**Mar. 15** — Warm-up Race. PresYC, (415) 677-7917 or [www.presidiyachtclub.org](http://www.presidiyachtclub.org).

**Mar. 15, 29, Apr. 12** — Spring Series #1-3. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Mar. 18, 25, Apr. 1, 8, 15** — J/22 Spring Series. StFYC, [racing@stfyc.com](mailto:racing@stfyc.com) or [www.stfyc.com](http://www.stfyc.com).

**Mar. 20-21** — Newport to Cabo Race starts. Deadline to enter is 3/1. NHYC, [www.nhyccaborace.com](http://www.nhyccaborace.com).

**Mar. 21** — Small Boat Series. EYC, [www.encinal.org](http://www.encinal.org).

**Mar. 21** — SSS Corinthian Race. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**Mar. 21** — Small Boat Series. EYC, [www.encinal.org](http://www.encinal.org).

**Mar. 21** — Jaws Pursuit Race. SYC, [race@sausalitoyachtclub.org](mailto:race@sausalitoyachtclub.org) or [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**Mar. 21** — SF Pelican Race on Oakland's Lake Merritt. Kelly, (650) 445-8979.

**Mar. 21-22** — California Dreamin' Match Race. StFYC, [racing@stfyc.com](mailto:racing@stfyc.com) or [www.stfyc.com](http://www.stfyc.com).

**Mar. 21-22** — NorCal High School Champs. SFYC, [www.sfyc.org](http://www.sfyc.org) or [www.pcisa.hssailing.org](http://www.pcisa.hssailing.org).

**Mar. 28** — Doublehanded Farallones Race. BAMA, [www.sfbama.org](http://www.sfbama.org).

**Mar. 28** — Corinthian Championship Series #1/Horsfall Vincent. Info, [www.cyc.org](http://www.cyc.org).

**Mar. 28** — America's Schooner Cup Charity Regatta, San Diego. All schooners invited; berths available for out-of-town-ers. Silver Gate YC, [www.americasschoonercup.weebly.com](http://www.americasschoonercup.weebly.com).

**Mar. 28** — Spring Shorteez. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Mar. 28** — Frostbite on Clear Lake. KBSC, [info@kbsail.com](mailto:info@kbsail.com) or [www.kbsail.com](http://www.kbsail.com).

**Mar. 29** — Champion of Champions. SCYC, [www.scyc.org](http://www.scyc.org).

**Mar. 29-30** — San Francisco Cup. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Apr. 3** — Friday Night Windsurfing Series begins. StFYC, [racing@stfyc.com](mailto:racing@stfyc.com) or [www.stfyc.com](http://www.stfyc.com).

**Apr. 4** — Andy Byrd Memorial. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Apr. 4** — North Bay Series #1. VYC, [www.vyc.org](http://www.vyc.org).

**Apr. 4** — Summer Series #1. KBSC, [www.kbsail.com](http://www.kbsail.com).

**Apr. 4** — Trans-Folsom. FLYC, [www.flyc.org](http://www.flyc.org).

**Apr. 4** — Race #5 & 6. ACYC, [www.andreascoveyc.org](http://www.andreascoveyc.org).

**Apr. 4** — Bullship Race, in which 8-ft El Toros sail from Sausalito to San Francisco. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**Apr. 4-5** — St. Francis Interconference Collegiate Regatta. StFYC, (415) 655-7756 or [www.stfyc.com](http://www.stfyc.com).

**Apr. 9** — Thursday Night Kite Race Series begins. StFYC, [racing@stfyc.com](mailto:racing@stfyc.com) or [www.stfyc.com](http://www.stfyc.com).

**Apr. 11** — Doublehanded Lightship. IYC, [www.iyc.org](http://www.iyc.org).

**Apr. 11** — Don Wan Regatta. TYC, [www.tyc.org](http://www.tyc.org).

**Apr. 11** — South Bay InterClub Race Series #1, run by CPYC. Info, [www.jibeset.net](http://www.jibeset.net).

**Apr. 11** — Doublehanded Long Distance. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Apr. 11** — Commodore's Regatta. SCYC, [www.scyc.org](http://www.scyc.org).

**Apr. 11-12** — Cal 20 Regatta. CYC, [www.cyc.org](http://www.cyc.org).

**Apr. 11-12** — Wheeler Regatta. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Apr. 11-12** — Big Dinghy. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Apr. 11-12** — Harken Opti Challenge Series #2. SFYC, [www.sfyc.org](http://www.sfyc.org).

**Apr. 12** — Estuary Cup. EYC, [www.encinal.org](http://www.encinal.org).

**Apr. 24-26** — Newport to Ensenada International Yacht Race. NOSA, [www.newporttoensenada.com](http://www.newporttoensenada.com).



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## CALENDAR

### Midwinter Regattas

**BAY VIEW BC** — Midwinter Madness: 3/14. Terry, (408) 210-0517 or [www.bayviewboatclub.org](http://www.bayviewboatclub.org).

**BENICIA YC** — Frostbite Series: 3/14. Joe, (707) 628-2914, [race@benicia-yachtclub.com](mailto:race@benicia-yachtclub.com) or [www.beniciayachtclub.com](http://www.beniciayachtclub.com).

**BERKELEY YC** — Midwinters Winners Race, 3/1. Bobbi, (925) 939-9885 or [www.berkeleyyc.org](http://www.berkeleyyc.org).

**BERKELEY YC** — Chowder Races: Sundays through the end of March. Paul, (510) 540-7968 or [www.berkeleyyc.org](http://www.berkeleyyc.org).

**CAL SAILING CLUB** — Year-round Sunday morning dinghy races, conditions permitting, intraclub only, typically in Laser Bahias and JY15s. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**COYOTE POINT YC** — Winter Beercans: 3/8, 3/22. Info, (650) 347-6730 or [www.cpyc.com](http://www.cpyc.com).

**ELKHORN YC** — Frostbite Series: 3/14, 3/28, 4/11, 4/25. Info, (831) 724-3865 or [www.elkhornyc.com](http://www.elkhornyc.com).

**ENCINAL YC** — Jack Frost Series: 3/14. Info, (510) 522-3272 or [www.encinal.org](http://www.encinal.org).

**GOLDEN GATE YC** — Manuel Fagundes Seaweed Soup Series: 3/7. Info, (415) 346-2628 or [www.ggyc.com](http://www.ggyc.com).

**ISLAND YC** — Island Days on the Estuary: 3/8. John, (510) 521-2980 or [www.iyc.org](http://www.iyc.org).

**LAKE MERRITT SAILING CLUB** — Midwinters: 3/8, at Oakland's Jack London Aquatic Center. Mark, (925) 245-0287.

**OAKLAND YC** — Sunday Brunch Series: 3/1. Info, [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**RICHMOND YC** — Optis & El Toro Green Fleet: 2/28. Small Boat Midwinters: 3/1. Info, [www.richmondyc.org](http://www.richmondyc.org).

**RICHMOND YC** — Laser Sundays: 3/15, 3/22, 3/29. Info, <http://rycsunday.myfleet.org>.

**SANTA CRUZ YC** — Midwinters: 3/21. Info, (831) 425-0690 or [www.scyc.org](http://www.scyc.org).

**SANTA ROSA SC** — Spring Lake Winter Series: 3/21. Info, [www.santarosasailingclub.org](http://www.santarosasailingclub.org).

**SAUSALITO YC** — Sunday Midwinters: 3/1. Info, [race@sausalitoyachtclub.org](mailto:race@sausalitoyachtclub.org) or [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**SEQUOIA YC** — Winter Series/St. Patrick's Day Race: 3/14. Redwood Cup: 3/7. Info, [www.sequoiayc.org](http://www.sequoiayc.org).

**SOUTH BEACH YC** — Island Fever: 3/21. Janelle, (650) 303-8236 or [www.southbeachyc.org](http://www.southbeachyc.org).

**TIBURON YC** — Midwinters: 3/7. Info, [race@tyc.org](mailto:race@tyc.org) or [www.tyc.org](http://www.tyc.org).

**VALLEJO YC** — Tiny Robbins Midwinters: 3/7. Info, (707) 643-1254 or [www.vyc.org](http://www.vyc.org).

### In the Tropics

**Mar. 3-7** — Banderas Bay Regatta, five days of friendly racing for cruisers out of Nuevo Vallarta, Mexico, in one of the world's great sailing venues. Info, [www.banderasbayregatta.com](http://www.banderasbayregatta.com).

**Mar. 6-8** — 35th St. Maarten Heineken Regatta. Their motto is "Serious Fun." Info, [www.heinekenregatta.com](http://www.heinekenregatta.com).

**Mar. 11-14** — Loro Piana Caribbean Superyacht Regatta and Rendezvous at Costa Smeralda YC in Gorda Sound, BVI. Info, [www.loropianasuperyachtregattaandrendezvous.com](http://www.loropianasuperyachtregattaandrendezvous.com).

**Mar. 16-Apr. 18** — Cruisers Rally to El Salvador. Start from wherever you are and cruise with your own group at your own pace. Arrive in Bahia del Sol by 3/16 to enjoy many weeks of activities. Info, [www.elsalvadorrally.com](http://www.elsalvadorrally.com).

**Mar. 19-22** — St. Barths Bucket turns 21. Yachts from 100 to 289 feet go at it. Info, [www.bucketregattas.com/stbarths](http://www.bucketregattas.com/stbarths).

**Mar. 27-29** — St. Thomas International Regatta, in USVI. Info, [www.stthomasinternationalregatta.com](http://www.stthomasinternationalregatta.com).

**Mar. 30-Apr. 5** — BVI Spring Regatta & Sailing Festival, with a huge bareboat fleet. Info, [www.bvispringregatta.org](http://www.bvispringregatta.org).

**Apr. 9-12** — La Paz Bay Fest for cruisers. Races, potlucks,



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**CALENDAR**

seminars, and family activities. Info, [www.clubcruceiros.net](http://www.clubcruceiros.net).

**Apr. 13-18** — Les Voiles de St. Barth. If you can sail, there's a decent chance you can get on a boat. Info, [www.lesvoilesdesaintbarth.com](http://www.lesvoilesdesaintbarth.com).

**Apr. 15-21** — Antigua Classic Yacht Regatta. There are often opportunities to crew. Info, [www.antiguaclassics.com](http://www.antiguaclassics.com).

**Apr. 25-May 1** — Antigua Sailing Week, featuring serious racing on a variety of courses. Info, [www.sailingweek.com](http://www.sailingweek.com).

**June 19-20** — Tahiti-Moorea Sailing Rendezvous, hosted by Latitude 38, Tahiti Tourisme and other South Pacific partners, with cocktail parties, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports. Info, [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).

Please send your calendar items by the 10th of the month to [calendar@latitude38.com](mailto:calendar@latitude38.com). If you're totally old-school, mail them to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941, or fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that 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
2/28Sat	0125/2.6	0730/5.6	1427/0.2	2129/4.8
3/01Sun	0223/2.4	0825/5.7	1512/0.2	2209/5.0
3/07Sat	0029/5.3	0613/1.3	1227/5.1	1819/1.0
3/08Sun	0056/5.4	0748/1.1	1407/4.8	1949/1.3
3/14Sat	0006/2.9	0623/5.4	1319/0.3	2045/4.2
3/15Sun	0124/2.8	0732/5.5	1420/0.0	2137/4.6
3/21Sat	0052/6.2	0647/0.0	1320/5.8	1859/0.4
3/22Sun	0132/6.3	0737/-0.2	1416/5.5	1944/0.9
3/28Sat	0106/2.6	0653/5.0	1349/0.5	2105/4.7
3/29Sun	0214/2.4	0802/4.9	1445/0.5	2150/4.8

**March Weekend Currents**

date/day	slack	max	slack	max
2/28Sat	0815 2215	0010/2.1E 1228/3.1E	0325 1641	0538/1.7F 1927/2.4F
3/01Sun	0921 2301	0105/2.4E 1319/3.3E	0427 1726	0639/1.8F 2009/2.7F
3/07Sat	0133 1347	0451/3.0E 1704/3.1E	0847 2034	1116/2.2F 2321/2.5F
3/08Sun	0153 1529	0616/3.0E 1843/2.8E	1026 2203	1300/2.0F
3/14Sat	0222 1610	0458/1.3F 1844/1.8F	0649 2154	1055/2.8E
3/15Sun	0804 2245	0035/1.8E 1213/3.0E	0335 1701	0607/1.4F 1938/2.3F
3/21Sat	0146 1424	0500/4.1E 1733/3.6E	0853 2102	1139/3.2F 2351/3.4F
3/22Sun	0223 1522	0542/4.2E 1823/3.3E	0946 2145	1231/3.1F
3/28Sat	0306 1616	0508/1.3F 1903/2.0F	0728 2153	1150/2.6E
3/29Sun	0854 2245	0052/2.2E 1305/2.7E	0419 1709	0618/1.3F 1955/2.2F





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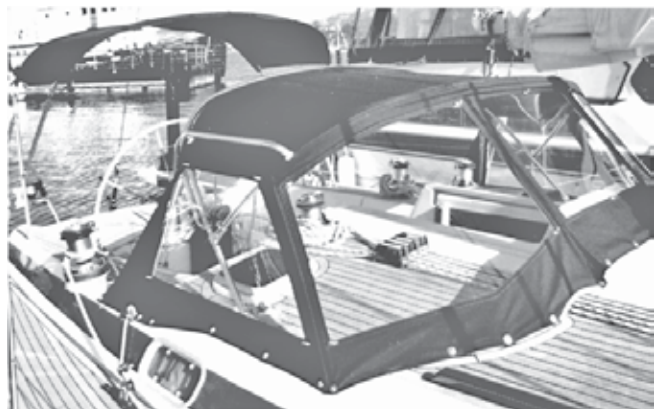
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## LETTERS

### ↑↓ LIZ CLARK REPOSITIONING HER ANCHOR IS BS!

That was a great photo in the February 11 *Lelectronica* of Liz Clark carrying her Cal 40 *Swell's* anchor underwater to reposition it in a more eco-friendly spot. But I'm not buying it!

I worked on a dive boat trying to remove a 70-lb anchor with full scuba gear. I was in my late 30s when I was doing this and in very good shape. But I needed lift bags to do it. For Liz to be running on the bottom with a 55-lb anchor in this manner is BS! But it is a great idea.

Don Scott  
Planet Earth

Don — Two things: First, we just guessed that it was a 55-lb anchor. It turns out it was only a 40-pounder. Second, as you'll soon read, other cruisers report having had no problems repositioning anchors in the 66-lb range.



COURTESY SWELL

As for Liz, we forwarded your skepticism to her, and she replied as follows: "The anchor in the photo is a 40-lb Bruce. The skeptic is welcome to think whatever helps soothe his ego."

We think Liz is miffed that you doubted her. We don't blame her.

While the anchor looks almost bigger than Liz, she did reposition it herself. Technically speaking, a submerged 40-lb anchor doesn't weigh 40 lbs. As Archimedes discovered ages ago, a submerged object weighs less by an amount of water equal to the volume of water displaced by the volume of the object. So a 40-lb anchor might only weigh about 38 pounds when underwater.

### ↑↓ WE REPOSITIONED OUR BIG ANCHOR SEVERAL TIMES

During the three years we cruised the South Pacific aboard our custom Deerfoot 50 *Blue Rodeo*, we had a few occasions when we wanted to snorkel down to reposition our 66-lb Bruce anchor in order to avoid snagging and/or damaging coral. The anchorage at the South Pass of Fakarava comes to mind, where taking the anchor for a walk in 40 feet of water was a test for the lungs. In coral-strewn areas, we usually jumped in after anchoring for a quick recon to check the set and to size up obstacles in case of a wind shift.

By the way, *Blue Rodeo* is now for sale in Auckland, as we've moved over to the 'dark side' with the purchase of a Dolphin 460 catamaran. The Deerfoot is a splendid yacht, but we are looking forward to the cat for the next phase of our cruising adventure.

Mark McClellan and Anne MacDonald  
*Three Sixty Blue*, Dolphin 460 cat  
McCall, Idaho

### ↑↓ THE BEST WAY TO GET THE CQR TO SET QUICKLY

We've repositioned our anchor many times as Liz is doing in that photo. As a full-time cruiser and avid diver, I've dived on my Delta 55, both with tanks and free-diving. I do this to get it in the right spot of sand or on the upslope of a mound.

When I had a 45-lb CQR, the best way to get it to set quickly — or sometimes set at all — was to have my wife wait 15 seconds after I surface dove to put the engine in reverse





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## LETTERS

for 15 seconds. As soon as the chain would begin to load, I would shove the anchor in as far as I could. This combo did the trick every time for the fussy-setting CQRs. The other reason to dive the anchor was to wedge it in just the right spot in a rocky bottom.

Of course I didn't look nearly as good as Liz when I was doing this!

Fred Read  
*Amazing Grace*, Islander 30  
Washington, North Carolina

*Readers — We'll have more anchor repositioning letters next month.*

### ↑↓HEALTH AND FORE-REACHING

Two thoughts on items in the February issue.

First, we loved the *Changes* item on eating healthy and getting lots of exercise to stay fit. It's the only way to go. Amanda and I eat well, and when we're not doing sail-training expeditions six months a year, we both run, cycle, swim, kayak, and do yoga. I knocked nearly two minutes off doing the annual 5k Turkey Trot in Friday Harbor last year, and Amanda knocked off close to a minute. And we feel great. Of course, I don't turn 62 for a couple of weeks, so I'm basically a young buck. As for Amanda, she just turned 50, so she's still a little girl.

Second, the page 16 letter and diagram from Jim and Kent Milski, where they described heaving-to without a backwinded headsail, sure sounds like fore-reaching to us. We've found it to be one of the very best storm tactics with our Hallberg-Rassy 46 *Mahina Tiare III*. We've fore-reached in some very nasty conditions on the edge of the Roaring Forties enroute from Auckland to Tahiti; crossing the Bay of Biscay; and coming down the Oregon coast with storm trysail or triple-reefed main sheeted tight without any headsail.

*Mahina Tiare* will comfortably sail along at two to three



LATITUDE/ANDY

**John and Amanda stay in shape by running, eating right and fore-reaching.**

knots with the wheel brake on and no helm input. This puts far less strain on the rudder, rig and crew, plus shortens our exposure to the heavy weather considerably more than running with large breaking seas. This is a storm tactic that rarely receives much attention, and it was great to hear that it also works great on Jim and Kent's Schionning 49 cat *Sea Level*.

We relaunch *Mahina Tiare* March 1, and set sail on March 19 for Sweden via Panama, the BVIs, Azores, Ireland, Scotland and Norway. We are excited about going to new places in Scandinavia such as Jan Mayen and Iceland. Life is good!

By the way, springtime in the San Juans is so fabulous that we're doing fewer boat shows and seminars, and are enjoying more time at home and between our expeditions.

John and Amanda Swan-Neal  
*Mahina Tiare*, Hallberg-Rassy 46  
Friday Harbor, Washington

*Readers — Because of their decades of incredible offshore sail training expeditions, John and Amanda are charter members of Latitude's imaginary Sailing Hall of Fame. They don't do sail training in 'safe' places like the enclosed waters of the*





65' J/Boats J/65 2006  
\$1,499,000 Contact: Jeff Brown



53' J/Boats J/160 1997  
\$530,000 Contact: Rick Boyce



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- 2005 52' TP52 .....\$349k
- 1996 48' 1D48 .....SOLD
- 2005 43' J/133 Forgiveness ....\$349k
- 2000 42' J/42 .....\$199k
- 1991 42' Catalina 42.....\$91k
- 2001 35' J/105..... Reduced \$68,5k
- 2000 35' J/105..... Reduced \$79,9k
- 1999 35' 1D35 Relentless .....\$79k
- 2007 32' Columbia 32s.....\$65k
- 2004 26' J/80 .....\$42k
- 2012 23' J/70 - LOADED .....\$53k



**ALAMEDA**

49' C Burns Schooner 2007  
\$635,000 Contact: Alan Weaver



**ALAMEDA**

41' Island Packet SP Cruiser 2007  
\$417,500 Contact: Alan Weaver



**Loaded - Nicest 124**

40' J/124 2007  
\$274,000 Contact: Kenyon Martin



**PRICE REDUCED**

**SISTERSHIP**

40' J/122 2007  
\$299,000 Contact: Bob Pistay



40' Beneteau First 40.7 2001  
\$119,900 Contact: Bob Pistay



**ALAMEDA**

38' Sabre 386 2005  
\$239,900 Contact: Jack Lennox



**ALAMEDA**

38' Sabre 386 2004  
\$259,000 Contact: Alan Weaver



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**PRICE REDUCED**

35' J/109 2004  
\$178,500 Contact: Kenyon Martin



**SISTERSHIP**

35' J/109 2004  
\$169,000 Contact: Geoff Swing



**PENDING**

38' True North 38 2003  
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30' Back Cove 30 2014  
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CAROL 46 KETCH, '46.....	\$42,000
X-YACHTS 43, '04.....	\$275,000
TARTAN 41, '75.....	\$33,000

CANADIAN SAILCRAFT 40, '87 ..	\$69,900
CC CHEN 37 KETCH, '70 .....	\$48,500
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## LETTERS

BVIs, but rather upwind across the Caribbean Sea, around Cape Horn, and just about every other inhospitable place in the world.

Most sailors would think that voyaging from Friday Harbor to Sweden, via the Panama Canal, would be a really big deal for a six-month period. And it would be. But for John and Amanda, it's just a normal season. And mind you, during each leg they are teaching a detailed curriculum to six students aboard their 46-ft boat. We don't know how they do it. And we don't know of anybody else who does anything quite like it. We stand in awe of what they've done and are continuing to do.

### ↑↓ SAN FRANCISCO BAY RECORD

Here are my thoughts on a proposed San Francisco Bay Record Course, similar to the Mt. Gay Rum Around Jamestown Record, as has been discussed in *Letters*:

- That anyone be able to sail the course at any time.
- That entries would not need to be affiliated with any organization.
- That you could go around the course in either direction.
- That you could start from any of the marks on the course.
- That you don't have to finish.
- That you don't have to do well.
- That anyone can leave a comment on the event's site and/or download/email information.
- That the boat name, kind/size, owner, crew, date/time, and elapsed and corrected time are to be entered.
- That a social event start at noon every day of the year at #6 R"6", and #10 Little Harding Buoy. Clockwise on even dates and vice-versa.
- That any unorganized or organized group may make use of the course in any way.
- That there be no Notice of Race, and that there be no organizing authority.

The marks shall be: #1 Little Harding Buoy, to the east; #2 Harding Rock Buoy, to the west; #3 Blackaller Buoy, to the east; #4 "GR" Buoy, to the south; #5 Alcatraz Island, to the south; #6 Blossom Rock Buoy, to the west; #7 R"2", to the west; #8 R"4", to the west; #9 R"6", to the west; #10 R"8", to the west; #11 Angel Island, to the south.

Steve Sarsfield  
Kestrel, Ericson 26  
Bodega Bay

*Steve — As Bartz Schneider wrote in the February Latitude, leaving such an event as unstructured as possible sounds great in theory, but doing so in the Litigious States of America can lead to significant legal liability. If there were some accident, we're certain some lawyer would surely attempt to figure out some way, as ridiculous as it might be, to find Latitude 38 responsible. At that point, it becomes the old legal extortion game, where you have to decide which is less expensive, fighting a meritless lawsuit or paying the plaintiffs to go away.*

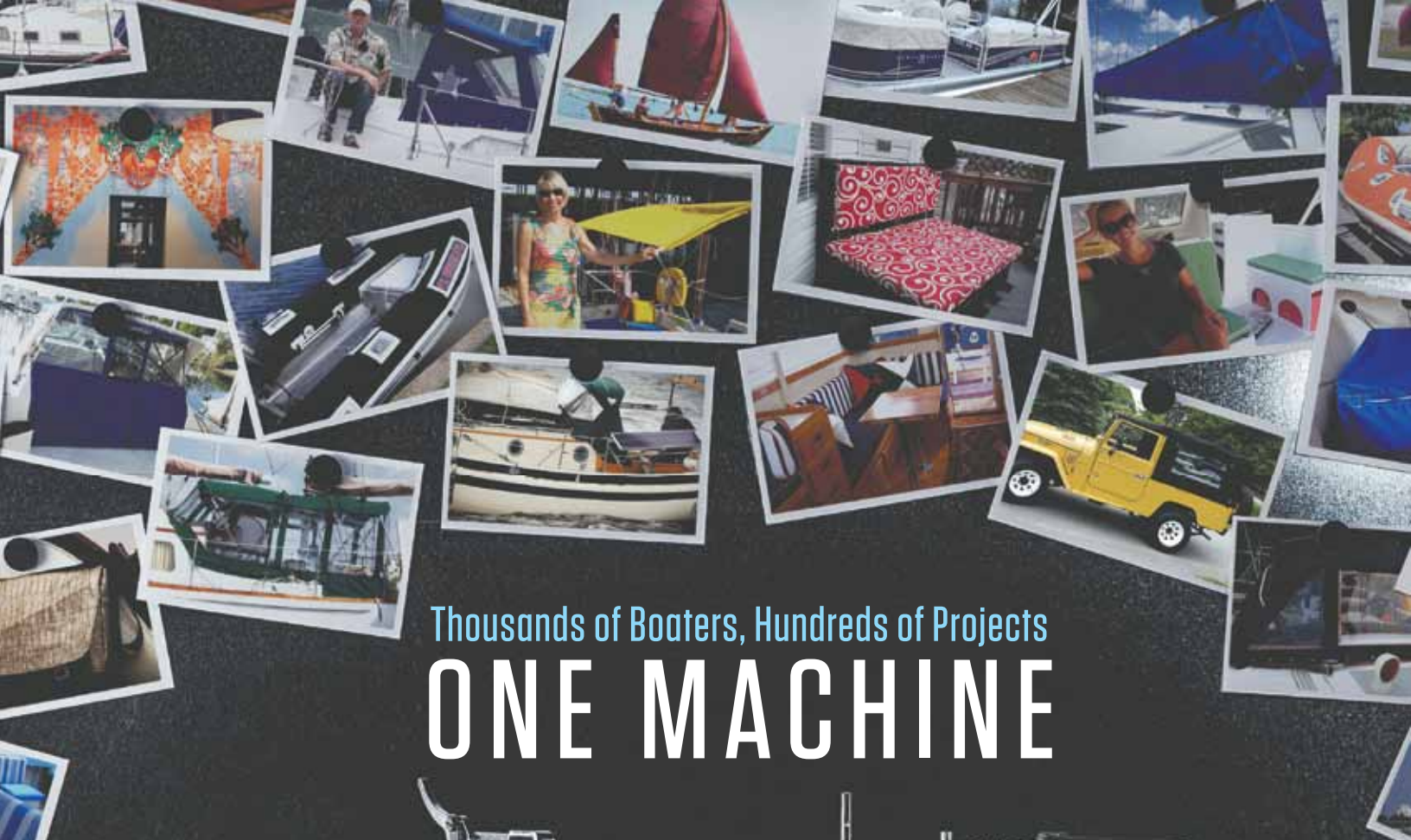
*At this point in our lives, we're more interested in the success of such an event and avoiding any legal liability than we are in having Latitude's name attached to yet another sailing event. As such, we're looking into the possibility of an already existing organization's being the flagbearer. How about you folks at the Bay Area Multihull Association, who already had/have a similar event with a similar course?*

*"A social event at noon every day of the year at Little Harding?" You don't really mean that, do you?*

### ↑↓ HOW DID IT HAPPEN?

So the pinnacle rock that the Westsail 42 *Danika* hit, as





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## LETTERS

reported in the February *Changes*, is 20° 45.843' N by 105° 32.889' W. That's very close to Punta Mita, where there are lots of big rocks. What was the skipper thinking? Was he traversing the area at night?

Marek J Nowicki  
Raireva, Cape Vickers 34  
Green Cove Springs

*Marek — Skipper John Larsen, who has become a friend of Latitude's following the incident, explains what happened in the following letter.*

*By the way, if we're not mistaken, Manouch Moshayed's Newport Beach-based TP52 Rio, with some professional crew, hit the same rock several years ago shortly before crossing the finish line of the San Diego to Puerto Vallarta Race. It knocked the bulb off the keel, too, although the bulb was located the next day and reattached in time for them to do most of the MEXORC races.*

### ↑↓ FIVE FEET AND WE WOULD HAVE MISSED THE ROCK

It all started with a routine sailing vacation out of La Cruz, Mexico with my friends Ron and Karen. We had almost three weeks for a nice trip, most likely coastal cruising down to Bahia de Navidad. But a few things changed our plans: seven days straight sweating upside down in the engine room in the marina changing water pumps three times, trying to fix a genset, fixing an alternator, a regulator, the solar panels and the controller, and changing zincs. There was also the matter of Ron's losing a his wallet with \$900 in it, my gashing my head on a low overhang at the shipyard entry, and our having to jury rig the charging systems. In the end, we relied on the genset and solar panels to be the 'regulator'. By the way, always carry a spare regulator, especially if your Balmor regulator is more than five years old.

But no problem, as we just lowered our expectations. We figured that we'd spend a few days anchored at Punta Mita, do some surfing, then make a run up to Chacala, another sweet anchorage.

Other than Karen's getting a scorpion sting while helping some fishermen launch a *panga* — what are the odds? — we had a very enjoyable three-night stay. But on the last day we found that the solar panels were not charging because the newly installed Aurincos were defective. It turns out they have been recalled. Plus the genset finally gave up entirely. That left only the alternator for power, and by then the regulator had cashed in for good. We had no source of power! So we decided it was perhaps a little past time to head for the barn.

With no remaining backups, only the engine-driven refrigeration saved the food. And when we ran the main engine, the Outback charger often indicated a huge 20-amp draw! Sorry for all the exclamation marks, but we were really on a negative karma roll!!

With the batteries going just under 12 volts, I decided to shut down all electronics — depthsounder, plotter, radar, autopilot, etc — to conserve battery power. Which is why, as I approached Punta Mita from the north, I was dead reckoning and visually relying on seeing the buoys marking the outlying rocks west of Punta Mita.

As we approached, I had a bad feeling, and decided to turn on the plotter to check my position. Even though the rock does not show on my Navionics charts, it is marked almost exactly right in *Pacific Mexico: A Cruiser's Guidebook*, Shawn Breeding and Heather Bansmer's excellent cruising guide. Unfortunately, I neglected to consult it at the time.



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## LETTERS

Anyway, the Raymarine plotter takes way too long to boot up and, as I acknowledged warnings, etc., it came on when — BAM! — we slammed into that pinnacle dead on at seven knots! My ECS tracking was on, which is how I know the exact position of the rock.

The impact stopped *Danika* cold, so I thought the rig would come down. But it didn't. We checked for water in the bilge,



LATITUDE / RICHARD

**The pinnacle rock at the entrance to Punta Mita can cause serious damage.**

but found none. Then we looked around the boat as I backed clear. There was nothing but the pinnacle rock about five feet down with some red bottom paint on it. Had we been five feet to one side or the other, we would have missed it.

The navigation buoys for the rocks in the area were about a quarter mile to the east on my port side, with the rock to seaward of their current position.

The publisher of *Latitude 38* was generous in not only getting the word out to cruisers about the location of the rock, but also stating that it wasn't my fault. He's right about that from the professional mariner perspective. It's never the pilot's fault', is our motto. That's our default, no-fault position.

My takeaway from the incident is that it should be a cautionary tale. If I can build, own and operate a boat for 40 years up and down the West Coast from Alaska to Mexico, be a professional mariner for the same amount of time, and have something like this happen to me, then it can happen to anyone. Although the extenuating circumstances and unreliability of Mexican navigational aids are comforting excuses for my ego, they are all just part of the domino theory of the chain of accidents. Bottom line, I hit the rock! I was responsible.

*Danika* is back in the water and as good as or better than new. Peter Vargas at the La Cruz Shipyard is a very professional, knowledgeable, conscientious boat repair resource. *Danika's* original 1-inch-thick hull is now 1½ inches thick in and around the damaged area after a five-week shipyard repair. The cost, including lay days, was around \$15,000! It's supposed to hurt.

John Larsen  
*Danika*, Westsail 42  
Sitka, Alaska

*Readers — A guy who takes responsibility when something goes wrong. There aren't many of them left.*

### PUTTING HER FOOT DOWN



COURTESY SAVANNAH

Did *Latitude* by any chance see Linh Goben's Facebook page, where she posted the accompanying photo of her new 'boat shoes'?

"Finally nice enough weather to wear my new boat shoes," she wrote. I presume she was aboard *Savannah*, the Featherlight 44 catamaran that her husband Teal and she have been restoring with the help of their daughter Emma. "I would think that wearing my heels on boats for 16 years would prove that they are safe," she

**Maybe Sperry needs to take design advice from Linh for their next ladies' boat shoe.**



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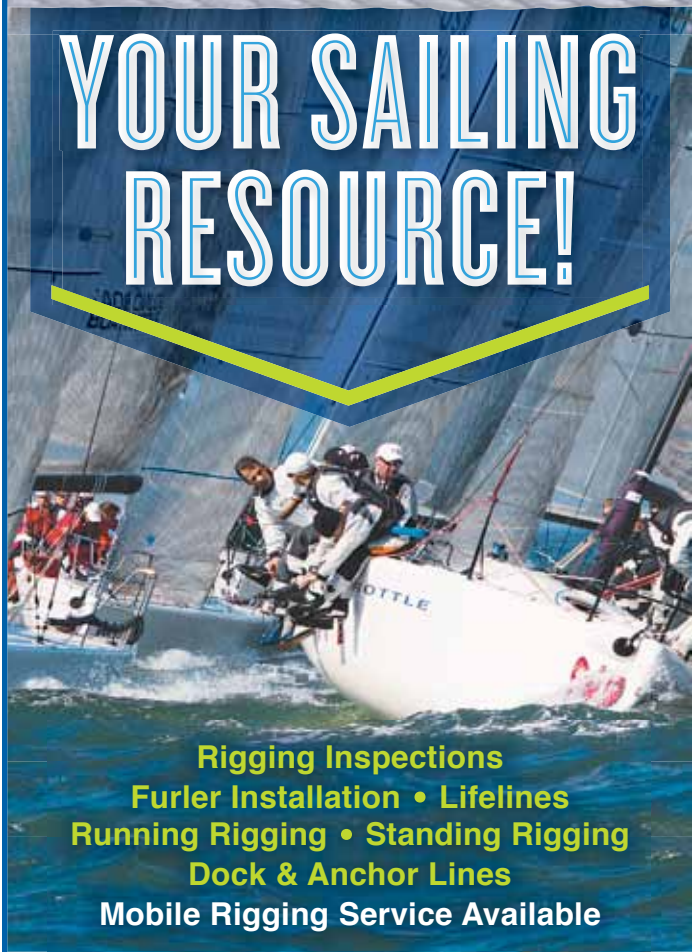
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## LETTERS

wrote.

Timothy Wilson  
Seattle

*Timothy — We did see the photo and thought it was pretty funny. Although we don't recommend high heels on boats, even multihulls, Linh is an adult who has cruised in high heels before, so she can make her own footwear decisions.*

*We follow the Gobens' Facebook page pretty faithfully. Not because we have a foot fetish, but rather to see the beautiful smiles on the face of Emma, Teal and Linh's daughter. The way we see it, each big smile tells a story of how much this little girl feels loved. Loved the way all children need to be loved.*

*We got a similar happy charge the other day while at the McDonald's in Sint Maarten, Netherland Antilles, of all places. There was a clean-cut West Indian guy in line with his daughter, who looked to be about six or seven. She had the biggest smile on her face, and absolutely couldn't stop giving her smiling daddy big, happy hugs. It was more lovely than the most beautiful sunsets we've ever seen.*

### ↓ I HAVE A ROUTINE FOR READING LATITUDE

As a longtime reader/admirer/enthusiast of *Latitude 38*, I am compelled to write my first letter to you.

As I write this from a suburb of Chicago, enduring the forced winter hibernation from sailing the freshwater sea



LATITUDE/ANDY

*of Lake Michigan, I look forward to each new Latitude. And I have a routine for reading each issue. First, I locate and read Max Ebb. Those articles are treasures, although sometimes — such as January's — they are hard to decipher. I highlight sections for further review and analysis. Next, I read Letters, which are also treasures, thanks to the way the Letters editor expresses his opinions, even when they involve chastising — usually gently, but sometimes in firm and no uncertain terms — people for opinions he disagrees with.*

*One would have to try pretty hard not to have fun during the Baja Ha-Ha.*

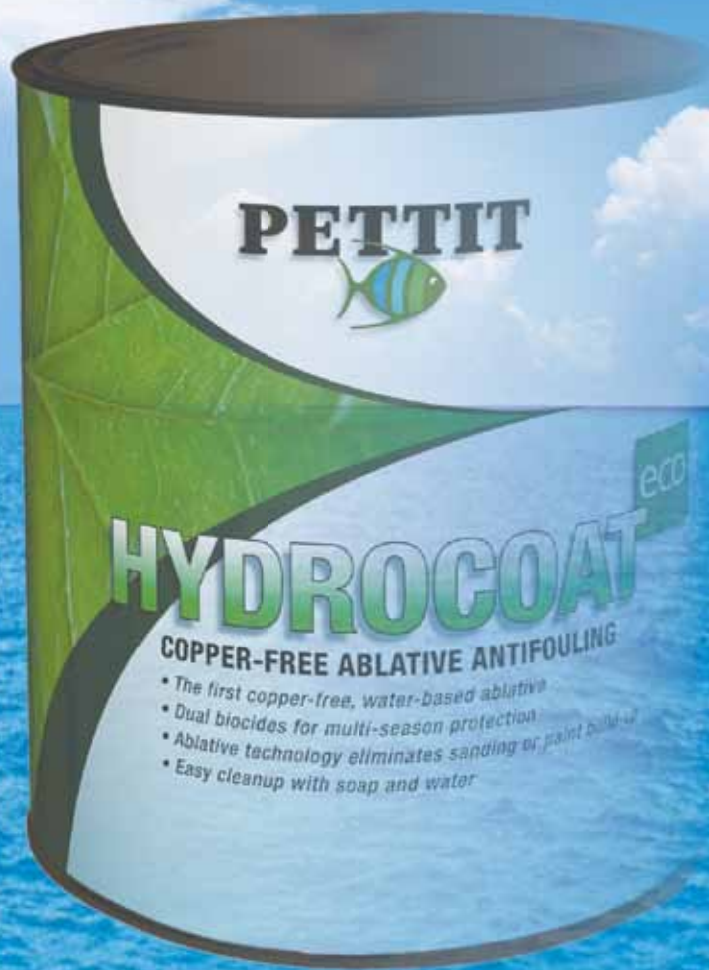
*For some reason my sequence was reversed with the December issue, as I stumbled upon the letter titled "We Had No Favorite Memories of the Ha-Ha". Like a moth attracted to a flame, I couldn't resist diving right in. After all, how could somebody not have any good memories of a Ha-Ha? And to write a letter making such a claim? Say it ain't so!*

*As I read, incredulously, I had to resist the urge to immediately jump to the editor's reply, especially after the author used the word 'churlish'. Who uses that word anymore? In any event, the editor's reply did not disappoint, as it was a succinct, thorough and comprehensive dissection of the complaints, and addressed all the inaccuracies and insanities item by item. I particularly enjoyed the editor's recommendation for this individual and crew to "... look in the mirror to find the source of your dissatisfaction." Awesome. Well done! Thanks for the grins.*

Jay Grizzell  
Shoe String, Olson 34  
Monroe Harbor, Chicago, Illinois

*Jay — We weren't trying to hurt anyone's feelings, but we*





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## LETTERS

*feel very strongly about the Ha-Ha, knowing that it's brought lots of pleasure to something like 10,000 sailors. So we're not going to be timid about defending it.*

*And to be fair, looking in the mirror to find the source of one's dissatisfaction applies to us as much as it does anybody else. Trying to blame others or circumstances is always the easy way out.*

*Although it's unlikely, we're hoping the skipper might be willing to do a second Ha-Ha to see if he couldn't have more fun. It would be on the house.*

### ↑↓ **THE BEST ALL-WOMAN CREW EVER**

Our crew — which is all-female — insisted that my wife Carol and I take our Hughes 45 *Capricorn Cat* out on Sunday, January 25 because it was really nice and warm. I told them the boat needed a thorough cleaning, inside and out, as well as a bottom wipe-down. Being almost 70, I didn't have enough energy to tackle all the jobs just then.

The crew — at least eight of them — revolted by showing up on Saturday and demonstrating how badly they wanted to sail. They took almost everything out of the boat, washed the inside and outside of the entire boat, polished the Lexan windows — then bought and prepared a feast! When they left that night, they took all the towels, rags and clothing to their various homes, and washed them all!

With all the work having been done, we sure as heck went out sailing on Sunday morning. After hoisting sail on the cleanest boat on San Francisco Bay, we chased a .005 knot 'breeze' for hours, and enjoyed a 4.5-hour 'race' with about six other boats outside Oyster Point. Yeah, we had a great time! My wife Carol and I want to give a shout out to the best all-woman crew anyone could dream of. You gals are the best!

On a different subject, I wonder how many *Latitude* readers and Ha-Ha and Mexico vets remember Mary Forrest. Mary crewed for us on the 2007 Ha-Ha, which was our first cruise on the then-new-to-us *Capricorn Cat*. We were lucky to have her aboard for 4½ months, and not only learned a lot, but had so much fun and made many new friends.

The experience changed Mary's life, as she started crewing on sailboats before landing a paying job on a motor yacht. She then met and fell in love with Eddie, the captain, and they were later married. They continued to operate and crew on bigger and more magnificent yachts all over the world.

The big news is that Mary recently gave birth to a daughter, Torricella Grace Persichetti. Baby, mom and dad are doing great. Mary assures us that Torricella will be out sailing with mom and dad on their boat very soon. Sailing is in the family's blood.

Wayne and Carol Hendryx  
*Capricorn Cat*, Hughes 45  
Brisbane

### ↑↓ **THE EURO IS NICE, BUT NOT THE SCHENGEN RULES**

I didn't really know what to make of *Latitude's* previous reports that Americans visiting Schengen Area countries — which includes most European countries — could only stay for three months before having to leave for three months. But now I'm learning, as Debbie and I are now in the process of trying to get a French visa for cruising our boat in Europe this summer. We would have preferred to get an Italian visa, but we couldn't get an appointment at an Italian consulate until late May just to start the process.

There are a lot of details in the process of getting a visa that make it even more difficult if traveling by boat. I doubt the process was intended to be anti-boater, it just works out



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## LETTERS

that way. For example, you are supposed to apply within three months of your arrival in France, and you must allow a



PHILIP DE PHILIP

**The Schengeners have made it hard for American yachties to spend the entire summer berthed at Monaco.**

month for the processing of the visa application. The problem is that the consulate wants to keep your passports during this time — and we need ours to cruise between Caribbean islands on our boat. We think we have it worked out to give them a copy of our passports for the duration of the processing time, and to return in person to the

consulate to have the passports duly stamped once the visa applications are approved.

We also hope to start the process outside the three-month period, as we leave for the Caribbean on February 21. This means, with luck, the consulate will accept our applications on the day of our appointment on February 20, and we return to the consulate in San Francisco prior to our trans-Atlantic crossing in May to have our visas officially placed in our passports.

Upon arriving in our first Schengen country, we must have the passports stamped. Then we have just five days to get a French immigration stamp at a French border. But it's not likely we are going to make it to France within five days of reaching Portugal or Spain after an Atlantic crossing. We'll probably just have to ask forgiveness.

Once in France, we must report to the prefecture where we will be staying. Among other things, they'll require us to have a medical exam. But which prefecture are we living in when we're moving around on our boat? We doubt if we're going to be able to find a slip in the South of France, let alone afford one, during high season. Fortunately, we have very good French cruising friends living in Paris who we believe will rescue us here with an 'official residence' if the 'boat residence' proves difficult.

I say bring back the good old days of the 1970s, where you could just arrive in Europe and stay as long as you wanted on a strong dollar! At least the dollar has been strengthening against the euro.

Greg Dorland  
Escapade, Catana 52  
Lake Tahoe

Readers — It's true, the rules are that an American can't stay in a Schengen Area country — which includes just about all of the European region except England and Ireland — for more than 90 days without leaving for 90 days. Since the Euro/Med cruising season is no more than six months, it really puts a crimp in one's cruising plans. Non-Schengen Area options in the Med include Morocco and Tunisia.

There are a few ways around the three-month limitation, and two Latitude cruisers wrote us last year to explain how they did it. But it wasn't easy.

The Schengen Area rules are, of course, completely against the financial self-interest of Schengen Area countries, as they — and particularly France, Italy, Spain and Greece — need all the tourist money they can get. The members of the Schengen Area countries know it, but it takes lots of time to undo or repair even the worst legislation.

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## LETTERS

Schengen Area countries in any 180-day period, your passport is simply stamped with the date when you arrive. You are then free to cross borders into all other Schengen Area countries without even showing your passport, just as if you were traveling from California to Nevada. This is how the Wanderer and Doña de Mallorca hope/expect things will work out when they use their canal boat in May and June.

The way Americans get caught staying more than 90 days in a 180-day period is when they check out of the Schengen Area. It's been reported that officials in Spain and Greece tend to be particularly lax when checking documents, while those in Germany tend to be more thorough. (What a surprise.) As a result, those who overstay the 90-day limit often try to check out of Spain or Greece and hope some lazy official doesn't notice they overstayed. But the penalties are potentially severe — including never being able to visit a Schengen Area country for the rest of your life.

### ↑↓ TIME FLIES WHEN YOU'RE HAVING FUN

It doesn't seem as if it was nine years ago when the publisher of *Latitude* wrote to ask what I thought of his buying a crewed yacht or getting into a boat partnership in the Caribbean. I responded by suggesting he put a catamaran in the yacht management program with BVI Yacht Charters. He even got me to look at *Evil Louise*, a Leopard 45 coming out of The Moorings program that he would eventually buy and put in the BVI Yacht Charters program. It seems like just a few years ago!

Now that BVI Yacht Charters has decided that *'ti Profligate* is a little old for their fleet, the publisher asked what we readers — and former yacht management boat owners — think he should do.

I think the publisher's favorite stated option, keeping the cat and cruising her around the Caribbean for drone and other photography, is a nice idea. But I'm sure he realizes there are some possible pitfalls, not the least of which is no matter whether managed, maintained, or not, a boat doesn't like just sitting much of the year, and thus there will be lots of little problems to solve every time he gets to her. I have other friends in a somewhat similar situation, and they got so frustrated



LATITUDE / RICHARD

with the niggling issues that they placed a never-before-chartered Leopard 43 — and a really nice one, at that — in bareboat charter at Vacances Sous Voiles just so she would get some use.

Additionally, the charter industry has evolved since the publisher's days with the Ocean 71 *Big O*. Officials are not quite so

***If we do say so ourselves, 'ti is in great shape with all systems working well.***

*laissez-faire*, nor are insurance agents or charter brokers. I know that the publisher is in a unique situation and could probably take care of all the marketing himself, but life, boating and chartering have generally become a lot more complex over the years. Plus, finding an 'office' to do *Latitude* from, such as the Center Alizee in St. Barth, can still be challenging in parts of the Caribbean.

Having said that, my comments of nine years ago regarding partners are still valid. It can be great, but more often than not, isn't.

I would vote for selling *'ti Profligate*, getting something new, and keeping on doing what you have been doing — which





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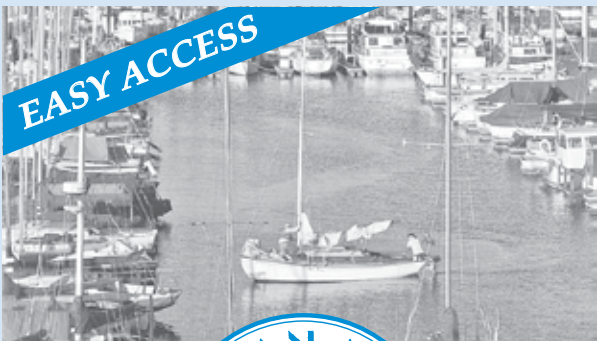
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## LETTERS

is having her in a yacht management program. The Leopard 46 is a very popular boat, but don't think of getting one from the earlier years. The Leopard 43 is very nice, although she might be a bit small. I think they made those up through maybe 2008. The Lagoon 440 and 450 are reasonable sailing boats and have proved very popular charter boats, although I personally wouldn't want one.

By the way, I just saw 'ti *Profligate* the other day, and she looks to be in superb shape. I'm guessing that you could get a pretty good price for her, as well maintained Leopard 45s and 47s are highly thought of. Which raises the question of why not simply move up to a late model 47? I think that would be maybe a 2006. Would BVI Yacht Charters let you back in with a 47? They seem to have lots of Lagoons these days, plus some F/Ps, a Seawind and now the new Nautitech Open 44, but that's a brand-new build.

Tim Schaff  
Jetstream, Leopard 45  
Tortola, British Virgins

Tim — It was indeed you who got the publisher to buy the former *Evil Louise* and put her in the BVI Yacht Charters management program. And it truly is hard to believe that it was nine years ago, as we meant to keep the boat for only three years. It's been a great run with BVI Yacht Charters. We're really going to miss the folks there, from everyone in the office to Tony and all the great maintenance staff.

We're big believers in the concept of 'use it or lose it', no matter if it's boats, motorcycles or body parts. We're willing to bet that 'ti is in better shape than most sisterships precisely because she was used so much — and thus got so much maintenance. After a boat is three or four years old, we think the quality of maintenance supersedes the age of a boat in importance.

While it's true that it's best not to leave a boat unused, lots of owners leave their boats on the hard in the Caribbean for six or more months a year. And in the Northeast for eight or more months a year. Yeah, there may be some niggling issues, but we like to think that we can put up with it. You might recall that 'ti *Profligate* doesn't have a lot of stuff found on most boats, such as air conditioning, a genset, electric heads, electric winches, a watermaker, radar, a chartplotter, sophisticated wind instruments and so on. We never felt as if we needed any of them, and we know for sure that simple boats have fewer problems than complicated ones.

It's been 20 years since we did occasional 'under the radar' charters with our *Ocean 71 Big O*. Charters with 'ti for the last nine years have all been legit, with the proper permits, insurance, etc. We are aware of the greater complexities of chartering these days — and of some of the legal ways to work around them.

BVI Yacht Charters has a *Lagoon 440* — a very popular design — that could be purchased for \$360,000 and kept in their program. Given the fact that we're 66 years old, and the more complicated and high-maintenance *Lagoon* costs nearly twice as much as the value of our current cat, it doesn't seem like a fiscally sound move to us. And in addition to losing a big chunk of money in every boat transaction, there is all the hassle of selling one boat and buying another. We'd rather be cruising and using the saved money to have others keep our boat in good condition.

Selling our *Leopard 45* to buy a *Leopard 47* makes no sense to us at all. Except for a three-foot sugar scoop and more complicated systems that we don't think are necessary for the Caribbean, they are the same boat.



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## LETTERS

The way we see it, 'ti Profligate is a nearly indestructible 'big bang for the buck' cat with four cabins with heads ensuite. We have no interest in shelling out big bucks for a little more luxury, as we're not interested in luxury. When the time comes for us to need an electric head or air conditioning in the Caribbean between November and July, we're going to move from a catamaran to a walker.

So we're probably going to hold pat for at least a couple of years, and maybe do about four legal, longer-term charters a year, which would cover a lot of the annual expenses.

We're aware of the problems with partnerships. Nonetheless, if we could find a very experienced boatowner, especially one who previously had a boat in a yacht management program, who was interested in a half share for the months of November through January, we'd certainly look into it.

In any event, 'ti doesn't come out of the charter program until August 1, so we've got time to consider our options.

### ↑↓ OLD BONES NEED A REST HOME

We suggest selling 'ti Profligate. 'ti has 'old bones' and needs a 'rest home' with a new owner. The legacy of the boat will bring above-market value.

We're sure a newer cat can be found with an upgraded hull design and newer equipment, and be more appropriate for the various needs of *Latitude*. Your resources in acquiring a newer boat at an excellent price, I assume, are excellent. Also, any updating of equipment can be done at discount rates compared to your readers. Create a new legacy for your new multihull and enjoy a financially secure retirement.

Finally, thanks again for a most enjoyable 2001 Baja Ha-Ha. It was the first cruise on our then-new Wauquiez 43.

Bob and Pat Clark  
Southern Run, Wauquiez 43  
San Diego

Bob & Pat — If any readers want more background



COURTESY/LEOPARD

on this thread, they should refer to the original January 26 'Electronic piece.

**A new Leopard 440 can run over \$600k. We'd rather keep 'ti and \$400k in the stock market.**

We looked up the price for the modern version of Leopard 45s, which would be the new 44s, which aren't even 43 feet long. Yachtworld had one listed for \$469,000, and another one "in contract" for \$642,000. Wow, are newer cats expensive or what!? The 44s have some nice new features, including a hardtop and forward cockpit area, and probably lots of creature comforts such as electric toilets. But they are way beyond our budget, and we don't even want those luxuries.

"Old bones?" Say what you will about Leopard 45s, they were built like Westsail 32s. We have no doubt that 'ti will easily have a lifespan of 50 to 100 years. If nothing else, she makes a very comfortable and economical home on the water.

### ↑↓ ANOTHER YACHT MANAGEMENT PROGRAM

We saw that BVI Yacht Charters is retiring the publisher's Leopard 45 cat 'ti Profligate from their yacht management program. If the publisher decides to keep 'ti — and having chartered her, we sure hope that he does — he may want to contact our friends Jim and Cecelia at Pro Valor Yacht Man-

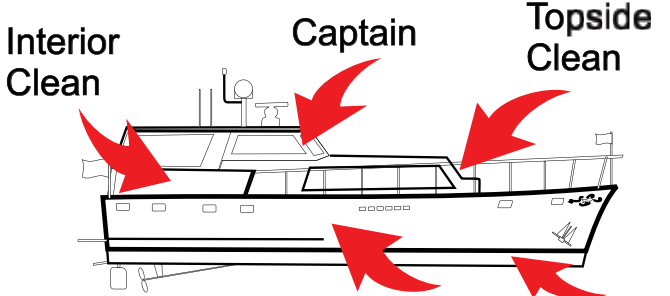
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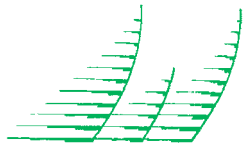


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# LETTERS

agement in the BVIs. They may take her in their program.

A lot of people are keen on catamarans with upper helm stations. Having owned Lagoon and Leopard catamarans with lower helm stations, and a Leopard with an upper helm station, we greatly prefer the former.

Lynn and John Ringseis  
Ex-Moonshine, Lagoon 410 cat, Caribbean  
Ex-Moonshine, Leopard 43 cat, Caribbean  
Novato

Lynn & John — Thanks for the suggestion, but 'ti is 14 years old and thus too old for even the Pro Valor management program.

### ↑↓ THE COST OF PARTNERING ON 'TI PROFLIGATE

I like options #3 and #4 the most. But how much?

Terry Glenn  
Planet Earth

Terry — For a partnership, we're thinking \$115,000 for a half share. The Leopard 45s were the Boat of the Year when they were introduced, and are 'big bangs for the buck' in the catamaran world. We frankly can't believe how much new cats cost. 'ti has received excellent service from the folks at BVI Yacht Charters, who loved her because she was so easy to maintain. And she's had many things — tramps, sails, bimini, sails, etc. — replaced over the years.

'ti Profligate is currently set up tfor sailing in the British Virgins and, to our thinking, island hopping between Puerto Rico and Grenada. She is not equipped with SSB radio, EPIRB, watermaker, radar, AC or any of those kinds of extras, nor do we believe they are needed for her current service.

We're in no way desperate to sell her or find a partner, and would only consider somebody who has had many years of boat ownership, preferably a bunch of it outside the United States.

We're not sure what kind of situation you're looking for, but we hope you find it. The Caribbean is a fabulous place to have a boat.

### ↑↓ GO ON A QUEST FOR THE GREEN FLASH

Sail 'ti around the world slowly, chasing the green flash.

Scott Soper and Teresa O'Kane  
ex-Different Drummer, Wharram cat  
Bay Area

Scott & Teresa — Big Profligate would be much more suitable for that, although she would be sailing around the world much more quickly.

### ↑↓ ANACORTES YACHT CHARTERS IS A GREAT OUTFIT

I had my other boat with the Anacortes Yacht Charters management program, and it was very successful. Those folks are always looking for good older boats that have been in charter programs before. The condition of the boat, not the age, is what matters to them.

I think Anacortes Yacht Charters is the largest yacht management/charter operation in the Northwest, and clients take the yachts as far north as Canada and Alaska.

No, I don't work for AYC, I just had a successful owner/management relationship in which I got 70% of the proceeds and they got 30%.

It's just another idea for you to consider.

Captain Jim McCarthy  
Double Angel, US Yacht 42  
Deer Harbor, Orcas island



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## LETTERS

*Captain Jim — Thanks for the heads up. Until such time as we're no longer able to actively enjoy all kinds of watersports, we're not about to trade the Caribbean for the chilly Pacific Northwest and Canada. That said, we think a Leopard 45 cat would make a great sailboat/powerboat/home in the Pacific Northwest, Canada and Alaska. As we've mentioned many times before, because they are so spacious and economical, sailing cats make great motoryachts, too.*

*Just so nobody gets the wrong idea about return on investment on boats in yacht management programs, the common 70/30 split between the boatowner and yacht management company is after all expenses. And the expenses can be considerable, particularly if the all-important maintenance is as good as it should be.*

### ↑↓ IT'S ALL ABOUT THE CASH FLOW

Since 'ti Profligate is paid for, I suggest that you keep her, pay someone you trust to store and maintain her, and do some charters — lesbians, drone operators, photographers, whatever — to keep the cash flow from going (too far) negative. That's what my wife and I do with an asset in Europe and one in Palm Springs. It works well. We even have a slight positive cash flow.

Rod Sherwin  
Planet Earth

*Rod — Yours is our default strategy, mostly because it's the least complicated and involves the least asset churning.*

### ↑↓ TOY OR TOOL?

Option #5 works fine for me. By the way, I'd sign up for the 'lesbian charter', as I must be one, since I'm only attracted to women.

Could you provide some details on the *Latitude* drone(s)? Most of the ones I've looked at are cheap, low-run-time toys, that fly for only five minutes before requiring 30 minutes to recharge. Camera capabilities are important as well. I seem to recall your noting the use of an attached GoPro.

Kerry Kalarney  
Green Place Ranch  
Olathe, Colorado

*Kerry — It's just a wild guess on our part, but lesbians may have heard variations of the 'I must be a lesbian, too' joke from guys too many times to think it's still funny. Not that they probably ever did.*

*With regard to drones, we've only used DJIs, and are up to what must be the third generation. It was the original model that ran for only five minutes before the battery drained.*



LATITUDE / RICHARD

*Subsequent models have batteries that supposedly are good for 25 minutes, but we don't like to fly ours with less than 50% battery power. There have been many other excellent improvements with each generation.*

*Our first four DJI drones were all connected to GoPro Hero 3 cameras. on the hook at Yelapa, without a drone. Our most recent DJI — a Vision 2+ — has a proprietary camera that gives you first-person view (FPV) using a smartphone or iPad. Apparently the twice-as-expensive GoPro version takes a little bit better video*



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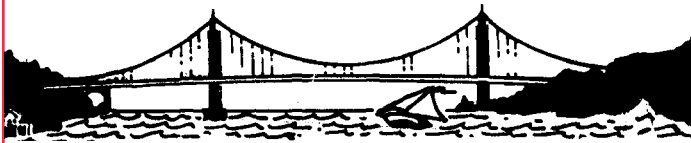


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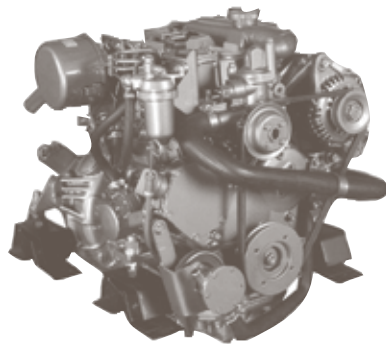
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## LETTERS

than the Vision 2+, but we think the 14 megapixel Vision 2+ camera takes better stills.

Unless your last name is Spielberg or Tarantino, we think you need the latest \$2,800 DJI Inspire over the \$1,000 DJI Vision 2+ the way you need a dirty bottom on your boat. While we highly recommend all these 'can't get the photos/video any other way' devices, 99% of potential users don't need anything more than the Vision 2+. But get at least three batteries.

Many people — this would include Doña de Mallorca — have often referred to the Wanderer's \$1,200 Vision 2+ drone as a "toy." This is out of ignorance, as this month's cover is just the latest to be taken with the "toy."

### ↑↓NOT QUITE RIGHT TWICE OVER

I was just reading *Latitude's* comments about the unsuitability of Luci LED lights for use as navigation lights. I agree, but want to make a correction. *Latitude* stated that for vessels less than 65 feet, sidelights only need to be visible for one mile. That's not quite correct, as it only applies to vessels less than 12 meters, which is about 39.4 feet. For vessels between 12 meters and 50 meters, the rule is the light has to be visible for two miles. You can see that in Rule 22.

I know this because I paid a good fraction of a 'boat unit' to get that extra mile of distance for the sidelights on my 52-ft Hans Christian.

Mark Novak  
 Betty Jane, Hans Christian 43  
 Santa Cruz

Mark — Sorry for the error, as we were having a major brain fade when we neglected to mention that sidelights for boats over 40 feet need to be visible for two miles.

But it got us to wondering, visible for two miles in what kind of conditions? When it's crystal clear out? When there is lots of moisture in the air? When it's foggy? According to Handbook of the Nautical Rules of the Road by Llana & Wisneskey, Rule 22 does not say that a navigation light has to be visible for a certain distance, but rather that the "navigation light must meet the minimum Annex I intensity requirement." Given the variable nature of visibility on the ocean, that makes a lot of sense.

The handbook goes on to report, "The distances given by Rule 22 were based on a somewhat arbitrarily chosen value for atmospheric light transmissivity — one that represents 'good visibility.'" Nonetheless, navigation lights are almost always marketed as being visible for a certain distance, as in one mile, two miles or three miles. What it actually means is that those lights would be visible for those distances only when there is mathematically determined 'good visibility'.

Curiously, the masthead light on vessels longer than 164 feet has to be visible — in good conditions — for six miles, while the sidelights and stern lights only have to be visible for half that distance. When it comes to boats between 65 and 164 feet, the masthead light has to be visible from five miles but the side and stern lights from just two miles. In vessels less than 40 feet, the masthead has to be visible for two miles, as does the stern light, while the sidelights only have to be visible for a mile. Not exactly consistent in relative terms, is it?

### ↑↓HOW 'DEEP' IS YOUR LOVE?

I loved your February 9 'Lectronic piece titled, 'Help This Sailor Circumnavigate', about December Playboy Playmate Elizabeth Ostrander and her husband Erik. The couple sound like real deep thinkers. Excellent writing, too.

Russ Snidely  
 Planet Uranus



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## LETTERS

Russ — We've written some foolish things in the last 38 years, but perhaps none as foolish — and inaccurate — as the title of that February 9 'Lectronic piece. In addition to the title, the content of the piece suggests that Elizabeth needs to win the \$100,000 that comes with being Playmate of the Year for her and Erik to continue their circumnavigation. Not only did Erik not say anything of the sort to us in our telephone interview, it isn't true.

Erik and Elizabeth own a successful 14-boat charter fleet and a sailing school out of Pier 39, and a 'yacht club' in the City, none of which he even has to manage on a day-to-day basis. In addition, they just bought a home they'll live in for six months of the year so they can cruise 'six and six'.

What we meant to suggest is that, like everyone, the Ostrand-ers wouldn't object to having another \$100k in their cruising kitty, even though their Islander Freeport 41 Journey is already very well-equipped.

What we don't understand is your comment sarcastically describing them as being "deep thinkers." First, you don't even know either one of them. Second, what's 'deep thinking' got to do with anything? It's been our experience that most people who self-identify as 'deep' are full of it and of themselves. Of course, we say that being no deeper than a puddle ourselves, having given up 'deep thinking' after our last philosophy class at UC Berkeley. Anyone who is responsible and kind to others is plenty 'deep' for us.

We got a similarly negative reply to the 'Lectronic from Robert Lush, who wrote, "This edition [of 'Lectronic] sucks. A little T&A, if it works in the story, is fine, but this was terrible. The entire issue pushed the needle right off the end of the boring and unsuitable meter."

We were so stunned by these two negative reactions to something we thought was so tame in this day and age of Fifty Shades of Grey BDSM 'kits' being sold in Target and groups of San Franciscans demanding to be able to ride public transportation and sit in restaurants without any clothes on, that we published Rush's comments in the February 11 'Lectronic. We responded to it with this: "But 'boring'!? Even if we were 85 years old, if we were 'bored' by the photos of Elizabeth, we'd visit our physician to see if we had a medical problem. What about you?"

The following is a cross section of the gazillion responses we got. We tried to overrepresent responses from women.

### ↑↓ I'VE FOUND THE REVERSE TO BE TRUE

I am 85 years old, and I did not find the 'Lectronic about Elizabeth Ostrander to be boring! Maybe boring stuff is the key to long life, but I have found the reverse to be true.

Ken 'The General' Roper

Harrier, Finn Flyer 31

North Myrtle Beach, South Carolina

Readers — Ken's 'reverse of a boring life' includes having been a brigadier general in the Army and having sailed, among many other offshore passages, 13 Singlehanded TransPacs.

### ↑↓ I CAN STILL ADMIRE A BEAUTIFUL WOMAN

My husband, daughter and I are preparing our boat to

COURTESY, JOURNEY



How can anyone judge someone's intelligence from a photo.



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LETTERS

sail around the world, and I have followed Latitude for a long time. I'm almost 50 years old, heterosexual, and right now I'd benefit in many ways if I lost 20 lbs. But one thing I can admire is a beautiful woman and sailor, and the very natural-looking Elizabeth is both of those. Go, Elizabeth!

Marina
Planet Earth

Marina — You want to lose 20 lbs? Based on the Wanderer's experience, if you go plant-based, even mostly plant-based, the pounds just fall away. Go, Marina! You can't believe how much better you'll feel when you're lighter.

WHERE IS THAT CUTE GIRL IN A BIKINI NOW?

Disgusting! I'm a guy who loves beautiful women, too. But I'm a sailor, not an ogler of women. It's obvious why Elizabeth has been chosen to be highlighted in Latitude. But Latitude is a magazine about sailing; it's not Playboy. I personally don't care about her and her husband's late night partying or their need to raise money via modeling for Playboy so they can sail on and start a family.

And that brings up the last cute girl you decided to promote. She was 'stuck' bartending and singing with Jimmy Buffet in Tahiti while her boat was on the hard. She was trying to raise money so she could repair her boat and sail on. Again, it was obvious the focus was not on her sailing. Let's face it. She was cute and it got your attention. And where is she now?

Al
Planet Earth

Al — The "last cute girl we decided to promote," as you put it, is Liz Clark of the Santa Barbara based Cal 40 Swell. She's still cruising in French Polynesia, where she's trying to be "an inspiration to the masses" in regard to ecology and eating well. In fact, elsewhere in Letters you'll see a photo of her repositioning her anchor in order not to damage coral. Liz is one of those people who believes that you begin to change the world little by little, starting with yourself.

If you're going to pick a "cute girl" to disparage, bikini-wearing, fit-as-a-fiddle Liz is a poor choice. If you'd been reading recent Latitudes, you'd know she is one of 10 candidates for National Geographic's honor as Adventurer of the Year.

Since you called Liz out, we think it's only fair to ask you if any highly regarded organization out there has honored you for anything you've done recently.

WHAT'S THE PROBLEM?

Anything but boring. The idea of an attractive lady being an avid sailor with strong ambitions is fine. What is the problem?

David
Planet Earth

David — There is no problem. At least not in our mind.

MY WIFE APPROVED

I loved the photo of Elizabeth setting her anchor so much that I even used it for my computer wallpaper for a day. My wife of 45 years even approved. Please publish more.

Steve Bondelid
Mexico cruiser, 1993 through 1997
ex-Grey Max, Lord Nelson 35
Whidbey Island, Washington

Steve — We think you might be confusing Elizabeth Os-trander with Liz Clark.



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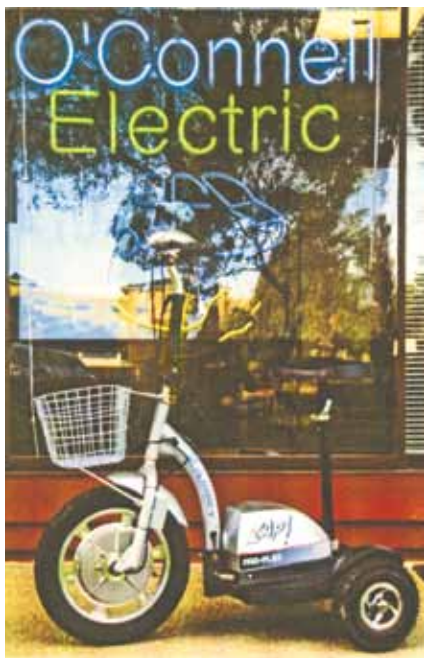
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## LETTERS

### ↑↓ MY PROBLEM WITH ELIZABETH IS I'M JEALOUS

I want to compliment *Latitude* on your always-on ability to provoke reader engagement, which keeps the publication ever fresh. I admit Elizabeth is gorgeous, and she's obviously a 'real sailor' — whatever 'real sailor' means because, in my opinion, anyone who even goes out into The Slot on a beer can race is a real sailor. Elizabeth has done passages that most of us dream of doing, and did them doublehanded — which anyone who has done a passage of two nights or longer knows is an endurance feat! And she's planning to go farther. Awesome.

My problem with Elizabeth is that I'm jealous. How come



COURTESY JOURNEY

she gets to be out in the sun in just a bathing suit and not freeze her butt off? Oh, I forgot, the photos weren't taken on San Francisco Bay. And how come her skin looks so gorgeous and her face so fresh? Where does she get her sunblock? Why does her hair not have the salt-air-frizz-from-hell look that I battle daily? And, most importantly, those photos must be have been Photoshopped, because where are all the bruises that seem to just pop out like measles around my body anytime I go out on the boat?

But seriously, as a 50+ woman, I look at the photos of Elizabeth and I say, "You go get 'em, girl!" I love seeing a woman with the beauty that allows her to "run" for Playmate of the Year. But she don't need no stinking contests — Elizabeth is a sailor who is doing the cool things with her partner in life, and really doesn't need my vote for any validation of her looks. She's blessed with beauty, but is investing in the kinds of experiences that will last her well into her old age with memories and wisdom that will never fade.

As for *Latitude's* photos featuring Elizabeth in a bathing suit versus dressed in foulies in The Slot, oh come on! You're in the business of selling a publication, getting advertising and promoting a lifestyle — and you do that by appealing to your core demographic. So you go, Richard!

That said, I'll admit that *Latitude* pisses me off a few times a year. But that keeps me engaged. What will you do next?

Terri Watson  
 Delphinus, Mason 33  
 San Francisco

Terri — For the record, almost all of the photos of Elizabeth in the 'Lectronic and this month's Changes were planned and staged by Elizabeth, who has both a degree in photography and extensive photography knowledge and experience. "All I ever did was push the shutter," Erik laughingly told *Latitude*.

And just to clarify things about *Latitude*, it's always been the publisher's art project rather than a business seeking to maximize profits. The publisher has always followed the Hobie Alter philosophy, which is, "If I like something, I bet a lot of other people will like it, too." Based on that and our having overseen 450+ issues of *Latitude*, we feel that we, not the readers, are the final arbiters of what's "appropriate" for *Latitude*.

### ↑↓ WE HUMANS ARE COMPLEX CREATURES

The 'Lectronic piece definitely teetered on the line of inappropriate content, but I also thought Elizabeth was ridicu-



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# LETTERS

lously gorgeous. We humans are complex creatures and can hold conflicting thoughts simultaneously. It is a fun story, although one would think that the financial situation of her husband should be fine given his successful businesses.

Anyway, I have voted for Elizabeth to be Playmate of the Year almost every day since the *'Lectronic* came out.

Barbara Merrill  
Planet Earth

*Barbara — As previously stated, Elizabeth doesn't need Playmate of the Year money for the couple to continue their cruise. We completely screwed that up.*

*We don't think the Erik and Elizabeth story "teeters" on anything, as they are totally legit cruisers, and both have interesting stories.*

## ↑↓ THE MYSTERIOUS ELIZABETH



*Gingers come in all shapes, sizes and genders.*

I saw Elizabeth's pictorial in *Playboy*, and honestly I was more interested that she was a sailor than in her pics, and curious why she wasn't well known in San Francisco. She's pretty enough, but it would be more interesting to know her connection to boats.

If there was a boring element in the *Latitude* item, it was that Elizabeth seems to know she's pretty and therefore came off rather shallow. I'm sure there's more to know than that she aspires to be attractive and sail. To me competence and intellect are very attractive, and that aspect of Elizabeth remains a mystery

E.J. Koford  
Patches, Floating Fourteen  
Elk Grove

*E.J. — Elizabeth's "connection to boats" is that she's done two long and difficult doublehanded passages, and wants to continue sailing around the world.*

*In our opinion your belief that there is a connection between a woman's knowing she's pretty and her coming off as shallow is in itself about as shallow as can be.*

## ↑↓ GENDER ISSUES AND HAIR COLOR

Anyone who says a redhead is boring has gender issues!  
Byron Porter  
One Less Tuna, Trophy/Bayliner  
King Harbor

*Byron — Last time we checked both men and women can have red hair. So what does hair color have to do with gender issues?*

## ↑↓ BEAUTY IS IN THE EYE OF THE BEHOLDER

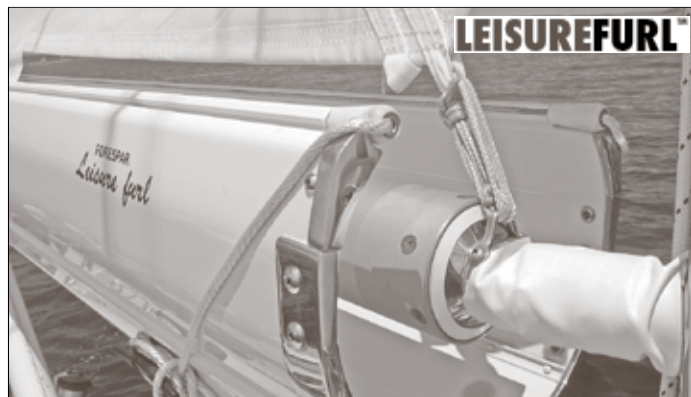
I see nothing wrong with publishing images of beautiful boats — and beautiful female bodies. Beautiful male bodies? You'll have to ask the ladies about that.

David Lyman  
Rockport, Maine

*David — Speak for yourself, but we do not have to ask the*



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## LETTERS

*ladies about that. We're straight as an arrow, but we're 'deep' enough to be able to appreciate beautiful physiques, be they female or male. Why would it be difficult to be able to admire the beauty of a person no matter the sex and without wanting to have sex with them?*

### ↑↓ LUCK OF THE IRISH

I'm Irish, so when I saw Elizabeth's freckles, I voted for her without even looking at the other Playmate of the Year candidates.

John Granahan  
Knot A Clew, Cal 39  
Oceanside

### ↑↓ SPEAKING OF RED-HEADS

I loved the feature of the redheaded Elizabeth. It reminded me of an exchange I had with yacht broker Scott Poe the other day.

Scott: "I hope my crazy redheaded bride and I can make it."

Me: "You've got another crazy bride?"

Scott: "Yes, Cheri is an amazing woman. But, as she always says, 'Red hair is God's warning label.'"

Paul Marston  
Orange, Contour 34  
Ventura

### ↑↓ BELLS, WHISTLES AND PFDs

I loved the story on Elizabeth — and like the fact that she was not dressed in all of the bullshit that US Sailing wants to make us wear when we go to sea. Elizabeth's look represented a good marketing strategy for the sailing industry — that sailing is fun! Pedal down and vang off!

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

*Readers — When we asked the Birdman, a very experienced and successful racer both in the Bay and offshore, for details on the US Sailing edict, he replied as follows:*

*"If you want to race in the ocean, the new rules mandate that you wear a PFD at all times and, as of 2015, the PFD must include a jockstrap. This is straight from the Ocean Yacht Racing Association website, who got it from the US Sailing ISAF special regulations section. Last year some boats got protested and DSG'd because of PFDs.*

*"There is more, but I don't think that the remaining regulations prevent anybody from sailing or racing while wearing a bikini. Nonetheless, there is a big price tag for all the electronic bells and whistles one now needs."*

### ↑↓ STIR IT UP

"Stir it up," Bob Marley used to sing. It's a good motto to live by and I'm glad to see that *Latitude* hasn't forgotten its roots.

On another subject, having delivered lots of multihulls, I liked your article on the dismasting and loss of Gunboat 55 hull #1 *Raindancer*. It seems many experienced monohull sailors have trouble understanding the loadings on boats



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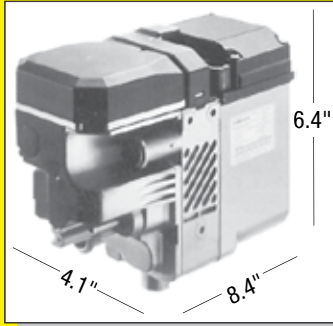


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## LETTERS

that don't heel. I wish there were some easy way to teach the difference, but carbon fiber is no replacement for common sense.

Gary Hoover  
Tradewind Yachting  
Big Island, Hawaii

### ↑↓ GOOD FOR THE GOOSE, GOOD FOR THE GANDER

If you guys are gonna get all over this lovely cheesecake



THE FORCE

**The young bucks of the American Youth Sailing Force were outstanding candidates for beefcake ogling.**

of a good sailor, how's about equal time to some serious beefcake? If you don't, you are exhibiting gender bias!

Molly Pruyn  
Alberg 35  
Richmond

Molly — You are so far behind the times. La-Donna Bubak has always been our Beefcake Editor, and she's every enthusiastic about her position. If you send us an interesting beefcake photo, and the Beefcake Editor approves it, it runs.

### ↑↓ THE 'BOYS' BECAME AS BIG AS GRAPEFRUIT

On January 28, you ran a 'Lectronic titled "Beware The Open Hatch" about Sailor Cherry's painful mishap going down a hatch. I think I remember a report in *Latitude* from



LATITUDE / LADONNA

15 to 20 years ago about a Bay Area catamaran skipper who was tied up in Panama City preparing to transit the Canal. He, too, left his cabin-top hatch open and fell. But instead of getting a hematoma on his leg, he crushed 'the boys'. Ouch!

**What did he use for pants?**

As I remember your article, he said that his bruised nuts swelled to the size of grapefruit. I'm wincing right now just typing those words. He had to wait two to three weeks for the swelling to subside before making his Canal transit. I think of that cautionary tale every time that I open a hatch.

In addition, I warn all of my male guests when they walk on deck. And I try to find a polite way of retelling the story to my female guests and to our small grandchildren.

Peter Detwiler  
Sacramento

Peter — We vaguely recall that incident. We're sure the victim remembers it more clearly.

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

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

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# SIGHTINGS

## cruising aboard the 'teller of tales'

When Robert Louis Stevenson lived in Samoa during the 1800s, the islanders dubbed him *Tusitala*, meaning 'teller of tales'. Eighty years later, when California engineer John Townsend built and launched the 47-ft sloop named *Tusitala*, it seemed fitting that the boat would stay in the family for generations and would one day be directly involved with tales from the South Pacific waters where the name originated.

Townsend was an engineer for aeronautical entrepreneur Howard Hughes and worked on the fabled *Spruce Goose* between extended cruises. He originally built *Tusitala* as a cruising boat for the whole family. Little did he know practically 'the whole family' would cruise the boat at one time or another, including his yet-to-be-born granddaughter. Sailing to Hawaii, the Panama Canal, and the Intracoastal Waterway up to Maine, with a Baja Ha-Ha (1999) thrown in for good measure, *Tusitala* has had plenty of adventures, but it wasn't until San Clemente native Briana Moseley took the helm that the boat would finally write its own tale in its spiritual South Seas homeland.

continued on outside column of next sightings page

## a month in the life

With March upon us, it's time to catch up on a month's worth of progress in the around-the-world Volvo Ocean Race.

January 27: The six-boat fleet made it through the obstacle course of the Malacca Strait to finish Leg 3 in Sanya, China. A lack of wind in the South China Sea kept the tension up during the night.

The China-sponsored Dongfeng Race Team, with two Chinese sailors on the crew, held a firm grip on the 4,670-mile leg virtually from the start in Abu Dhabi on January 3, then made history by being the first Chinese entry to win a leg of the race, thrilling fans in their homeport.

The team, led by Frenchman Charles Caudrelier, also took over first place overall. "It's the most stressful leg I've ever





## of the volvo fleet

done in my life," said the relieved skipper after finishing.

Brit Ian Walker's Abu Dhabi Ocean Racing crew had to settle for second. Team Alvimedica, skippered by American Charlie Enright, came in third, making the podium for the first time.

January 29: Team Vestas Wind arrived at Persico Marine in Italy to assess the damage caused by grounding on a reef.

February 7: Dongfeng again brought glory to their homeport by winning the in-port race. So far, four different teams have won the four in-port races.

February 8: The fleet departed for Auckland, New Zealand. Dongfeng raced clear ahead and exited the Bay of Sanya

continued in middle column of next sightings page

## teller of tales — continued

The 33-year-old UC Santa Cruz biology grad took over *Tusitala* in 2005 after her father Jack passed away while working on the boat in Virginia. "At first it was just a weekend boat," explains Briana. "But eventually I sailed it to San Francisco, moved aboard, and got more serious about cruising. Boats aren't meant to sit and live on; they're meant to be used. I've grown up with all of these stories of my family cruising and crossing oceans and it was time for me to decide if I was that person or not."

Sailing is in her blood though, as she comes from a long line of adventurous women. So in 2012 she and her boyfriend quit their

jobs to completely refit *Tusitala* for her latest voyage. Any time that you refit a 47-ft wooden boat, however, you're in for a few last-minute surprises. "Our mainsail got stolen outside of KKMI one night," laughs Briana. "But the entire community came together to help us out. Insurance bought a new main and Cover Craft built us a new mainsail cover out of the goodness of their hearts."

*Tusitala* barely missed doing the

2012 Ha Ha, but eventually left San Diego in January. "We sailed 100 miles offshore in a gale the whole way, and made Cabo in five days," the young sailor remembers. "It was quite a shakedown." After leaving the boat in Chiapas for hurricane season, the intrepid young couple took off around Thanksgiving 2013 for Nicaragua, and in late January 2014 set sail for the Galapagos Islands, where they cruised for two months before jumping across to the Marquesas. "We left in early April and had reinforced trades the entire way. We made it in just 18 days!" relates Moseley. "One of the most incredible aspects of the entire trip was the wildlife, which *Tusitala* saw up close and personal all through the South Pacific. We hove-to for a night before entering the Tuamotus and were surrounded by a pod of sperm whales. We then had amazing diving in the reef pass in the Tuamotus and could see hundreds of reef sharks," says the former San Diego Zoo researcher.

*Tusitala's* 2014 journey across the Pacific ended with an early November passage from Tonga to New Zealand, with a stopover at remote Minerva Reef. She's now lying in the Bay of Islands in New Zealand's beautiful Northland. Briana leaves us with a cliffhanger as to *Tusitala's* next chapter. "I can keep the boat here for two years," Briana explains, "She has many more stories to tell. I have no clue what's going to happen in the future, but for now *Tusitala* is home."

— ronnie simpson

## team armchair racing

Sometime back in the early '70s, the great sci-fi author Arthur C. Clarke penned one of our favorite quotes: "Any sufficiently advanced technology is indistinguishable from magic."

Boy, did ol' Art have that right. Any of you other geezers who were around back then might remember RDFs (radio direction finders) as being cutting-edge navigational tools, or that *Intrepid*, the 1970

continued on outside column of next sightings page



COURTESY BRIANA MOSELEY

**Not everyone has a shot like this in her family album. In 1950 — when the term 'cruising sailor' hadn't even been coined yet — Briana's grandparents cruised French Polynesia aboard this ketch, named 'Mariachi'. We're happy to report that Moorea's Opunohu Bay looks pretty much the same today.**



**Spread: Making landfall in the Marquesas brought a smile of accomplishment to Briana's face. Top inset: Her parents cruised the same waters in 1979. Above: Briana lovin' life aboard her 1971 sloop.**

ALL PHOTOS COURTESY BRIANA MOSELEY

# SIGHTINGS

## armchair racing — continued

America's Cup winner, was a full-keeled 12 Meter made of wood! Forty years later, we have GPS, canting keels, foiling multihulls, and freakin' airplane wings for sails.

If sailing technology has grown by leaps and bounds, coverage of sailing events has grown by lightyears. There were times in the not-so-distant past when, on long ocean races, you didn't know how well any boat was doing — much less what it had been doing — until it actually arrived. Things improved gradually at first as radio comms (and radios) got better, and Loran and SatNav came on the scene.

Then came transponders, satphones, digital photography and video, GPS — all shaken and stirred, and poured into the Internet. Presto: magic!

The innovation of such technological 'magic' continues today, in the form of tools available to anyone who wants to follow any large sailing event anywhere in the world. For example, on the interactive websites of the two current round-the-world events, the fully crewed Volvo Ocean Race ([www.volvoceanrace.com](http://www.volvoceanrace.com)) and the double-handed Barcelona World Race ([www.barcelonaworldrace.org](http://www.barcelonaworldrace.org)), about the only things you'll miss are sunburns, spray and the heel of the boat.

In fact, in some ways, an Internet follower is more plugged in than the guys actually doing the race. Well, okay, that might be stretching it a bit. But few of them probably ever get a chance to play the Volvo site's interactive game, where you can try matching your own skills and strategies on your virtual boat against the actual racers. And the winner of each leg of that virtual competition gets to fly to the finish of the next leg of the real one!

For every boat in each of these races, you can get real-time speed, course, distance to finish, distance from the leader, wind direction, wind speed, crew bios and stats, what tack they're on, what they had for lunch, and the name of their dog back home. Thanks to an 'embedded' press person on each Volvo boat, whose only job is to cover what's

going on aboard that boat, you can watch crew members shaving, eating, sleeping, and of course sailing their asses off. And read about those things in the reporter's daily dispatches. On any given day, you can watch new 'compilation' videos put together at race headquarters showing clips of various boats along

with updates from race officials. Don't understand French? Although most officials, skippers and crew seem to speak passable English, if they're using their native tongue, there are subtitles.

You can study performance graphs of every boat over various time periods (4 hours, 24 hours, etc.) or point-to-point. You can read crew/skipper blogs and dispatches and updates from the boats within minutes after they're written. Or pore through archives and performance histories for each boat. You can see graphics of each

continued on outside column of next sightings page



AINHOA SANCHEZ / VOLVO O R

**Around-the-world racing is as physically demanding as it is exhilarating.**



VOLVO OCEAN RACE

**The Volvo Ocean Race game is a fun, innovative simulation of the real thing. But you won't get wet or exhausted playing it.**

## volvo ocean race

first, cheered on by enthusiastic crowds, to begin the 5,264-mile fourth stage.

February 10: The first 48 hours of Leg 4 lived up to the billing "life at the extreme." Huge waves and wind in excess of 25 knots bruised and battered the fleet as it voyaged upwind through the South China Sea toward the Pacific Ocean.

"It's like rodeo bull riding," wrote Argentinian Francisco Vignale, the onboard reporter for the Spanish team MAPFRE. "We are still seasick. With each wave we slam into, anyone asleep slides forward until their feet touch the bulkhead."

Team Brunel's Lithuanian sailor Rokas Milevicius explained why the crew

**Spread: At the start of Leg Four, the Volvo Ocean Race fleet blasts out of Sanya, China, bound for Auckland, NZ. Inset: Fleet members got a tremendous welcome to Sanya, especially after China-sponsored Dongfeng Race Team won Leg 3 from Abu Dhabi.**



VICTOR FRALLE / VOLVO OCEAN RACE

AINHOA SANCHEZ / VOLVO OCEAN RACE



**— continued**

choose to sleep feet-to-bow. "It's in case we hit something — a whale, a container ship, another boat. It's so that you don't slide forward and smash your head — it'll break your legs, not your neck."

February 12: Team SCA and Team Brunel struck out north from the rest of the fleet looking for more wind. American Sam Greenfield, the onboard reporter for Dongfeng, had this message for the women of SCA: "Take the money, and run like you stole it. If it can't be us winning this leg — and I promise that there are five Frenchmen, two Chinese and a really tall Swede that'll do everything to steal that

continued in middle column of next sightings page

**armchair racing — continued**

boat's position, points of sail, speed and course, and how it compares to that of competitors. In emergency situations, such as the day last November when Volvo entry Team Vestas Wind slammed into a reef in the Indian Ocean (in literally the middle of nowhere), you can follow rescue operations in almost real time, from crew accounts to the diversion of another race boat to stand by, to the evacuation of the (thankfully uninjured) crew, to the salvage of the boat. There's now a section on the Volvo site dedicated to the rebuilding of that boat!

Prior to the start of each leg, the Volvo boats have in-port races. Those are streamed live. There are schedules for TV coverage, Twitter/Facebook/Instagram/YouTube tie-ins, and of course event logowear out the wazoo. If you can't spend all day in front of the computer, you can stay current via the phone app.

If all that screen time hasn't gotten you fired or divorced by now, don't forget that each of the six remaining teams in the Volvo Ocean

continued on outside column of next sightings page



# SIGHTINGS

## armchair racing — continued

Race and seven in the Barcelona World Race has its own website with many of the same bells and whistles.

But the Volvo and Barcelona websites are far from unique. The last America's Cup website was fabulous (and looks as if it may stay active through the next Cup in 2017). In the coming months and years, look for uber-sites for the Transpac, Pacific Cup, Transat Jacques Vabre, Clipper Ocean Race, Rolex Fastnet Race, Rolex MiddleSea Race and who knows what else. Many of these sites are already up and 'idling along' until the lead-up to their next event.

Oh, and for what it's worth, the Clipper Ocean Race has one thing the others don't: a sign-up sheet. If you really can't get enough, and you can qualify for this pay-to-play around-the-world race, they will train you and put you on a boat. Then you'll get all the spray, sunburn and heeling you missed during desktop simulations.

If, however, you're on the other end of the spectrum and frankly don't have the time or interest to follow these events that closely, you can always just read the capsule recaps in *Latitude 38*.

— jr

## volvo world race

lead away — we hope it'll be you."

February 17: Pablo Arrarte of Brunel and Justin Slattery of Abu Dhabi were laid low by the flu. "This is threatening," said Jens Delmer from Brunel. "We live in such a small space that something can spread easily to the group."

February 18: Dongfeng was in no mood to celebrate Chinese New Year after slipping to the back of the fleet. Their latest setback was a problem with their mast track. They made a temporary fix with lashings to secure the track to the mast.

February 19: "For the first nine days, we raced in very close company with *Azzam*, *Dongfeng* and *MAPPRE*," said Will Oxley, navigator on *Alvimedica*. "Then, when we reached the area of massive

*Spread: The 'Flyin' Hawaiian's voyage to Hawaii ended badly, but all five lives might have been lost if one crew member hadn't had a personal locator device. Right, top to bottom: The 65-ft wood-and-fiberglass cat shortly after her launch in 2013; James Lane, his son Michael and mother Carol pose shortly before the first attempt to sail her; construction of the bridgedeck began in 2011, not long after the pre-built amas arrived at the Loch Lomond build site.*





## — continued

clouds, suddenly the fleet scattered as we found ourselves taking different options in the squalls."

As the fleet approached the Doldrums, their boatspeed dropped to single digits.

February 20: "The waves are just big old rolling swells, so the sailing is quite pleasant," wrote Abu Dhabi's onboard reporter Matt Knighton. "It's hot, and getting hotter, with small white clouds in the sky and intense star shows at night."

As this issue was going to press, Abu Dhabi had captured the lead with about 1,300 miles to go to reach Auckland, and the first boat was predicted to finish on February 28. Follow the Volvo Ocean Race at [www.volvoceanrace.com](http://www.volvoceanrace.com).

— chris



INSETS: LATITUDE / ANDY

**flyin' hawaiian abandoned offshore**

The heady fantasy of sailing off across the horizon to a laidback lifestyle in the tropics has captured the imagination of many a dreamer. For some, such thoughts lead to blissful new beginnings, but for others they lead to disaster.

Sadly, James 'Hot Rod' Lane's attempt to escape the rat race on the *Flyin' Hawaiian* — a boat that he designed and built here in the Bay Area — ended January 31 when the unwieldy 65-ft catamaran began to break apart and take on water 120 miles west of Monterey. The vessel apparently did not have a conventional EPIRB aboard, but one of the five crew had a personal locator device, which was activated around 8 a.m. that Saturday. Its signal triggered a Search and Rescue (SAR) response that included flyovers by a Coast Guard C-17 and a C-130 aircraft, the diversion of the 831-ft tanker *Aqualeader* to the scene, and activation of at least two CG helicopters from San Francisco and Los Angeles.

After a failed attempt to transfer the sailors to the tanker, the huge ship stood by as a windbreak while all five crew were hoisted to safety within the waiting helicopters and then flown to the mainland. None suffered injuries. The damaged but still floating catamaran — which Lane and his adult son built of construction lumber and fiberglass adjacent to San Rafael's Loch Lomond Marina — was left to drift.

Since the cat's launch in May 2013, Lane had numerous problems trying to maneuver her under both sail and motor, and had equally bad luck trying to keep her moored without dragging. So we hope he can take some comfort in knowing that he at least got his self-designed creation out into the open ocean before she met her sad end.

In a comment posted online after the Coast Guard's official release about the incident, the big cat's first mate, Valery Tozer, wrote: "The wood beams it was built from were faulty; they started to crack. We tried everything we could to hold her together. We tied and chained both sides together, but it didn't help." Tozer's seven-months-pregnant wife (name not given) served as navigator on the intended voyage. Apparently the couple was also intending to start a new life in Hawaii. "We lost everything," wrote Tozer. But at least they still have their lives. "The CG did a perfect job," wrote Tozer. "Thank you all."

— andy



LATITUDE / ANDY

**James Lane and his son Michael (above) worked tirelessly, seven days a week, but neither had boatbuilding experience.**

**pac cup prep for crew**

In last month's issue, we ran a story about preparing your boat for a Hawaii race, such as this year's Transpac or next year's Pacific Cup, Vic-Maui Race, or even the Singlehanded TransPac. But what if you 'just' want to crew on someone else's boat? You can start by scratching the Singlehanded TransPac off your list — crew aren't allowed! But many other skippers racing to Hawaii need crew. What follows is a timeline to help crew members prepare themselves for racing to Hawaii, particularly in the Pacific Cup.

**1.25 Years Out:** • Find the skipper and boat you want to race with. "Post your crew skills on [www.pacificcup.org](http://www.pacificcup.org), the Pacific Cup YC website, so they'll get viewed by skippers looking for crew," suggests Gary Troxel, commodore of the Pacific Cup.

• Get trained so that you can start racing on the ocean now, as 30% of the crew in local offshore races need to be certified. The two-day

# SIGHTINGS

## pac cup prep for crew

ISAF Safety at Sea Seminar is hosted by SFYC (see Calendar on page 8 for sessions offered this month). The one-day US Sailing training will also qualify you for the Hawaii and coastal races. The next one is scheduled for May 17 at Encinal YC in Alameda.

**1 Year Out:** • Attend the Pacific Cup Offshore Academy (PCOA) on June 13. "The best way to get a crew position is to attend the seminars and work the skippers; they know you are engaged and knowl-

edgeable," says PCYC staff commodore Steve Chamberlin.

- Sail as much as you can on the ocean, including at night, preferably aboard the boat you hope to crew on in the race.

- If you're not already physically fit, start working out. You'll need to be in shape to do your share of the crew



LESLIE RICHTER / WWW.ROCKSKIPPER.COM

**Not long after last summer's Pac Cup start, students aboard J/World's SC50 'Hula Girl' do their best to hold the rail down.**

work, especially if your skipper wants to win.

**9 Months Out:** • Arrange for the time off from work, then "Make your reservations for land accommodations in Hawaii so you can enjoy a week of rum parties and island festivities," said Troxel.

- Attend the PCOA on October 17.

**6 Months Out:** • Start taking care of any pending medical and dental issues.

- Decide how you're going to get back from Hawaii. Deliver the boat you're racing on? Delivery crew on a different race boat? Fly home? If the latter, book your flight.

- Try out the boat's emergency steering under sail.

**3 Months Out:** • Practice crew-overboard and other emergency drills. Practice reefing and sail changes.

**2 Months Out:** • Start organizing your gear and making personal arrangements, such as for the care of your home and pets.

- Attend the pre-race parties.

For more suggestions on how to find a crew position in the first place, continue on to the next item in Sightings...

— chris

## mix & mingle at the crew list party

Whether your goal is to race to Hawaii or race around the cans on San Francisco Bay, sail off into the sunset or simply to Angel Island,

*Latitude 38's* Spring Crew List Party is for you. For an amazing 32 years, *Latitude* Crew Parties have offered neutral ground for skippers and crew of various interests to find each other and get acquainted.

The next party will be hosted by Golden Gate YC in San Francisco from 6:00 to



LATITUDE / LADONNA

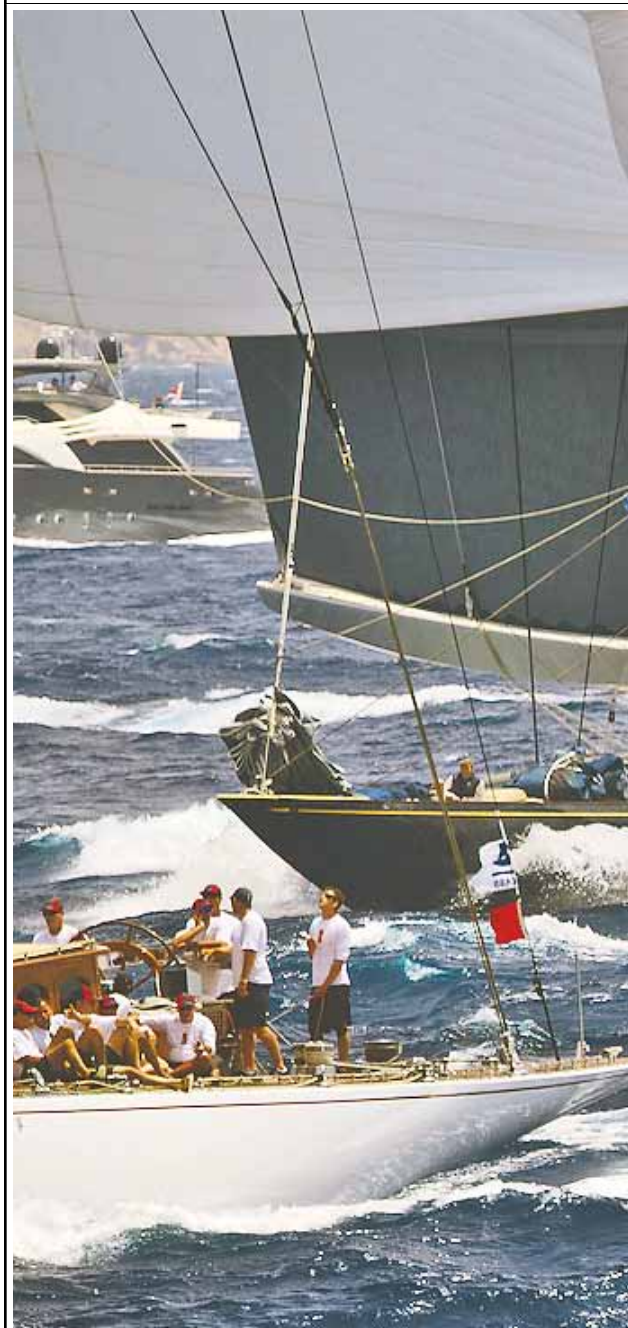
**Sailors of all ages and experience levels gather to meet each other at 'Latitude 38's famous Spring Crew List Party.**

9:00 p.m. on Wednesday, March 11. The price of admission is \$5 for ages 25 and under, or \$7 for everyone else. Included are munchies, name tags, door prizes, a slide show, and demos by experts, includ-

## an exhibition race of

Eighty years ago, sailors raced the America's Cup not in foiling wingsail catamarans, but in grand J Class yachts. Good news for spectators, the J Class Association and the America's Cup Event Authority have agreed to stage a J Class regatta in Bermuda in June, 2017, after the conclusion of the America's Cup Challenger Playoffs and before the America's Cup Match.

The J's were the vanguard of their time. "When racing for the America's Cup in the 1930s, the J Class boats embodied grace



JESUS RENADO / AMERICA'S CUP 35



## classic j's at ac 35

and power with cutting-edge design and engineering," said ACEA director Russell Coutts. "Having the J Class join us in Bermuda will create a spectacular blend between the old and new."

The seven J Class boats currently sailing are: *Endeavour*, *Hanuman*, *Lionheart*, *Rainbow*, *Ranger*, *Shamrock V*, and *Velshe-da*. An eighth J Class yacht is expected to be launched in May 2015. See [www.jclassyachts.com](http://www.jclassyachts.com) for more about the fleet — and more luscious photos.

— chris

## mix & mingle — continued

ing everyone's favorite, the 'popping' of a liferaft from Sal's Inflatable Services right in the middle of the party.

Bring cash for the door, cash or plastic for the bar, a smile and an open attitude. Also consider bringing business/personal/boat cards, a sailing resumé if you're experienced, pictures of your boat, etc.

The Crew Party goes hand-and-hand with our online Crew Lists; you don't have to use the latter to attend the former, but your odds of success increase if you do. See [www.latitude38.com/crewlist/Crew.html](http://www.latitude38.com/crewlist/Crew.html).

From 3:30 to 5:00 the afternoon before the party, Sal's Inflatable Services will offer an in-the-water liferaft training session at the GGYC docks for \$50. Reserve your spot at [salsinflatables@sbcglobal.net](mailto:salsinflatables@sbcglobal.net) or (510) 522-1824.

— chris

*Juxtaposed with the cutting-edge technology of the latest generation of foiling cats, classically designed J Class sloops will also play a role at the 35th America's Cup in Bermuda.*





# SIGHTINGS

## the one-armed singlehander

Ever since 1898, when Joshua Slocum completed the first-ever solo circumnavigation aboard his 36-ft gaff-rigged sloop *Spray*, countless adventurers have shared the dream of sailing singlehanded around the world. To circle the globe alone is a huge challenge for any sailor, but to do so with only one arm — truly singlehanded — would be exponentially more difficult.

Meet Dustin Reynolds. The 36-year-old Sacramento native lost his left arm and leg when he was hit head-on by a drunk driver while riding a motorcycle in Hawaii in 2008. Having been sued into bankruptcy in 2013 by his insurance company during his lengthy rehabilitation, Dustin also lost the commercial fishing boat and carpet cleaning business that he owned. But instead of playing the role of the victim, he plays the role of the empowered. Dustin Reynolds decided to sail around the world.

After consolidating his remaining assets, he traveled to the north shore of Oahu, and a month later bought a vintage Alberg 35 for \$12,000. Despite his newfound injuries and having only sailed as a

continued on outside column of next sightings page

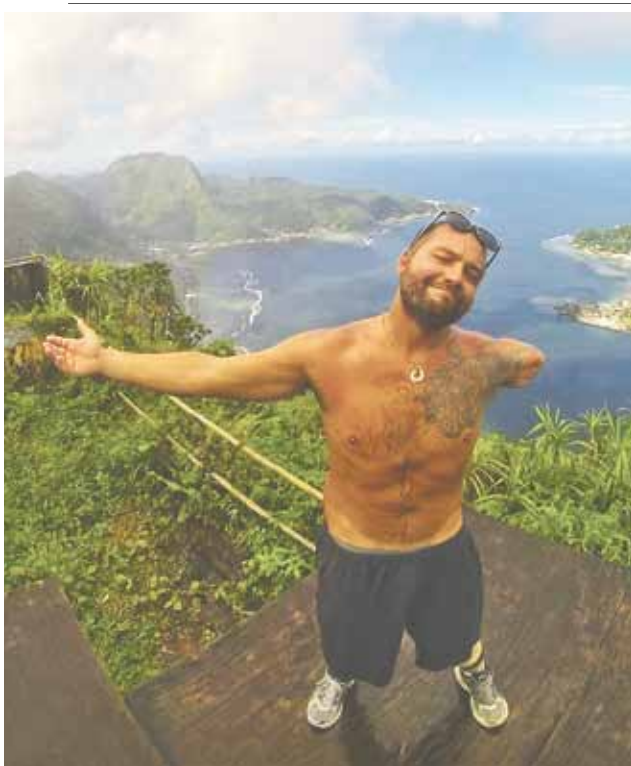
## the wander bird

When the definitive history of Bay Area sailing is written, there will undoubtedly be a chapter on the 85-ft LOD pilot schooner *Wander Bird*. Not only because of her decades-long renovation in Sausalito by the late wooden boat luminary Harold Sommer and local volunteers, but because of her legendary world travels while owned by Warwick Tompkins, who purchased her in the 1920s after she'd been retired from pilot service in Europe.

His most notorious feat was sailing her around Cape Horn in 1935, a trip that produced a book and a film that became cult classics among sailors of that era, and for many years afterward.

Filmmakers Oleg Harencar, Don Zimmer and Kat Lusher have given new life to

*Dustin has had more than his share of bad luck, but so far the sailing life has been good to him.*





## legend lives on

much of that amazing footage in a short film titled *Wander Bird's Cape Horn Passage — A New Perspective*, which is part of their series called *Life on the Water*. The new work features commentary and reflections from the captain's son, 'Commodore' Tompkins, who is somewhat of a local legend in his own right. Now 82, he was a frisky lad of four during the Cape Horn trip, but memories of going aloft with his sister, riding the bowsprit and other daring exploits are obviously still seared into his memory banks.

'Nuf said. It's a must-see. Catch it March 5 at the Corinthian YC or May 22 (along with other films) at the SF National Maritime Museum. We'll see you there.

— andy



ALL PHOTOS COURTESY DUSTIN REYNOLDS

## singlehander — continued

child in the Pacific Northwest, Dustin immediately began refitting the small bluewater cruiser for a round-the-world voyage. Along the way he renamed it *Rudis* after the sword that signifies a gladiator's freedom. "I always wanted to sail around the world, but after my injury, when I was completely broke, it was a much easier leap of faith to buy a boat and get going." He didn't waste any time. Dustin set sail from Kona last June, arriving in Palmyra 10 days later. "That was my first time sailing solo and offshore," he explains.

His first major obstacle at sea came just outside Fanning Island when his 40-year-old windvane's bracket came apart and lost its rudder. "I used resin from my prosthetic leg's spare parts kit and had it running again in less than two hours," claims the one-armed bad ass. When *Rudis* was knocked down in Tonga, the wind vane rudder failed again and was fixed with an oar and some fiberglass. "It is a very old Monitor that has already been around the world once," he explains. After Tonga, Dustin sailed to Fiji where the boat currently lies with a blown transmission. "At least I learned how to sail on and off the mooring and anchor," jokes the always-positive sailor.

"I've learned that I can do it. I set off from Hawaii alone, never having sailed by myself, and I now know that I can sail around the world by myself. My biggest challenge is things breaking on this 40-year-old sailboat. Doing things with one hand isn't necessarily tough, but fixing things at sea with one hand is very difficult." Another challenge is money. With an old boat that constantly needs repairs, and a sub-poverty-level income based almost solely on a \$1,000-per-month Social Security payment, Dustin has had to take to the high seas as a boat captain to fund the continuation of his adventure.

We met Dustin and learned about his story after he had just skippered a catamaran on a delivery from Fiji to New Zealand. The poorly-built South African cat was a complete basket case; the windlass had fallen off underway, the rig was compressing through the main beam and none of the electronics worked. Again showing dogged determination and a can-do spirit, Dustin remained on as captain and saw the boat through a complete refit. He is currently preparing to deliver the boat to Australia.

After his two-hulled duties are finished, Dustin will travel back to Fiji with plans to repair his transmission and windvane, then continue toward Southeast Asia via Vanuatu, Papua New Guinea and Indonesia. We wish him the best of luck. (Dustin can be contacted via [sainstdustin@yahoo.com](mailto:sainstdustin@yahoo.com))

— ronnie simpson

## zen sailing again

We can't think of a more pure Zen boating experience than sailing in the tropical breezes of the Caribbean on a fine boat *without* an engine. If you have a good boat, you need an engine in the Caribbean as much as you need a hole in your hull because there is always wind. Always.

The Wanderer achieved total Zen sailing consciousness in the accompanying photo, which was taken during the St. Barth YC's Carnival Sail on February 14. Dressed as The Joker for the event, in which costumes are mandatory, we were sailing the Olson 30 *La Gamelle*



DUSTIN REYNOLDS

**Chillin' in the dink. Having only one leg hasn't stopped Dustin from pursuing his dreams. We can all take a lesson from that.**

# SIGHTINGS

## zen sailing — continued

which we had used for a full season of Zen sailing on San Francisco Bay a few years ago. It is possible to Zen sail on San Francisco Bay, but because it can be cold, and because calms and adverse currents mean you sometimes need an engine, it's more challenging to become one with the water and the wind.

Our sail back to the Corossil anchorage after the Carnaval party at Columbie was as good as the sail was getting there. It was warm, the orange sun was falling into a cloud-speckled golden horizon, and we were sailing to weather with a full main and #4 — *La Gamelle's* only sails — in about 10 knots of breeze. It wasn't our intent, but *La Gamelle* was effortlessly passing boats left and right. No wonder sailors on St. Barth keep asking us to sell *La Gamelle* to them.

Of course, nothing in sailing is as easy as it might seem, as there was more than a little work involved in achieving those Zen sailing states. First, the week prior, we'd had to launch *La Gamelle* from the St. Martin Shipyard, where she had spent the offseason. About a third of the boats in the yard had been damaged, some of them extensively and/or beyond repair, by October 13's hurricane Gonzalo. But gallant *La Gamelle* — perhaps because of Santa Cruz designer/builder George Olson's good karma — went unscathed.

The first job each season with *La Gamelle* is pumping all the water out, usually about 30 gallons. There is just no keeping the torrential rain out, so we should probably just drill a big hole in the bilge for the offseason. Then we have to get rid of the perhaps 10,000 flying bugs. What, we wondered, was the deal with all the tea bags broken open throughout the bilge? Doña de Mallorca later informed us they weren't tea bags, but rat bait. Then there was the matter of getting rid of the incredible amount of mold on the inside. If we were in Mexico, there would be 10 guys in line to de-mold the boat stooped over all afternoon for less than \$10 an hour. But in St. Barth if you could even find someone to demean themselves to do such work, it would cost \$40 an hour. So the mold job has been postponed. But it's not quite as bad as it seems, because we never go inside the boat.

It's always comical to watch *La Gamelle* being launched, because the yard lifts the 3,000-lb boat and lowers her into the water with an ancient 90-ton crane. Overkill to the max. *La Gamelle* is easily the smallest boat in the yard, and is perhaps a nuisance, as they've had to repeatedly move her around in order to launch other boats. But she's cute, so we think that even the grizzled yard workers kind of like her.

Once *La Gamelle* was in the water, we had to take her through the Simpson Bay Causeway, which only opens every few hours, then wait another 15 minutes for the opening of the Simpson Bay Lagoon Bridge. How does *La Gamelle* get around without a motor? The Wanderer pushes *La Gamelle*, with de Mallorca at the helm, using our charter cat 'ti *Profligate's* 12-ft AB inflatable and 15-hp Yamaha. She hauls butt. As we went in circles waiting for the bridge to open, we passed by the moderately large motor yacht built for Steve Jobs, a boat he never saw. We're huge fans of Apple products, but not so much of Job's motor yacht.

It took us forever to get through the bridge, because the ultraconservative captain of the lead megayacht insisted on passing through the narrow bridge opening at about one quarter of a knot. Other captains with much less clearance have been known to charge through at 5 knots or more, blessed as they all are with forward and aft thrusters.

Once out in the Simpson Bay anchorage, which was rolling like crazy and where we were surrounded by 150-ft-plus yachts, we had to anchor *La Gamelle*. Then we had to use the dinghy to ferry load after load of stuff we store on *La Gamelle* in the offseason over to 'ti *Profligate*. If you've never repeatedly climbed onto and off of a madly rolling Olson 30, it's a lot of work, particularly when you're collecting Social Security. De Mallorca was no help, because she had to check out with the bridge and Immigration officials, who were uncharacter-

## us sailing honors

As with many other sports, the growth and development of sailing is largely fueled by tireless contributors who rarely seek the limelight. Rich Jepsen, retired CEO of Berkeley's OCSC Sailing, fits that description. Last month, however, he was impressively honored by his industry peers at US Sailing's National Sailing Programs Symposium in New Orleans. Jepsen has long served on various committees for the organization, sharing his knowledge and expertise. Before an international audience of industry movers and shakers, Jepsen was given the prestigious Virginia Long award for his service, and received many accolades from attendees.



SPREAD DONA DE MALLORCA; INSETS LATITUDE / RICHARD



## ocsc's rich jepsen

"Rich has dedicated an unselfish drive to promote education and safety to sailors of all skill levels over many decades," said one industry leader. "It would be hard to adequately describe the size of his contribution to, and impact on, our sailors and racers nationwide."

Another said, "He has brought his love of sailing to making the sport accessible not just to learn to sail, but to a lifelong activity that can be enjoyed in different ways at different times of life."

Also honored were Charlie Arms from Cal Maritime Academy and Travis Lund of Treasure Island Sailing Center.

— andy

## zen sailing — continued

istically friendly this year.

Once we got all the junk off *La Gamelle*, we had to connect two tow lines, secure the tiller on center line, raise her anchor, lift the dinghy in the davits, weigh *'ti Profligate's* anchor, make the 20-mile upwind tow to St. Barth, then reverse the process once we found a spot with enough room for two boats. We know it sounds like nothing, but at the end of the day, we were so tuckered — and every bone and muscle was in such agony — that we were certain we'd contracted the dreadful Chikungunya virus that's swept the Caribbean.

And then before we were able to sail *La Gamelle*, we had to bend on the sails, find new jib sheets, weigh anchor, and issue a fervent prayer to the rod-rigging gods that the rig would last another season.

This is all a long way of saying that it's sometimes harder to achieve Zen sailing consciousness than it might seem. But trust us, it's worth it.

— richard

*After the long ordeal of recommissioning the engineless Olson 30 'La Gamelle', the Wanderer finally achieves 'Zen sailing consciousness' during the St. Barth Carnival Sail last month.*

