

Latitude 38

VOLUME 456 June 2015

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Going Places

Patrick Evans sails *Sundance*, his Alerion 28, on Lake Geneva in Wisconsin in the summer, then picks races in Florida and takes the boat the 1400 miles to Naples for the off-season, for "...the competition and camaraderie... that are second to none..."

This spring, *Sundance* placed first-in-class in Marco Island's SAMI Bud Light regatta with four first-place finishes in the four-race series. Sailed in an idyllic setting, the regatta pitted *Sundance* against much larger boats. The beer and winds might have been light, but not the competition.

With events in Wisconsin and Florida, Patrick races "4 to 6 races per week" - a demanding schedule. So his carbon main and self-tacking jib from Pineapple Sails must be up to the task. Durable and versatile, Patrick can "adjust every inch" of the sails.

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PHOTO BY MAE M. BROWN

*Sundance**

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Cover: Theodora 'Teddy' Horangic of Menlo Park is just 14 years old, but she's already sailed across the Med and the Atlantic with her family, and is about to sail across the Atlantic again. Her sister Helen, 12, has done the same thing, as has her young brother, Basil, 6. They all scuba dive and kiteboard, too. You can find our interview with the Horangic family in this issue. Yes, we know Teddy is not wearing a PFD. She doesn't have to.

Photo by Latitude/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, or mail to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.html.

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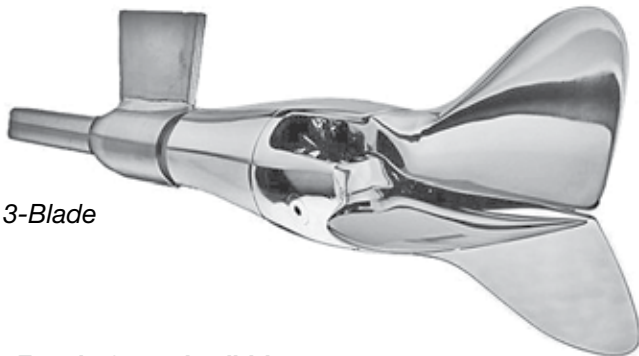


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Latitude 38

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May 30-June 27 — Sailing in Access Dinghies, 10 a.m., every Saturday with BAADS at South Beach Harbor in San Francisco. Meet at Java House. Free. Info, (415) 281-0212 or www.baads.org.

May 31-June 28 — Veterans' Sail, 10 a.m., and Keelboat Sail, noon, every Sunday with BAADS at South Beach Harbor in S.F. Free. Info, (415) 281-0212 or www.baads.org.

June 2 — Sail under the full moon on a Tuesday night.

June 3 — Corinthian Speaker Series featuring Mai Maheigan, Seabird Protection Network Outreach Specialist for the Gulf of the Farallones National Marine Sanctuary, CYC, 7 p.m. Free, but sign up at www.cyc.org or (415) 435-4771.

June 3-24 — Wednesday Yachting Luncheon Series, ST-FYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

June 3-24 — 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.

June 6, July 11 — Chantey Sing aboard the historic vessel *Eureka* at Hyde Street Pier, San Francisco, 8 p.m.-midnight. A public sing-along of sea chanteys. Dress warmly and bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

June 6-7 & 13 — Ham Radio Class, Oakland YC, 9 a.m.-4 p.m. \$45/1st student; \$25/2nd student sharing the *Ham Radio License Manual*. Rich, (510) 565-4706.

June 7 — Doo Dah Ditch Run activities, Stockton SC. Breakfast, 7-9 a.m.; awards, 9 a.m.; rum tasting, BBQ & jam session, 2-5 p.m. Info, www.deltadoodah.com.

June 11, July 9 — Single Sailors Association monthly meeting, Ballena Bay YC in Alameda. Social hour, 6:30 p.m.; dinner, 7; meeting, 7:30. Info, www.singlesailors.org.

June 13 — Pacific Offshore Academy, Richmond YC, 1 p.m. \$30. Info, www.pacificcup.org.

June 14, July 19 — Cal Sailing Club Open House, with free sailboat rides, 1-4 p.m. Info, www.cal-sailing.org.

June 17 — Tide Talk, a YRA Social with Kame Richards at the Bay Model, Sausalito, 7-9 p.m. \$25. Info, www.yra.org.

June 18-21 — Progressive San Diego International Boat Show, Sheraton Hotel & Marina, Harbor Island. Info, www.sandiegointernationalboatshow.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 & dance performances, cruiser participation in traditional Tahitian sports. Info, www.pacificpuddlejumps.com.

June 20 — Summer Sailstice, a global sailing celebration. Info, www.summersailstice.com.

June 20 — Summer Sailstice Celebration and Open House presented by Gosling's Rum at Encinal YC, Alameda. Music, boat building contests, sailboat rides. Info, (510) 522-3272 or www.summersailstice.com/sf.

June 20 — SailSFBay.org has collected a list of several public sails and events for Summer Sailstice. Info, www.summersailstice.com/event/sailsfbay-invites-everyone-sail-bay.

June 20 — Delta Doo Dah Summer Sailstice Potluck at Tiki Lagun Resort & Marina on Turner Cut off the San Joaquin River, 6 p.m. Sign up at www.summersailstice.com to win prizes. Call Tiki Lagun at (209) 464-2980 to reserve dock space; official Delta Doo Dah guests pay \$10/night. Chris, (415) 383-8200 x103 or www.deltadoodah.com.

June 20 — Dinner & 2 Movies, featuring screenings of *Racing with Copepods* and *Around Cape Horn in Schooner Wanderbird*, Dunphy Park, Sausalito. Live music, food &

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CALENDAR

drink, 6 p.m.; movies start at dark. Free admission; food & drink sales benefit the Sausalito Community Boating Center. A Summer Sailstice event. Info, www.cassgidley.org.

June 20 — Christening & relaunch of the 1958 Peace Ship *Golden Rule* at Zerlang & Zerlang Marine Services, Samoa, 2 p.m. Followed by a welcoming flotilla, festivities, speakers, food & drink at Humboldt Bay Aquatic Center, downtown Eureka, 5-8 p.m. Info, www.ufpgoldenruleproject.org.

June 20-21 — San Diego Wooden Boat Festival, Koehler Kraft boatyard, Shelter Island. Classic craft, seminars, vendors, live music, kids' activities. Proceeds benefit Challenged America. Info, www.sdwoodenboatfestival.org.

June 20-21 — Cajun & Blues Festival, E2 Family Winery, Lodi, 9 a.m.-7 p.m. \$20-\$25, children under 12 free; free parking. Shuttles: Owl Harbor/Vieira's Resort/Tower Park and Moore's Riverboat/Willow Berm Marina/Tower Park; \$2 each way. Zydeco, Cajun & blues bands, Bayou cuisine, vendors, Kids' Zone. Info, www.isletoncajunfestival.net.

June 21 — Take Dad sailing for Father's Day.

June 28 — Master Mariners Wooden Boat Show, Corinthian YC, Tiburon, 10 a.m.-4 p.m. \$20; children under 12 free (must be supervised). Outdoor bar, grill open for lunch, live jazz. Info, www.mastermariners.org.

July 12, 1899 — Alfred Basil Lubbock signed aboard the four-masted bark *Royalshire* as an ordinary seaman; his book *Round the Horn Before the Mast* was based on his voyage in that vessel from San Francisco to Liverpool.

July 14, 1993 — Gary Mull, designer of the Santana 22, Capri 22, Newport 30, several sizes of Rangers, Freedoms and Buccaneers, and many other sailboats, died in Oakland.

July 17-19 — Delta Doo Dah mini-cruise from Richmond YC to Owl Harbor to Stockton Sailing Club. Chris, (415) 383-8200 x103 or www.deltadoodah.com.

Racing

May 29-31 — Woodies Invitational. StFYC, (415) 563-6363 or www.stfyc.com.

May 30 — TYC/CYC Friendship Regatta, hosted by TYC this year in conjunction with their 50th birthday celebration. Info, www.tyc.org.

May 30 — Ladies Day Race. MPYC, www.mpyc.org.

May 30 — Spring Series concludes. GCYC, www.gcy.com.

May 30, June 20 — Summer #2 & #3. SeqYC, www.sequoiaayc.org.

May 30, June 27, July 11 — Small Boat Series. EYC, www.encinal.org.

May 30-31 — Inaugural Bay Bridge Regatta. SBYC, www.southbeachyc.org.

May 30-31 — Easom Founders/Etchells PCCs. SFYC, www.sfy.com.

May 30-31 — Hobie & Multihull Regatta. SCYC, www.scyc.org.

May 31 — Spring 5 & 6 PHRF. MPYC, www.mpyc.org.

May 31 — Spring Series. SSC, www.stocktonsc.org.

May 31, June 14 — Spring Series at Lake Elizabeth. FSC, www.fremontsailingclub.org.

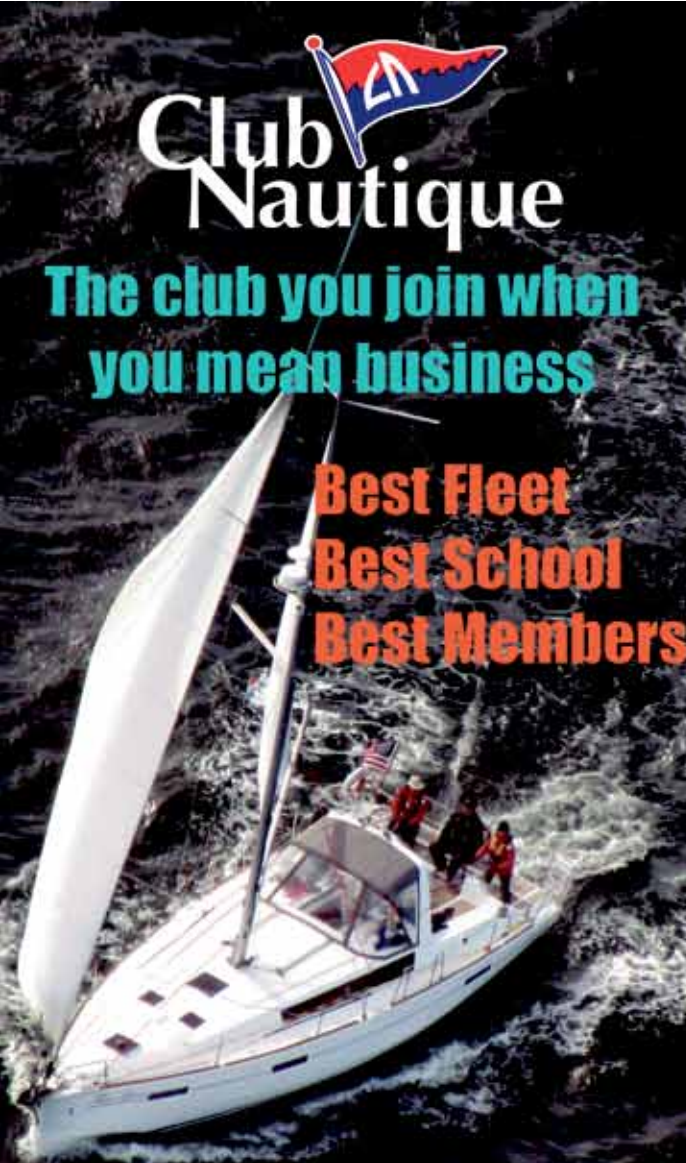
June 3-7 — Coastal Cup, San Francisco to Santa Barbara. EYC, www.encinal.org.

June 4 — Race to Alaska. From Port Townsend, WA, to Ketchikan, AK, by sail or paddle. First place wins \$10,000; all finishers earn bragging rights. Info, www.r2ak.com.

June 6 — Delta Ditch Run, RYC to SSC; also Doo Dah Ditch Run for DDD fleet members. SSC, www.stocktonsc.org.

June 6 — OYRA Junior Waterhouse. YRA, www.yra.org.

June 6 — Merton Yolles Race. CPYC, www.cpyc.com.




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CALENDAR

June 6 — Mercury NorCal Series hosted by EYC. Info, www.encinal.org or www.mercury-sail.com.

June 6, July 11 — North Bay Series. VYC, www.vyc.org.

June 6-7 — Ronstan Bay Challenge. StFYC, (415) 563-6363 or www.stfyc.com.

June 6-7 — June Invitational. SFYC, www.sfyc.org.

June 6-7 — Go for the Gold Regatta on Scotts Flat Lake near Nevada City. GCYC, www.gcy.com.

June 6-20 — Van Isle 360, a 10-leg circumnavigation of Vancouver Island starting in Nanaimo, BC. Jeff or Sylvia, (604) 669-7245, (250) 324-8886, or www.vanisle360.com.

June 7, 20 — Races #13-16 on the San Joaquin River. ACYC, www.andreascovey.com.

June 7, July 12 — Tri-Island Races #1 & #2. BYC, www.berkeleyyyc.org.

June 13 — LWSC One Design Series. Richard (530) 304-7038, Dave, (530) 304-7230, or www.lwsailing.org.

June 13 — Spring Series concludes. YRA, www.yra.org.

June 13 — WBRA Series. YRA, www.yra.org.

June 13 — Great San Francisco Schooner Race. SFYC, www.sfyc.org.

June 13 — Jack and Jill. SSC, www.stocktonsc.org.

June 13 — Katherine Eavenson Regatta on Folsom Lake. FLYC, www.flyc.org.

June 13 — Around the Pins on South Lake Tahoe. Kurt, (530) 307-0903, www.tahoewindjammers.com.

June 13, July 11 — South Bay Inter Club Race Series. Info, www.jibeset.net.

June 13, July 11 — Summer Series on Clear Lake. KBSC, www.kbsail.com.

June 13-14 — Ken Gardiner Trophy. StFYC, (415) 563-6363 or www.stfyc.com.

June 13-14 — U.S. Women's Match Racing Qualifier in San Diego. SDYC, www.sdy.com.

June 14 — Santana 22 Team Racing in Santa Cruz. SCYC, www.scyc.org.

June 14 — Summer 1 & 2 PHRF. MPYC, www.mpyc.org.

June 18-21 — Opti Heavy Weather. StFYC, (415) 563-6363 or www.stfyc.com.

June 18-21 — U.S. Youth Match Racing Rose Cup in Corona del Mar. Balboa YC, www.balboayachtclub.com.

June 20 — X-Bay Regatta, from SBYC to CYC. Info, www.southbeachyc.org or www.cyc.org.

June 20 — Small Keelboat Series. SFYC, www.sfyc.org.

June 20 — Hart/Nunes. SFYC, www.sfyc.org.

June 20 — Wooden Boat Invitational Regatta. SYC, www.sausalitoyachtclub.org.

June 20 — H.O. Lind 1-2. TYC, www.tyc.org.

June 20 — Race of Champions. SSC, www.stocktonsc.org.

June 20 — Pelican races at SSC. Kelly, (650) 445-8979.

June 20 — Summer Sailstice Small Boat Races. EYC, www.encinal.org.

June 20 — Summer Sailstice Race. Elkhorn YC, www.elkhornyc.org.

June 20 — Round TI Regatta for Vanguard 15s, Lasers, others? Adam, (650) 823-3139 or www.vanguard15.org.

June 20 — Cal Cup #3. BYC, www.berkeleyyyc.org.

June 20 — Intraclub Race #2. RYC, www.richmondyc.org.

June 20 — Spring One Design #3. SCYC, www.scyc.org.

June 20-21 — 505 Regatta. SCYC, www.scyc.org.

June 20-21 — Commodore's Regatta in Monterey. MPYC, www.mpyc.org.

June 20-21 — El Toro Clear Lake Regionals. Info, www.eltoroyra.org.

June 21 — Baxter/Judson Race Series #3. PresYC, www.presyc.org.

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CALENDAR

presidioyachtclub.org.

June 21, July 11 — Summer Series on Scotts Flat Lake. GCYC, *www.gcy.net.*

June 25-28 — Ullman Sails Long Beach Race Week. LBYC/ABYC, *www.lbrw.org.*

June 26-27 — South Tower Race, from Stockton to the Golden Gate and back. SSC, *www.stocktonsc.org.*

June 26-28 — Team Race Invitational. StFYC, (415) 563-6363 or *www.stfyc.com.*

June 27 — Half Moon Bay Race. OYRA, *www.yra.org.*

June 27 — Silver Eagle. IYC, *www.iyc.org.*

June 27 — Rear Commodore's Race from Sausalito to Vallejo. SYC, *www.sausalitoyachtclub.org.*

June 27 — 3 Island Fiasco. KBSC, *www.kbsail.com.*

June 27-28 — Island to Island Race from Twitchell Island to Angel Island and back. ACYC, *www.andreascovey.org.*

June 27-28 — Laser Masters North Americans in the Columbia River Gorge. CGRA, *www.cgra.org.*

June 28 — 100th anniversary PICYA Lipton Cup, hosted by SYC. Info, *www.sausalitoyachtclub.org.*

June 28 — SCORE #3. SCYC, *www.scyc.org.*

June 28 — LMSC Mayor's Cup on Lake Merritt. Peggy, (510) 835-1805.

June 28 — Summer Series at Lake Elizabeth. FSC, *www.fremontsailingclub.org.*

June 28, July 12 — Summer One Design. MPYC, *www.mpyc.org.*

July 3-5 — Hobie Regatta. MPYC, *www.mpyc.org.*

July 4 — Brothers & Sisters Race. TYC, *www.tyc.org.*

July 4 — Independence Cup. SFYC, *www.sfyc.org.*

July 4 — Stars & Stripes. CPYC, *www.cpyc.com.*

July 4 — Independence Day Race. MPYC, *www.mpyc.org.*

July 4 — Firecracker Race. Moss Landing to Monterey to Point Pinos to Moss Landing. ElkYC, *www.elkhornyc.org.*

July 6-23 — Laser Performance Clinic/Blowout in the Gorge. CGRA, *www.cgra.org.*

July 9-14 — Great Pacific Longitude Race (LongPac), starting and finishing at CYC. SSS, *www.sfbaysss.org.*

July 10-12 — J/70 PCCs/Melges 24 & 20 Summer Sportboat Regatta. StFYC, *www.stfyc.com.*

July 11 — Summer Series #1. YRA, *www.yra.org.*

July 11 — Midnight Moonlight Maritime Madness. SFYC, *www.sfyc.org.*

July 11 — Jill and Jack. SSC, *www.stocktonsc.org.*

July 11 — Club Championship Series #3/Russ Schneider. CYC, *www.cyc.org.*

July 11-12 — Catalina 34 Fleet SF Cup. SBYC, *www.southbeachyc.org.*

July 11-12 — BAYS #3/Svendson's Summer Splash at EYC. Info, *www.bayarea-youthsailing.com.*

July 13-18 — Transpacific Yacht Race to Honolulu starts off Point Fermin. TPYC, *www.transpacyc.com.*

Beer Can Series

BALLENA BAY YC — Friday Night Grillers: 5/29, 7/10, 7/24, 8/7, 8/21, 9/4, 9/18. Info, (510) 865-2511, *race@bbyc.org* or *www.bbyc.org.*

BAY VIEW BC — Monday Night Madness. Spring: 6/8, 6/22 (make-up). Fall: 7/20, 8/3, 8/17, 8/31, 9/7, 9/21 (make-up). Terry, (408) 210-0517 or *www.bayviewboatclub.org.*

BENICIA YACHT CLUB — Every Thursday night through 9/24. Joe, (707) 628-2914 or *www.benicaiyachtclub.com.* Vanguard 15 Fleet 76 Friday Night Series through 9/25. Info, *www.benicia15.org.*

BERKELEY YC — Every Friday night through 9/18. Paul,



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CALENDAR

(510) 540-7968 or 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.

CORINTHIAN YC — Every Friday night through 8/28. Jim, (415) 847-2460, race@cyc.org or www.cyc.org.

COYOTE POINT YC — Every Wednesday night through 10/7. Info, (650) 347-6730, regatta@cpyc.com or www.cpyc.com.

ENCINAL YC — Friday night Spring Twilight Series on the Estuary: 5/29, 6/12. Summer Twilight Series: 7/10, 7/24, 8/7, 8/21, 9/11. Doug, (510) 867-8064 or www.encinal.org.

FOLSOM LAKE YC — Every Wednesday night through 8/26. Friday Night Summer Sunset Series: 6/12, 7/17, 8/7. Racing will be canceled if the lake elevation falls below 400 feet. Info, (916) 534-8458 or www.flcyc.org.

GOLDEN GATE YC — Friday nights: 6/5, 6/19, 7/3, 7/17, 7/31, 8/14, 8/28. Dennis, (510) 703-5779 or www.ggyc.com.

ISLAND YC — Island Nights, Fridays on the Estuary: 6/5, 6/12, 7/10, 7/24, 8/7, 8/21. John, (510) 521-2980, iycracing@yahoo.com or www.iyc.org.

KONOCTI BAY SAILING CLUB — Every Friday night, June-August. OSIRs (Old Salts in Retirement) every Wednesday at noon. Info, www.kbsail.com.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/7. Info, www.tahoewindjammers.com or ltwyc2@aol.com.

LAKE WASHINGTON SC — Every Thursday night through 9/25. Info, www.lwsailing.org.

LAKE YOSEMITE SA — Every Thursday night through Aug. Jerry, (559) 776-9429 or www.lakeyosemitesailing.org.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 9/30; Summer Solstice Fiasco Race: 6/17. Victoria Model Yacht Series, every Friday Night through 10/2. Info, www.mpyc.org.

OAKLAND YC — Sweet 16 Spring Series, every Wednesday night through 6/17. Summer: 7/15-9/2. Jim, (510) 277-4676, oyracecom@gmail.com or www.oaklandyachtclub.net.

PRESIDIO YACHT CLUB — Thursday night Crazy Eights: 6/4, 6/18, 7/2, 7/30, 8/13, 8/27. Anne, (415) 331-5335, www.presidiyachtclub.org.

RICHMOND YC — Wednesday nights: 6/3, 6/17, 6/24, 7/1, 7/8, 7/15, 7/22, 7/29, 8/5, 8/12, 8/19, 8/26, 9/2, 9/16, 9/23. Eric, (510) 841-6022 or www.richmondyc.org.

ST. FRANCIS YC — Windsurfing Series, Friday nights: 5/29, 6/12, 6/26, 7/10, 7/24, 8/7, 8/21, 9/11, 9/25. Kiteboarding Series, Thursday nights: 6/4, 6/18, 7/2, 7/16, 7/30, 8/13, 9/3, 9/10, 9/24. Wednesday Evening Series: 6/3, 6/10, 6/17, 6/24, 8/5, 8/12, 8/19, 8/26. J/22 Summer Series, every Wednesday night: 7/1-7/29. Melanie, (415) 563-6363 or www.stfyc.com.

SANTA CRUZ YC — Every Wednesday night through 10/28. Laser Friday Nights: 6/19, 7/17, 8/14. Info, (831) 425-0690, scyc@scyc.org or www.scyc.org.

SAUSALITO YC — Tuesday night Spring Sunset Series: 6/9, 6/23. Summer Sunset Series: 7/21, 8/4, 8/18, 9/1, 9/15. Sunset Championship: 9/29. Chuck, race@sausalitoyachtclub.org or www.sausalitoyachtclub.org.

SEQUOIA YC — Pursuit racing every Wednesday night: through 10/14; Hannig Cup: 8/26; Rick, (650) 255-5766 or sycbeercan@sequoiayc.org. Soda Can Series for Laser Radials & 4.7s: 5/29; Peter, (650) 847-9018 or www.sequoiayc.org.

SOUTH BEACH YC — Friday Night Series: 5/29, 6/5, 6/19, 6/26, 7/17, 7/24, 7/31, 8/7, 8/21, 8/28. Gerard, (415) 495-2295, rearcommadore@southbeachyachtclub.org or www.southbeachyc.org.

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CALENDAR

STOCKTON SC — Every Wednesday night through 9/30. Kelly, (209) 951-5600 or www.stocktonsc.org.

TAHOE YC — Laser Series, every Monday night through 8/24; Rick, (530) 581-4700. Beer Can Series, every Wednesday night through 8/26; Dan, (530) 581-4700. Info on both, www.tahoeyc.com.

TIBURON YC — Every Friday night through 9/4. Ian, (415) 883-6339, race@tyc.org or www.tyc.org.

TREASURE ISLAND SAILING CENTER — Vanguard 15 and Laser racing every Thursday night through 9/10. Info, www.vanguard15.org or www.tilaserfleet.org. Vanguard 15 Tuesday Team Racing through 10/27. Info, www.vanguard15.org.

VALLEJO YC — Every Wednesday night through 9/30. Dave, (925) 580-1499, www.vyc.org or fleetcaptainsail@vyc.org.

WINDSURFER FLEET 18 — Every Tuesday night through 9/29 on Foster City Lagoon. Eric, www.fleet18.org.

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

June Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
6/06Sat	0213/5.7	0854/-1.0	1618/4.9	2112/2.6
6/07Sun	0307/5.4	0943/-0.7	1707/5.0	2222/2.4
	LOW	HIGH	LOW	HIGH
6/13Sat	0351/-0.4	1035/4.4	1521/1.7	2154/6.5
6/14Sun	0439/-0.8	1135/4.6	1614/2.0	2238/6.6
	HIGH	LOW	HIGH	LOW
6/20Sat	0206/5.4	0849/-0.4	1612/4.9	2118/2.6
6/21Sun	0251/5.0	0930/0.0	1653/4.9	2219/2.5
	LOW	HIGH	LOW	HIGH
6/27Sat	0309/0.7	0946/3.7	1423/2.3	2056/5.8
6/28Sun	0351/0.2	1044/3.9	1512/2.4	2136/6.0

June Weekend Currents

date/day	slack	max	slack	max
6/06Sat		0058/2.0F	0258	0643/4.0E
	1106	1412/2.9F	1715	2001/2.3E
	2309			
6/07Sun		0153/1.8F	0351	0737/3.8E
	1153	1500/2.8F	1758	2053/2.4E
6/13Sat		0136/4.1E	0602	0832/2.7F
	1134	1418/2.6E	1726	2012/2.8F
	2246			
6/14Sun		0222/4.3E	0652	0927/3.0F
	1231	1512/2.6E	1819	2101/2.9F
	2332			
6/20Sat		0106/1.9F	0319	0703/3.5E
	1124	1406/2.7F	1722	2020/2.4E
	2346			
6/21Sun		0157/1.6F	0404	0751/3.1E
	1204	1448/2.4F	1803	2110/2.3E
6/27Sat		0109/2.8E	0552	0803/1.5F
	1055	1332/1.9E	1628	1916/1.8F
	2136			
6/28Sun		0137/3.1E	0628	0848/1.9F
	1147	1418/2.0E	1714	2001/1.9F
	2215			



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LETTERS

↑↓ GO WHEN? GO NOW. GO HOW? GO SIMPLE

A warm hello to *Latitude* from the Winship family! It's now been five years since we arrived back in California after a wonderful 10 years of cruising aboard our beloved 33-ft Crowther catamaran *Chewbacca*. As the Wanderer will remember, our trip started with the 2000 Baja Ha-Ha. My, how time flies! I'm just putting the finishing touches on a book about our cruising adventures that my husband Bruce and I have spent the last few years writing. As we looked back at our *Changes in Latitude* contributions, we thought of everyone at the magazine.

What are we up to? Daughter Kendall is finishing her junior year at the University of Nevada, Reno as an English/Spanish major. She would like to become a high school teacher. Quincy



COURTESY CHEWBACCA

Kendall, April, Quincy and Bruce going through the Panama Canal.

is completing her freshman year at Lindenwood University in St. Charles, Missouri, where she is a criminal justice major and is a member of their shotgun sports team. Bruce is still working. I am keeper of the home front, and my focus now is on getting our book ready to print — hopefully by year's end.

As we look back on our years of cruising, they were some of the best of our lives. Our daughters benefited immensely from having being brought up on a boat. Their enlarged worldview has been a great asset in all they do. I would encourage anyone thinking about the cruising life with their kids to 'go simple and go now.' That's what the Pardeys recommended — and that's what we did!

Bruce, April, Kendall and Quincy Winship
ex-*Chewbacca*, Crowther 33
Clayton, CA

April — It's great to hear from you. Ten years for your family on your little 33-ft cat, and as we recall you made it at least as far as Cartagena. We were and still are impressed.

When you say time flies, you're not kidding. We just looked over the 137 entries from the 2000 Ha-Ha and can't believe we knew all those people from so long ago. And some are still going strong. Myron and Marina Eizenzimmer of the Mill Valley-based Swan 44 Mykonos, for example, were number one on that year's Ha-Ha list. They're doing the Ha-Ha again this year. The 2000 Ha-Ha was also the one that brought Philo Hayward to Mexico aboard his Cal 36 Cherokee Spirit. He, of



COURTESY CHEWBACCA

The Winships' modest Crowther 33 'Chewbacca' was their home for 10 years.

*course, has been running Philo's Music Studio/Bar/Restaurant in La Cruz almost ever since. Stopping in at Philo's from time to time are Keith and Susan Levy, who did the 2000 Ha-Ha with their Catalina 470 C'est La Vie. The 2000 Ha-Ha also started the cruising career of Bob Willmann on his Colorado-based Islander 37 Viva! Bob lost that boat in a hurricane at Isla Providencia a number of years ago. But if you read this month's *Changes*, you see that Bob replaced his Islander with Casamance 47 Viva! and is still living what he considers to be the "privileged" cruising life.*

If you were in the Ha-Ha Class of 2000 and are still sailing, we'd love to hear from you.



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LETTERS

↑↓WHAT I'VE GOT. WHAT I NEED TO SAIL TO MEXICO

I have a Catalina 27 that I'm planning to sail down the coast of Baja to Cabo San Lucas, and I have a few questions about our trip south. First, what electronic equipment and navigation gear should I have? I don't have a big budget, and I don't have a GPS, radio or solar panels. What should I have installed on the boat?

What I do have are anchors and good sails, and am going to have my rigging and lines inspected before I take off. I also have the safety equipment, including life vests, flares and fire extinguishers.

Secondly, is there any real issue with making such a trip in early June? I know summer winds could be a bit tougher, but I will have a crew of three or four, and will make sure that everyone is clear about all the how-to's before we take off.

I have posted my questions on several sailing forums and haven't gotten a single response. And when I've asked around at the local boat show, I seemed to get the 'I'm too cool' run-around instead of answers.

I'd also like to thank *Latitude* for all the very informative articles you've published or run on the web with regard to sailing down the Baja coast.

Ryan Greenspan
Catalina 27
cyberspace

Ryan — We'll answer your second question first. If you're heading south for Cabo in June, you're heading for Cabo during hurricane season. It's still pretty early in the season and the chances of your being affected are low, but they are nonetheless real south of Turtle Bay. For historical perspective on hurricanes in Mexico, visit <http://weather.unisys.com/hurricane/>, then click Eastern Pacific.

That said, we always bring Profligate north from Puerto Vallarta during hurricane season, and will be doing it again this summer. We do it because we think the winds tend to be lighter, not stronger, along the Baja coast at that time of year. But we do have a satphone to get long-range and updated tropical storm forecasts, and probably have twice the speed of your boat if we need to avoid bad weather.

Now for the first question. If you are the adventurous type, we don't think you need much electronic equipment to sail to Cabo. For navigation, we'd recommend an iPhone or iPad with Navionics charts. Make sure the iDevice has a built-in GPS, which all the later models do. An iDevice with Navionics is all we ever use for navigation in the States, Mexico and the Caribbean. Unfortunately, the charts often have been off by a mile or so in Mexico, so unless you can triple-check your position with radar and a depthsounder, you want to be conservative when approaching land. But all things considered, the coast of Baja is unusually easy to navigate.

We would also encourage you to dead reckon as you go, both for backup and because it's fun. Every half hour you note the boat speed and course, and update your position on your chart. Then you compare your position with the real one you get from the iDevice. You'll be amazed at how good you get at DR, which is a good thing, because then you won't freak if/when you drop your iDevice overboard. For what it's worth, we dead reckoned the entire way to Cabo and La Paz on our first trip south in 1981 because everybody in our crew was too lazy to use the sextant and because GPS still hadn't been invented.

Ideally, your boat would also be equipped with a depthsounder, radar and AIS, as they help with both navigation and keeping from getting hit by ships. But if we were you

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LETTERS

and didn't have them or couldn't afford them, we wouldn't let it stop us from going south. Unless we had small children.

You do need a VHF radio. For communication, emergencies and backup navigation, we'd highly recommend a DeLorme inReach, which allows you to send and receive short text mes-

COURTESY WILLFUL SIMPLICITY



sages or trigger an interactive SOS via the worldwide Iridium satellite system, and which works as a GPS. You can get one with a solar charger for less than \$500.

As the Bakers have proven over the last five years, a Catalina 27 makes a fine little Sea of Cortez cruiser.

For what it's worth, Steve and Charlotte Baker sailed their Catalina

27 Willful Simplicity to Cabo in the breezy 2009 Ha-Ha and had a great time. In fact, they're still living on their boat, having become residents/supporters of the little village of San Evaristo.

↑↓ OOPS, I LEFT OUT A FEW DETAILS

In my first letter to *Latitude* about taking a Catalina 27 to Mexico, I should have mentioned that it's going to be a one-way trip. Our plan is to donate the boat to a community that has been or is susceptible to being affected by hurricanes. There is a town outside Ciudad Constitucion that was recommended to me. Do you know of any contacts that could point me in that direction?

As for boat prep, I do have Navionics on my iPhone and I can easily get it onto my iPad as well. That will save a substantial amount of money that I had planned to spend on a GPS system. I had no idea I could use Navionics on my iPhone while offline. I was absolutely planning to get a depthsounder, especially if we are coming into port at night.

We were going to equip the boat with a handful of marine batteries and a solar power system as well, because I would like to document the trip and power is necessary. A VHF radio and a satphone were also on the list. Any recommendation on solar power sources? Our power consumption would only really be the running lights at night, the radio system, and recharging the iPad and GoPro batteries.

Ryan Greenspan
Catalina 27
cyberspace

Readers — If you write in for advice, it's important that you include as many details as possible — or we're left to 'navigate' in the dark with our responses.

Ryan — To be honest, we're not sure that donating a Catalina 27 to a community in Mexico would be that helpful, as it would be hard for a village to maintain and might not get as much use as you think. A panga would be much more helpful. So we think it would be better to sell the boat to some gringo once you get to Mexico — a Catalina 27 would make a fine Sea of Cortez budget cruiser — and use the money to buy what the community needs. Experts on this matter would be the aforementioned Steve and Charlotte Baker of the Catalina 27 Willful Simplicity, as for the last six years they've been doing what you intend to do but on an ongoing basis. You can reach them at sdbaker46@yahoo.com. But don't expect an immediate response as they don't have Internet when they're at San Evaristo.

A depthsounder? We've had two Olson 30s and a Cal 25



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



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



BRING OFFERS

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

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NEW ARRIVAL

47' Beneteau 473 2002
\$239,000 Contact: Jack Lennox

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NEW ARRIVAL

46' Nautor's Swan MkII 1994
\$235,000 Contact: Alan Weaver

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NEW ARRIVAL

41' Tartan 4100 2004 carbon rig
\$275,000 Contact: Alan Weaver

ALAMEDA

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- 1995 56' Perry Custom\$619k
- 2005 52' TP52\$349k
- 2005 43' J/133 \$249.5k
- 2001 43' Aerodyne193k
- 2006 42' Bruckmann Zurn\$375k
- 2000 42' J/42\$199k
- 2007 40' J/124 **PENDING**
- 2001 40' C&C 121239k
- 2005 38' Sabre 386 **PENDING**
- 1992 35' J/105\$70k
- 1999 35' 1D35 Relentless\$79k
- 2004 35' J/109 \$178.5k
- 2007 35' J/109 \$167.9k

ADDITIONAL USED POWER

- 2009 30' RAIDER RIB.....\$69k
- 02/12 85' Azimut..... \$1.697M



40' J/124 2006 \$239,000
Contact: Charlie Underwood



40' Sabre 402 1999
\$152,500 Contact: Jack Lennox

ALAMEDA



NEW ARRIVAL

39' Dehler, 2003
\$159,900 Contact: Bob Pistay



PRICE REDUCED

38' Sabre 386 2004
\$229,000 Contact: Alan Weaver

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NEW ARRIVAL

38' Aerodyne 38 2003
\$169,000 Contact: Diego Gomez

ALAMEDA



PRICE REDUCED

35' J/109 2004
\$160,000 Contact: Geoff Swing



NEW ARRIVAL

32' Nordic Tug 32 1999
\$154,000 Contact: Kenyon Martin



30' Back Cove 30 2014
\$275,000 Contact: Geoff Swing



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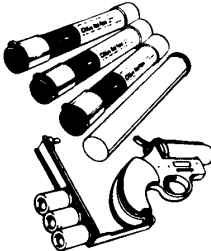
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LETTERS

along Baja and in the Sea on a total of four occasions and didn't have a depthsounder — and never felt the need for one. If we needed to find out how deep it was to anchor, we'd tie a line to a winch handle and lower it over the side. And remember, installing one would mean you'd have to haul the boat and put in a thru hull.

If you have an iPad or iPhone with GPS, you don't need to



COURTESY WILLFUL SIMPLICITY

be online to navigate with Navionics. As mentioned in our first response, we'd use the money you were going to use to buy a GPS and a satphone — the latter isn't cheap — to buy a DeLorme inReach. Once you're done with your trip, you can sell it for close to what you paid for it.

Few sailors have as much experienced working with remote Baja communities as Charlotte and Steve.

You're on your own when it comes to calculating how much power you're going to use/need for the trip down. If your boat has an inboard engine, you should be able to generate enough power with the alternator to run an inverter to charge everything — if you're frugal with energy. If you don't have an inboard and you're going to take your time sailing down Baja, you'll probably come out money ahead by forgetting about solar panels and buying a Honda 2000 portable generator. Once you're done with your trip, you'll be able to sell the portable generator for almost as much as you paid for it.

Have fun — and don't forget to write.

↑↓ A COLUMBIA 5.5 FOR SUMMER SAILING FUN

Last year, I was fortunate enough to pick up a beautiful Columbia 5.5 Meter. Designed to the International Rule, the 5.5s were the little sisters of the 12 Meters of America's Cup fame. The 5.5s were also an Olympic class boat. Columbia Yachts hoped to offer a boat suitable for international competition, at half the cost of the custom "one-offs." However, the boat was apparently banned because of its fiberglass construction, severely impacting the marketability of the



LATITUDE 38

boat. In production from 1963 to 1965, there were fewer than 50 of these ever built.

I am, of course, biased, but I feel these are amongst the most beautiful boats in the Bay: long, narrow, low freeboard, and with extreme overhangs at the ends.

The Columbia 5.5s are lovely little flat-water yachts.

Currently, there are only a few 5.5s still actively sailing.

Recently, we had three 5.5s on the line at the OYC Sunday Brunch series. That was probably the most out for a single race in the Estuary in quite a few years. A handful of 5.5s continue to race in Stockton.

I am sure there are several boats lying idle and ignored locally. These are true gems from the past, very affordable, and just looking for the right owners to rejuvenate the fleet.

Lester Gee

Panigale, Columbia 5.5 Meter, USA-35 Oakland, CA

Lester — While sailing a 5.5 on the waters of the Central Bay would be a little wet for our liking, one would be a huge



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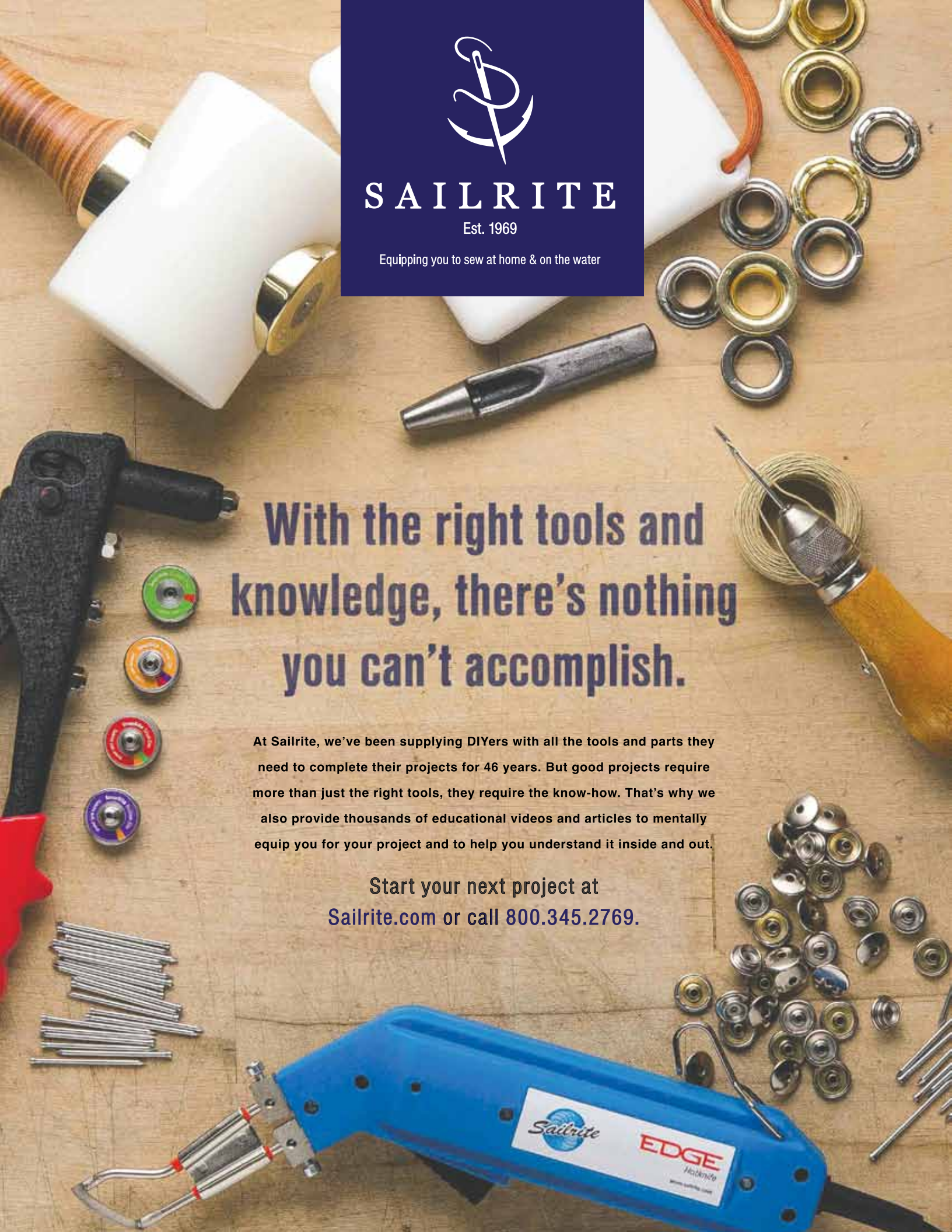
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LETTERS

'bang for the buck' boat for Zen sailing — and fun racing — particularly in places with flat water, such as the Estuary and up the Delta.

Columbia actually made a version with a cabin that one San Diego sailor sailed down to the Panama Canal and up to Florida. That's not something that we would recommend.

THE BIRDMAN MISSED THE MARK

While I respect Jonathan 'Birdman' Livingston's thoughts on what safety gear should be required when sailing in offshore races, I think he misses a few key points in his April letter to *Latitude*.

First, after the *Low Speed Chase* tragedy at the Farallones in 2012, the Northern California Ocean Racing Council came up with a simple yet comprehensive list of equipment required for sailing in the Gulf of the Farallones races. These are the Minimum Equipment Requirements or MERs. The requirements are dramatically more simple than the Offshore Special Regulations for Category 2 races, and are the result of having smart people debate what should be required in our home waters. Consciously omitted from that set of safety equipment requirements was the mandate to wear a life jacket, since the committee felt that was better left to the Organizing Authority's discretion, and would more logically belong in the Notice of Race.

The MERs were not intended to tell sailors how to act on their boats, but rather describe the gear and nature of the boat you take to sea.

To expand on the reach of the work of this committee, I asked a group of experienced sailors to come up with an expanded version for transocean races such as the Pacific Cup, the Transpacific Yacht Race and the Newport-Bermuda Race. This subcommittee of US Sailing's Safety at Sea Committee created the Safety Equipment Requirements, or SERs, a concise list of the gear that you need to take to sea in three categories: Ocean, Coastal and Nearshore. Compared to the 200+ pages of the Offshore Special Regulations, the SERs occupy something like eight pages. They are written in plain English and don't rely on external documents like ISO standards. The SERs are rapidly becoming the standard for sailboat races.

The Birdman mentions that the rules require a jockstrap. Yes, the current requirement is that life jackets have leg or crotch straps, which American sailors in particular have been resisting for some time. However, having investigated several of the recent boating accidents around the world, I can say without hesitation that the sailors who end up in the water without leg straps on their life jackets would never make that mistake again. Please read the US Sailing reports on the *Low Speed Chase* tragedy, the capsizing of *Rambler 100* in the Fastnet Race, and the fatal incident in which the Columbia 32 *Uncontrollable Urge* went ashore on San Clemente Island after losing her rudder. There are repeated firsthand reports on how inflatable life jackets were far less effective when not held in place by leg straps.

The goal, of course, is to require a reasonable amount of gear and training that results in fewer lives lost, while not making sailing a horribly over-regulated experience. It's a balancing act, and one that requires open discussions and dissenting opinions. Thanks to Jonathan for continuing the discussion.

Chuck Hawley
Chairman, Safety at Sea Committee, US Sailing
Surprise, Alerion Express 38 Yawl

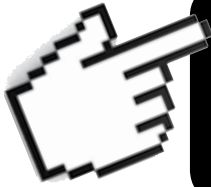
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LETTERS

Chuck — Thanks for the clarification. We're going to laminate a copy of your letter and slip it aboard the Birdman's Wylie 38 Punk Dolphin.

↑↓ I HAD INDIGESTION AND CHEST PAIN ALL DAY

After enjoying Loreto Sailfest — where Jim and I met and had lunch with sailing celebrities Stan and Sally Lindsay Honey — we left Balandra on our way back to La Paz. We had



COURTESY FLIBBERTIGIBBET

Betty, a veteran of several Ha-Ha's, lots of cruising in Mexico, and lots of cruising in the Caribbean, recovers from her heart attack in a hospital in La Paz.

a great sail with wind and waves behind us, but I had indigestion and felt chest pain all day long. We anchored at Los Gatos and I went to bed, but when Jim came down, I told him I thought that I was having a heart attack.

After Jim unsuccessfully tried to raise somebody on VHF, Ham and SSB, we weighed anchor and headed to La Paz. After 14 hours of motoring at hull speed, Jim was able to raise someone on VHF, who in turn woke up Tom Brown and Jeanne Walker of La Paz Cruiser's Supply, and their friends Rob and Cricket. They arranged for an ambulance to meet us at Balandra, which is just outside La Paz. They came out to the boat to take me ashore through the shallows in a kayak.

After being examined, I was given an angioplasty and had four stents put in by Dr. Sanchez. I'm now home aboard *Flibbertigibbet* at Marina Palmira and doing great. Keep on sailing!

Betty and Jim Adams
Flibbertigibbet, Catalina 42
Discovery Bay/La Paz, Baja California Sur

↑↓ SIMPLICITY WORKS WELL FOR ME

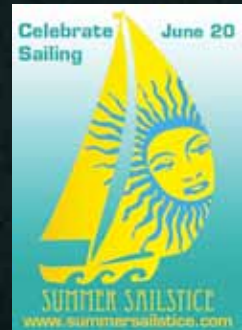
I've had the tiller peg 'autopilot' system, as seen aboard Stevie Hollis' Bermuda-based Venus ketch *Segue* in the April 13 *Lectronic*, on a couple different boats. I love the system.

Latitude wrote, "We can't imagine the pegs ever needing to be in the holes at either extreme end." Let me explain. If *Segue* were to ever heave to, the crew would almost certainly want to put the pegs in the hole at one extreme end or at least close to it.

For what it's worth, it's also difficult to get even a well-designed old gaffer to steer herself with the wind aft of the beam in any kind of a seaway. Not always impossible, but nearly always challenging. At times like that, it's nice to have a windvane, such as the Aries *Segue* has on her transom. With the wind abeam or forward of abeam, there's rarely a problem getting a boat like that to steer herself — unless the seas are very confused or the wind is gusty and shifty.

The K.I.S.S. rule is mandatory on *Ichi Ban*, my Yamaha 33. The simple things that I love about her are: 1) Her one cylinder Yanmar diesel, which can be hand-started and burns only a third of a gallon an hour. 2) The chain pawl for anchor handling. 3) The Lavac head. 4) The well-insulated ice box. 5) The foot pumps for pumping both fresh and salt water at the galley sink. And, 6) the Origo stove, which is not only simple, but extremely safe as well. All of these things have worked nearly flawlessly, are robust and easily understood, and require minimal maintenance or no maintenance other

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LETTERS

than cleaning.

A note on the chain pawl might be in order. It's removable and hinged on the roller in such a way that when I'm pulling the anchor chain in by hand, it just 'clicks' along on top of the links of chain. When I stop pulling and ease the chain back ever so slightly, it drops down and prevents the chain from going back out. This enables me to handle the 100 feet of 5/16-inch chain — attached to 250 feet of nylon — that I use for my primary anchor without a windlass. I carry a length of line with a chain hook that can be led back to the primary winches if it's blowing hard or lumpy. In the past 10 years — four of them cruising very actively on the West Coast of the US, in Mexico, and in Hawaii — I've used this line only twice to pull bights of chain down the deck until the anchor broke out. And I'm 61 and no Hercules. The pawl gives



LATITUDE / RICHARD

The many-holed pegboard for the tiller on 'Segue'.

me the opportunity to take a break and to time my pulls with the lulls and the swells.

Simplicity is not for everyone, and I admire those with the know-how and patience to maintain today's increasingly complex boats. But simplicity works well for me.

John Tebbetts
Ichi Ban, Yamaha 33
Honolulu

John — Funny you mention something as simple and helpful as a chain pawl that drops into place automatically. We have one on our catamaran 'ti Profligate in the Caribbean, and dearly wish we had one aboard our catamaran Profligate in Mexico.

↑↓ TRUE BUT MISLEADING

Regarding the Liz Clark story in the May 6 *Daily Mail Online*, the one with the long title *Sailor Wanted! Bartender Spends 10 Years Sailing Around the World After a Generous Benefactor Gave Her a Yacht (And Now She's Looking For a Travel Partner)*, the *Daily Mail* probably didn't mention any of the difficult maintenance jobs that Liz has had to do to keep her boat going. Bunch of wankers!

Anne Slater
Walkabout, Allied Luders 33
San Carlos

Anne — No, the Daily Mail didn't mention any of the difficult parts of cruising, which is just one of the reasons that we titled our 'Lectronic piece True But Misleading. In fact, we suspect the Daily Mail just used the fluffy text as an excuse to run a bunch of photos of an attractive and fit woman, often in a bikini. We at Latitude would never stoop to anything so lowbrow.

↑↓ EXAGGERATED CRAP ONLY — OR IS THERE MORE TO THE DAILY MAIL ONLINE?

I read the May 6 *Lectronic* in which *Latitude* criticized the *Daily Mail Online* for a "true but misleading" portrait of Liz Clark of the *Cal 40 Swell* and the cruising life that she is living. I'm pretty sure that *Latitude* knows that the *Daily Mail* is a tabloid and never deals with truthful stories, but rather exaggerated crap.

On another subject that's come up recently, in England,

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LETTERS

Oz and Kiwiland, any boat with a sail, regardless of condition or size, is considered a 'yacht'.

Glen Read
Nootka, Island Packet 40
Edmonds, WA

Glen — *The tabloid*. . . "never deals in truthful stories." You should rethink that. For who but the tabloid press exposed presidential favorite John Edwards for the complete scumbag he was? For whatever reason — perhaps not wanting to get in the bad graces of a potential president — the mainstream press ignored and/or covered up the story for months after the tabloids had repeatedly presented convincing evidence. It was a rerun of the mainstream press going hook, line and sinker for presidential hopeful Gary Hart's 1987 denials of knowing bimbo Gennifer Flowers — until *The National Enquirer* ran the famous cover photo of Flowers frolicking on Hart's lap on a dock next to the yacht *Monkey Business*.



COURTESY SWELL

Liz, looking attractive in a bikini, picks up beach trash in French Polynesia.

(Lest anyone think we're picking on Democrats, the tabloid press has done a pretty good job of busting sleazy Republicans, who have been equally deserving.)

The way we see it, the mainstream press isn't as admirable or objective as it could or should be. When we read stuff — and we read damn near everything — we always 'consider the source.' That holds true for *The Wall Street Journal* as much as *The New York Times*. We read the *Times* every day and have developed great respect for their writers and editors, as

they could make a convincing case that everything in the world — including the earth's core being molten — is a result of the white man's sexism and racism. As far as we're concerned, it's become a parody of itself.

The flip side of the coin is that the tabloids, while they admittedly publish a lot of crap, can produce much better journalism than a lot of snooty people might care to admit. Time after time, we've found that in order to get the 'real story' on something on a timely basis, we've had to resort to seemingly ridiculous sources from *Daily Mail* to *TMZ*. Disgusting, we know, but true.

The recent tragic train wreck back east that claimed at least eight lives is a perfect example. While *The New York Times* did a serviceable job of covering the story, if you were looking for the greatest number of facts, the most depth, and the most grisly photos that nonetheless depicted the horror best, you had to go to *Daily Mail Online*. They did a fabulous job with the story, and among other things came up with more interesting facts about engineer Brandon Bostian than did any other source. It was impressive.

⇓ **WE'VE DONE MORE HA-HA'S THAN YOU CAN RECALL**

Thanks for the shout-out about our *Tamara Lee Ann's* signing up for another Ha-Ha. We always have a great time with the Poobah and the fleet.

Just a slight clarification. In the May 4 'Lectronic, you reported that this will be our third Ha-Ha. Actually, it will be our sixth! We have done four — 2002, 2007, 2012 and 2015 — with our *Celestial 48 Tamara Lee Ann*, and two as



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LETTERS

crew — 2008 and 2010.)

Douglas and Tamara Thorne
 Tamara Lee Ann, Celestial 48
 Emeryville, CA

Douglas and Tamara — It's hard for us to keep up. But if anyone has done more than five Ha-Ha's, with their own boat or on other boats, we'd like to hear about it so that we can acknowledge your repeated participation.

↑↓ HOW ABOUT A FREYA CHALLENGE?

I own the Freya 39 *Freeflyte*, which was built by Gannon Yachts in Petaluma in 1978. I've been doing some racing on her in the Puget Sound area, but I got an idea I'd like to run by you — the Freya Challenge. The idea would be to create interest in getting a fleet of Freya 39s to do the Pacific Cup, perhaps followed by a cruise to Sydney, and even the Sydney to Hobart Race, the event for which the Freya 39 was designed. I recognize that my idea is kind of out there, but it could be a fun diversion from the usual focus on the newer high-tech designs.

Jonathan Cruse
 Freya 39
 Seattle, WA

Jonathan — You may know this, but we're very familiar with the Freya 39s, having had one built from new in the late 1970s. Jim Gannon even raced to Mexico with us several times on the boat. And we know of at least two Freyas that did circumnavigations. They are brick poop-houses, but reasonably fast, too.

The problem with the idea of a Freya Challenge is getting enough owners of that design to want to participate. As only 30 or 40 Freyas were ever built, and they are now spread out all over the place and in various states of being ready for sea, your pool of possible entrants is tiny. And within that very small pool, you have to ask yourself how many owners are interested in racing to Hawaii and/or have the time and money to do so — let alone continue on to Sydney, and even more unlikely, do the Sydney to Hobart Race, too.

↑↓ LIKE ALL MY MECHANICAL PROJECTS

I can't help the Wanderer with the cone clutch problems on his Yanmar saildrives or the famous cases of his props falling off *Profligate*. But his May issue article detailing the repair that he and his friends did on *Profligate's* cone clutch had me on the floor laughing so hard that I was crying. My wife could not understand what it was about it that I found



LATITUDE/RICHARD

Fiddling with the Yanmar cone clutch. It wasn't so funny at the time.

I'm remembering an Atomic 4 engine of mine that would only idle. After I'd torn the thing apart multiple times, redoing the carburetion, spark plugs, distributor and filters, nothing had changed, I finally capitulated and brought in an

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LETTERS

expensive mechanic. He promptly found the problem on the other end — a stuck flapper valve in the exhaust system!

Just keep those articles coming!

Al Fricke
Jubilee, Catalina 36
Half Moon Bay, CA

Al — To keep the record straight, Dino DiPasquale spent most of the time getting his hands dirty inside the engine room.

↑↓ **YOU MEAN MY NEW PROP MIGHT FALL OFF!?**

I commiserate with the Wanderer on the cone clutch problems on *Profligate's* saildrives. Wrenchin' in the confined spaces of a boat engine room can drive anyone batty.

But the prop had fallen off? Say it ain't so! I recently replaced the three-blade prop on my boat with a Flexofold prop like the one that fell off *Profligate*. It seems to be working fine, but the Wanderer's May article has me worried. I have the standard shaft arrangement on a Yanmar 4JH-3. Do you think props falling off is related to saildrives? And am I correct that you've had props fall off *Profligate* before?

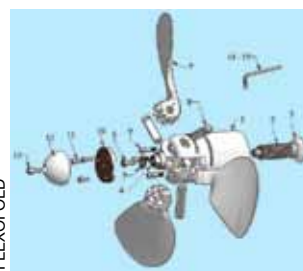
Anyway, now that you know how to service a cone clutch, you've added another valuable skill to your repertoire.

Dave Fiorito
Irie, Beneteau 393
Novato, CA

Dave — The Yanmar cone clutch problems have not been limited to *Profligate*, which is why we wrote the article.

We've had Flexofold folding three-blade props on *Profligate* for about 15 years, and this is the first time we've lost one. We love the Flexofolds — which are similar to Gori and some other brands — and aren't hesitating to get a replacement for *Profligate*.

It's true that we had two props fall off *Profligate* before, but they were the old-style three-bladed feathering Max-Props. What really puzzled and infuriated us is that they'd worked fine for about five years, at which point we sent them back



FLEXOFOLD

Flexofold three-bladed folding props look complicated, but are actually elegantly simple.

to Max-Prop to make sure they were still in good shape. When we got them back, we had Yanmar dealer Tom List of Sausalito come all the way up to the Napa Valley Marina to put them on, in part because he was going to show a client how it was done. We and the client watched and double-checked as List slowly but methodically followed all the instructions to a 'T. Inexplicably, one prop fell off a month later while we were sailing across San Francisco Bay. Even more inexplicably, when we pulled into Santa Barbara Harbor a month later, the other one had fallen off.

We have no explanation as to why the Max-Props fell off. In the case of the Flexofold, the only thing we can imagine is that the aft zinc had gone bad quickly and allowed the prop to back off. But we have *Profligate's* bottom done on a regular basis, and we always have the diver check the condition of the cone zinc at the back of the prop. If we were paranoid, we'd think someone had dived down and stolen the prop.

We have no idea if more props come off boats with saildrives than boats with regular transmissions.



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LETTERS

↑↓ OUT-OF-ORDER INSTRUCTIONS DRIVE ME NUTS!

After reading your article on Yanmar saildrives, I went to the link for *Leucat* that was recommended. When I got there, I found what I would describe as a booklet covering many aspects of boats and boat maintenance. I thought it was pretty well done, and would make a good guide for new boat owners. The authors, Mary Margret and Dave Leu from Dana Point, put it all on Dropbox and encourages readers to download it. You can get the same information by digging through their daily blogs, but it's much easier to get it in one package on Drop-box. You can find it at: www.sailblogs.com/member/leucat. The links to the "Techno Tips" and "Cone Repair Manual" are along the right side under "Favorites". Another interesting item I found was a comment to use Rotella oil in the saildrive. Supposed to have some additives that clean the cone clothes in place.

I got a kick out of the out-of-sequence instructions in the Yanmar manual about tightening the nut after you put the cone clutch assembly back in the transmission. I know that cost you guys at least a full day of time and probably some mental misery. Stuff like that just drives me nuts, and makes your recommendation to read all the instructions several times before starting a good one.

I learned that lesson back in high school, where the first instruction in one test I was given was to read all the instructions before starting. The test had us doing different physical things — yell out a word, stand up and sit down, etc. But the last instruction was to ignore all other instructions. Naturally I didn't follow instruction number one, and got through part of the test — i.e. acting like a fool — before the teacher stopped me. At least I was not the only student who failed the test.

Let's talk about importing parts to Mexico duty-free. There is a good FAQ on Marina de La Paz's website that shows how to bring in parts duty-free. It has a link to a form that you can include with the parts, and it is supposed to let you avoid duty on most boat-specific parts. We have some parts that should arrive today here at Marina Chiapas, and it looks as though I was charged 25% duty. Enrique at the marina said that the Mexican government hates Japan, so the duty is higher on Yanmar parts than it would be on parts for a US engine. I didn't have time to do the paperwork for this shipment, but at a possible savings of 25%, I'll do it next time.

We had someone who was going to fly the parts down — almost always the best way to get stuff to Mexico — but the day before he was to leave, he discovered that his passport had expired last month. So we used UPS. That was not a good experience (they claimed they tried to deliver but the driver never showed) and finally got the parts 5 days after the expediated delivery date that we paid extra for. Next time will try DHL, or find a friend with an unexpired passport.

Bill Lilly
Moontide, Lagoon 470
Newport Beach, CA

↑↓ THE BEST MONTHS FOR THE BEST EVENTS IN THE CARIBBEAN

I've been on the fence for years about buying a cruising cat, but don't have the time to use one yet. In the interim, I began to wonder about the wisdom of a long-term charter to follow the fantastic superyacht regattas in the Caribbean as a loose itinerary. I'm thinking that maybe I'd use the boat a month or two, and maybe share the charter with a few like-minded couples. I suppose I could go back through past *Latitudes* and cobble together a schedule, but I thought with the Wanderer's intimate knowledge, he could, off the top of his head, suggest

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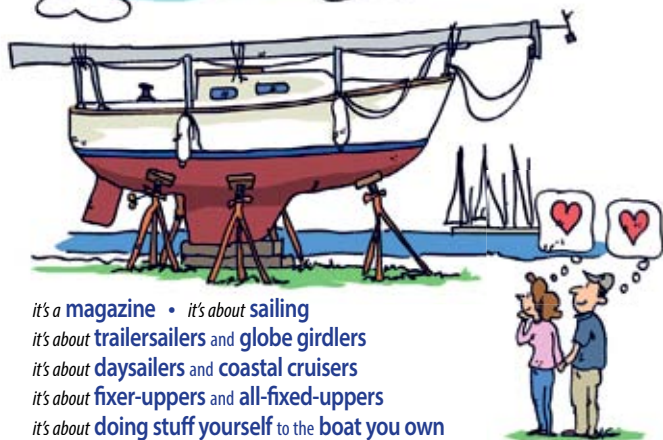
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LETTERS

the best month or two for a charter to hit the best of the best regattas. And maybe suggest some companies or sources of a relatively economical month or two charter. This is still a pipe dream, but I wonder what you think.

Eric Lindahl
 Min Vän, Corsair 31 tri
 Seattle, WA

Eric — *The best of the best two months in the Caribbean for having fun hanging around the big regattas? That's easy, as it corresponds with what are usually the best two weather months in the Caribbean, which are from about the third week in February to the last week in April. Here's the schedule of events for that time frame between the British Virgins and Antigua, which are about 200 miles apart. The dates are for 2016, but stay fairly close in the following years.*

February 22-26 — The Caribbean 600, which starts and ends in Antigua after 600 miles of weaving around various islands. This hardcore event has quickly become one of the top two or three middle-distance races in the world, and is attracting many of the great boats and sailors. You'll see the boats only before the start and after the finish, but the energy is great.

March 3-6 — The St. Martin Heineken Regatta features nearly 200 racing boats, about half of them charter boats. The 'Heinie' has the best music and wildest partying of all the Caribbean regattas. The younger you are, the more you'd like it.

March 9-12 — The Loro Piana Superyacht Regatta at Virgin Gorda. This is pretty much a superyacht tune-up for the much larger St. Barth Bucket.

March 17-19 — The St. Barth Bucket is perhaps the greatest spectacle in sailing, as all 40 entries have to be at least 100 feet long, and most are in the 150-ft category.

March 23-29 — The Bequia Easter Regatta. This event is a couple of hundred miles farther down island than the other events on this list, is more casual, and has more local participation.

March 30-April 5 — The BVI Sailing Festival and Spring Regatta. These are actually two events sort of mashed together, and include everything from fun racing and partying to serious racing in the Spring Regatta.

April 11-16 — The Voiles de St. Barth has become enormously popular in just six years, this year attracting 76



CHRIS JOUJANY

boats, including a handful of the very best in the world. This is for serious racers, on boats from 24 to 100 feet, who also like serious partying in a more sophisticated manner than at the Heinie. The Wanderer's favorite.

Others may disagree, but the Voiles de St. Barth is the Wanderer's favorite Caribbean regatta.

April 13-19 — The Antigua Classic Regatta for classic and spirit of classic yachts. This is the one for lovers of classic boats, and you'll almost surely be able to get a ride. The pity is that the dates overlap with the Voiles.

April 23-29 — Antigua Sailing Week is the granddaddy of all big Caribbean regattas. In its heyday it attracted over 250 boats of all types, but currently attracts only about half that

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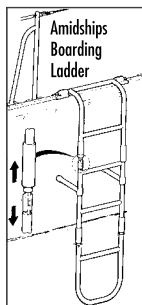
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LETTERS

many. It's still a great event at a great island.

End of April — The West Indies Regatta for traditional trading boats that were built on the beaches of Caribbean islands. Funky fun for soulful sailors.

As you can see, the late-February to late-May sailing calendar in the Leeward Islands is packed to the gills. All these regattas have



TIM WRIGHT

For those who love watching classics pitch into the tradewind seas, nothing beats the Antigua Classic.

The great thing is that less than two miles from all these regatta centers are fabulous anchorages where you'd never know there was a regatta going on just a short distance away.

All the charter companies would be more than happy to book a two-month charter for you and your friends. Send them an email and tell them what you have in mind.

Overall we think it's a great idea, but too much of a good thing is way too much. We'd limit ourselves to three events, and maybe only parts of them. We'd recommend the St. Barth Bucket, the BVI Sailing Festival, and depending on your interests, either the Voiles de St. Barth or the Antigua Classic Regatta.

↑↓ SHOULD WE WORRY ABOUT 'THE CHINK' IN THE BVI?

I was just reading the Zen sailing article in a recent edition of *Latitude* in which the Wanderer mentioned the high number of Chikungunya virus cases in the Caribbean. We are chartering in the BVIs soon, and since mosquitoes really like my wife, we're wondering if the virus is a concern to sailors. Do you know of anyone on boats who came down with the virus? Are there any spots we should avoid or precautions we should take?



COURTESY PARSIFAL III

The new 'Parsifal III'.

I love *Latitude* and want to thank the Wanderer for encouraging me to go to St. Barth for the 2014 Bucket. I did go, and by walking the dock managed to get a crew position on the 177-ft Perini Navi Parsifal II. I had a great time!

Ed Machado
San Diego

Ed — Thanks for the kind words. It's great you got a ride on Parsifal, as they usually don't take many people from the dock. It would be even cooler if they invited you back for another Bucket, as the owner has now taken delivery of Parsifal III, a version of Perini Navi's 60 Meter series. Unlike Seahawk, hull #1 of the 60 Meter series, the 197-ft Parsifal III will be a sloop and have a bowsprit.

As for 'The Chink', many of our friends on St. Barth have gotten it, but almost all of them live on land. We don't know about sailors other than ourselves, but in 10 weeks neither de



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Mallorca nor the Wanderer came down with it. And that was a good thing, because 'The Chink' is really nasty stuff. "I hurt



COURTESY PARSIFAL III

so bad that I couldn't move anything but my eyeballs for a week," said the owner of one bar. Others who get it complain of periodic pain in their joints for months after.

The good news is that there has been very little rain in the Eastern Caribbean for the last three months, which has really cut down on the number of mosquitoes, and thus the number of people coming down with the virus. But even before the dry spell we were told the number of cases had dropped significantly.

The 'Parsifal III' not only features a sloop rig and bowsprit, it offers true waterfront dining. She's also believed to be too upscale for Chink-carrying mosquitoes.

Nonetheless, 'The Chink' is still a concern throughout the Eastern Caribbean. But if you use a lot of DEET and sleep aboard, we think the chances are decent that you won't get it.

↑↓ M5 IS STILL THE TALLEST SLOOP IN THE WORLD

Latitude recently reported that "if we're not mistaken" *Parsifal III*, the new Perini Navi 60 Meter Series sloop, has a 246-ft mast that is the tallest in the world. *Latitude* was mistaken, as that distinction still belongs to the 247-ft M5, ex-*Mirabella V*. Her mast towers to 292 feet above the water.

We had a personal experience with M5 when we came up from Mazatlan to La Paz this winter. When I saw M5's mast for the first time, I thought, "Gee, that's funny, I don't remember there being such a tall radio tower so close to Marina Costa Baja." But it wasn't a radio tower, it was M5.

So for anyone who thinks size matters, M5 is still the one to beat.

Rob Murray
Avant, Beneteau First 435
Vancouver, B.C.

Rob — Thank you for correcting us. We should have written that if *Parsifal III*'s mast was to fall over next to M5, it would stretch from the bow to the stern of M5, which is the longest sloop in the world.

For those who think size matters, *Superyacht Times* reports that a German yard has launched a three-masted sailing vessel that is 482-ft long. Named the *White Pearl*, she has a bulb bow and almost looks like a cargo ship.

↑↓ BLIND AND/OR SELFISH

I understand people, such as the man who wrote in a recent issue, who get angry with cruisers who don't pay attention to their animals, be they dogs or cats. As I write this, I'm having coffee at a beautiful little restaurant in a Mexican town popular with cruisers, and I've just had to watch some irresponsible American jerk's dog mark the coffee bar. How appetizing. He's now making a visit to every table, annoying people who aren't dog fans. The husband and wife who own the dog are oblivious. And now he's barking up a storm. I don't blame the dogs, but the owners, who are either blind or incredibly selfish.

Anonymous
South of the Border

Anonymous — Might the "Mexican town" have been

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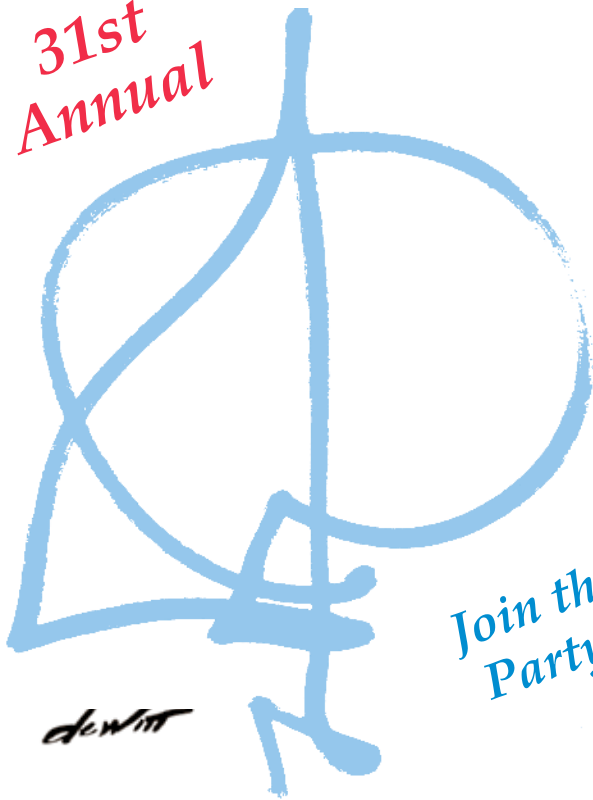
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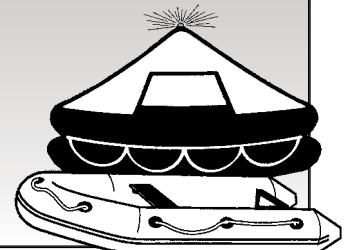
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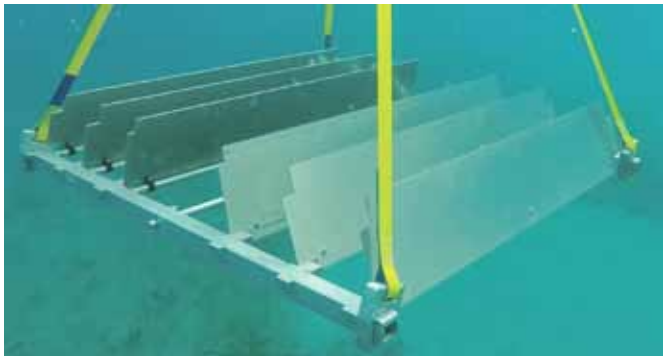


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Ensenada, which in something of a surprise to us, got a very positive review in a Travel section article of The New York Times?

↑↓LOST AND RECOVERED BOAT

That was a very interesting collection of stories in the April *Latitude* about boats that had been lost and were later recovered. But you need to check your archives, as I know that you reported on at least one more in the early 1990s.

This one involved a couple from the Northwest — maybe Canada — who set out on the initial leg of a planned long-term cruise aboard something like a *Maple Leaf 40*. They ran into some bad weather off the Oregon coast and, for one reason or the other, were taken off by the Coast Guard.

Over a year later, the boat, then dismantled, turned up near Hilo, Hawaii. The Coast Guard towed her to port.

We were living aboard at Kaneohe, Hawaii, at the time, anchored behind Coconut Island. Carl, one of the few remaining liveaboards in Kaneohe Bay, told us about the boat's being recovered. He flew to Hilo, inspected the boat, and eventually bought her from the insurance company — which had already paid off the former owners.

Now for the part that makes the story memorable. After Carl paid for the boat, the insurance company realized that it hadn't gotten the boat's title yet. Thus they couldn't legally process the transaction. When the insurance company asked the former owners for the title, the former owners said they wouldn't relinquish it until they were allowed to retrieve some personal gear, such as dive tanks and a compressor. How do you like them *huevos*?

I'm not sure what all they took, but I do remember that this diminished the value of the boat to the extent that Carl got a cash rebate of close to 20% of his bid price. He had pretty much tapped himself dry financially to acquire the boat, so the rebate was a godsend that allowed him to make onsite repairs sufficient to deliver the boat to Kaneohe Bay.

Having a visceral aversion to insurance companies — along with lawyers and Wall Street parasites — the former owners have become my 'superheroes'. Me and San Miguel celebrate their achievement whenever prolonged exposure to the mind-numbing grind necessitates an attitude adjustment.

David Goodgame
Bobcat, 38-ft Crowther Cat
Sonora, CA

David — It's easy to loathe some lawyers, genuine Wall Street sleazeballs, and some insurance companies, and perhaps there was some kind of karma payback for the insurance company. On the other hand, one of the reasons there are so many lawyers is that so few people are willing to stand by their word if they can come out a few bucks ahead by renegeing.

↑↓ANY TIPS ON RENEWING TIPS?

I could swear that I read somewhere that Temporary Import Permits (TIPs) for Mexico can be renewed only once. Is this correct? I ask because my second TIP will come up for renewal in 2018.

Steve Hersey
SeaScape, Union 32
San Carlos, Sonora, Mexico

Steve — If you read that TIPs can be renewed only once, whoever wrote it didn't know what they were talking about. Tere Grossman, president of the Mexican Marina Owners Association, confirmed with officials in Mexico City that there is



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↑↓ TAKING THE MEASURE OF SURVEYORS

In response to Mark Wheelers' recent letter in *Latitude*, I would like to add another perspective on the issue of vetting marine surveyors.

As most sailors probably know, marine surveyors in the United States are not licensed by any state or federal organization, but are rather 'credentialed' by one of several trade organizations — which would prefer to be called professional organizations. The most recognizable are SAMS and NAMS, partially because of their extensive advertising and marketing to the marine underwriting community.

Simply having membership in SAMS or NAMS does not guarantee that the surveyor has five years of experience. SAMS Surveyor Associates and NAMS Associates have to pass an exam, but they do not have the five-years' experience required of their fully credentialed members. However, associates are permitted to do surveys without supervision of a more senior member.

Other lesser-known organizations that credential surveyors include the Association of Certified Marine Surveyors and the US Surveyors Association, both of which require examinations and apprenticeship or experience. Another organization, the American Registry of Marine Surveyors, was formed in 2008, recognizing that membership in trade organizations was not necessarily a guarantee of quality.

The United Kingdom, Canada, Australia, and many other countries, have similar credentialing organizations. Mexico does not have its own trade organization, and there are very few credentialed marine surveyors based in Mexico. Most of these are credentialed in the United States.

The truth of the matter is that the individual's experience and knowledge make more of a difference in the quality of the survey than does the title that the trade organization bestows upon them. Memberships in the American Boat and Yacht Council (ABYC) and/or National Fire Protection Association (NFPA) are also good indications that the surveyor pays attention to industry standards.

Getting references for surveyors is an excellent idea, especially from insurance brokers and underwriters. References from previous clients are also helpful. Lastly, for pre-purchase surveys, one should ask the yacht broker whom they would least like to have conduct the survey — as those surveyors tend to be the most detail-oriented.

Asking for a copy of previous surveys is a two-edged sword. Survey reports are generally considered to be privileged documents and cannot be released by the surveyor unless the client gives permission. Ask yourself if you want your surveyor giving the survey on your boat to anyone who asks for it, and see how you feel. I have had insurance underwriters request samples, and have been fortunate to have clients who have agreed to have their survey released to the underwriter — but only after heavily redacting identifying information. Ask surveyors for a copy of their survey checklist and contract limitations.

It is unfortunate that *Dorothy's* chainplate and tank issues were not discovered during the pre-purchase survey. As you know, most surveyors spend only three to four hours inspecting the entire vessel, leaving little time to probe deeply or find hidden damage.

Detecting flaws in chainplates and tanks is always problematic. Chainplates are often completely obscured behind joinery and are not visible without destructive methods. Tank leaks are difficult to spot, especially if the tanks are not topped

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off just prior to the survey. If there were visible indications of suspected problems, then they should have been mentioned. Owners who detail their vessels in advance of a pre-purchase survey may remove telltale evidence — unintentionally or not.

The statement reportedly made by the surveyor that "you could sail this boat to Hawaii tomorrow" sounds more like a salesman's than a surveyor's. The surveyor's job is simply to report the observations, condition, findings, deficiencies, and recommendations — nothing more. The surveyor should not be an advocate for or against any vessel.

Referrals to vendors that did substandard work is also unfortunate. In some ports in Mexico, the pool of professional marine service companies is limited, and often there are limited choices. Second opinions of available service companies are always prudent.

The failure by the surveyor to provide a copy of the final survey report is unprofessional at the least. If the surveyor has credentials, then a complaint to the trade organization would be in order.

Withholding payment for the survey until the report is completed and 'approved' by the owner is not realistic. Much of the cost involved in doing the survey is the labor involved during the inspection.

To expect the surveyor to do the inspection and then have owners refuse to pay for the survey because they are displeased with the outcome is unreasonable, and compromises the validity of the surveyor's findings and recommendations. If owners don't trust that the surveyor is professional, or believe he/she is incapable of preparing a truthful survey report, they have probably chosen the wrong surveyor.

Dennis H. Ross, MMS

Ross Marine Services and Consulting, S. de R.L. de C.V.
Two Can Play, Endeavour 43
La Paz, BCS, Mexico

Dennis — Unless we're mistaken, nobody was talking about not paying a surveyor because they didn't like the results of the survey, but rather not paying the surveyor until the surveyor had completed the survey and provided a copy. The latter is the norm.

↑↓ WINNING TROPHIES BY QUITTING?

Max Ebb's February column explaining the virtues of being the first to "withdraw" from a race that is later abandoned in order to "take home the hardware for a division win" left me perplexed. Undoubtedly, this situation must have happened to the author, or at least he was briefed on this exact situation by someone, and then thought that it would elicit interesting conversation amongst the readership. The story has the hallmark of a brainiac trying to explain a loophole in the rules to the general sailing public for shock value. Better be correct.

As a student of the Racing Rules of Sailing, I began to try to draw up the scenario where this could actually be true. Maybe it was with an organizing authority or race committee that didn't score races correctly, maybe it was in a long-past decade, maybe it was just dead wrong. Given the overall context within the story, to be true the scenario must be applicable to all races, not just yacht clubs that wrongly believe they have to award the XYZ Perpetual Trophy that day no matter what. Thus my first thought of incorrect scoring procedures went out the window, but I'll outline them later anyway.

So, is this scenario of winning a race by being the first to retire from the race possible under the rules? The first of a few assumptions that must be made is that the author meant



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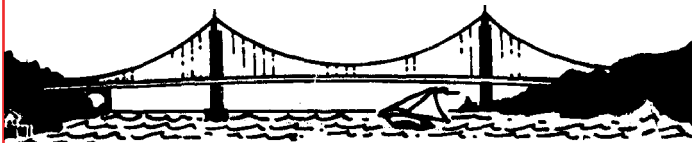
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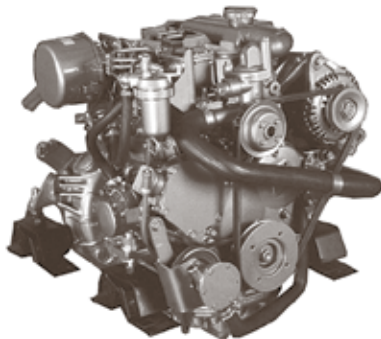
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'retire' rather than 'withdraw'. There is no mention of the word 'withdraw' in RRS, except in regard to withdrawing a protest. The second assumption is that to 'win', a boat must score fewer points than the other boats in her division, or finish with a lower corrected time on handicap. Let's assume that since this article was published in 2015, we are using the current RRS. From here on the whole scenario starts to unravel, as we would have to make scoring assumptions that are clearly not correct.

The race committee in the story correctly abandoned the race when no one finished within the time limit (Rule 35, last sentence). RRS defines abandon as, "A race that a race committee or protest committee abandons is void but may be resailed." Void means "not valid, or completely empty." Both of these definitions of void indicate that there should be no scoring whatsoever, and certainly no awarding of trophies unless and until the race is resailed. Case closed. Or is it? Maybe the author is living under some silly yacht club's misunderstanding of abandonment and/or proprietary scoring system.

The US Sailing Race Management Handbook states, "It cannot be argued that a race in which no boat finished within the time limit was a race in which every boat should be scored DNF." (page 275) Even if the race committee erroneously scored the abandoned race in this way, as some in the Bay Area do, the boat that retired during the race would receive the same points as the boats that are incorrectly scored as DNF (RRS A4.2: "A boat that did not start, did not finish, retired, or was disqualified shall be scored points for the finishing place one more than the number of boats entered in the series.")

So in this case, all of the boats would receive the same score. Furthermore, being the first to retire, as the story claims, would be no different than being second or third to retire. There is no different score for the different times at which a boat retires from a race.

The race committee could have rewritten the scoring rule for retiring in some way, but I have never seen a retired boat given a different score than a DNS or DNF boat under such a rewrite. That rewrite typically relates to DNC and/or DSQ, and on page 292 the Race Management Handbook says, "Such changes should be avoided."

The winning by quitting scenario defies common sense, which the Racing Rules of Sailing always strive to achieve as they evolve over the years. I think Max Ebb is dead wrong, or at best, is using a unique personal experience that was handled and scored incorrectly, to "educate" us on this non-existent loophole. I'd love to know what he really is talking about.

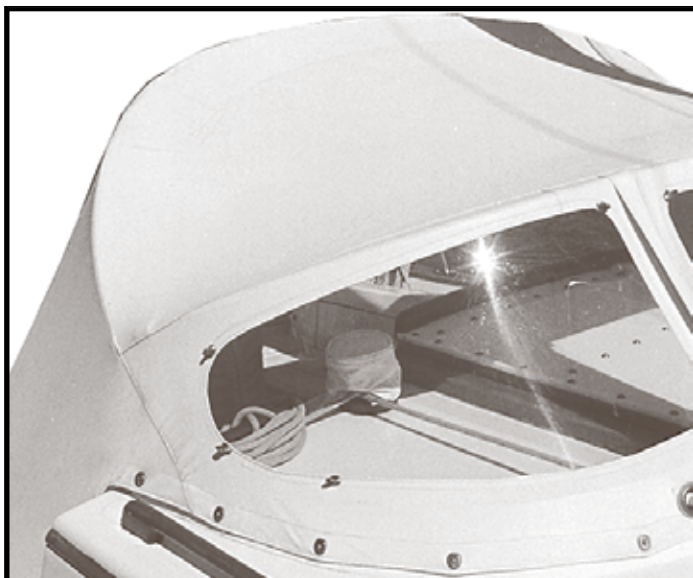
Forrest Gay
Tiburon, CA

Forrest — Max replies as follows:

"Good catch on 'retire' versus 'withdraw'. And you are, of course, right about everything else. But at some point pedantry has to end to allow a creative solution to take over. The scenario is a race like Three Bridge Fiasco. When no boat in a division can finish within the time limit, some credit should go to the first crew to figure out that it's hopeless and head home. Nothing in the Racing Rules of Sailing prevents the Notice of Race from stipulating an unorthodox method of awarding trophies in the event of an abandoned race."

↑↓ IS THE CHARTER A VACATION OR MINI-CRUISE?

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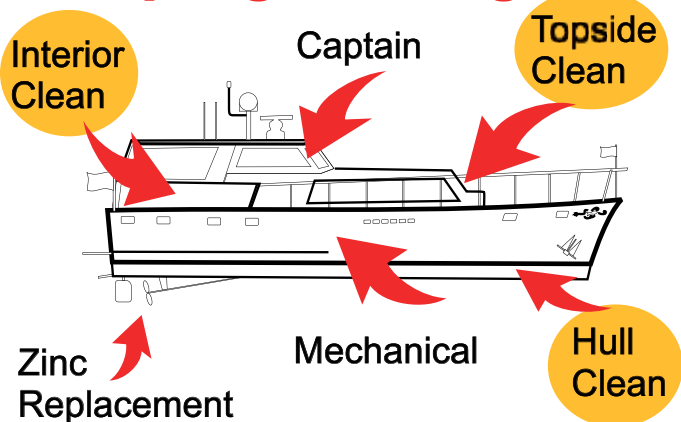
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LETTERS

on vacation, *Latitude's* charter recommendations were spot on. But if someone wants their charter to be a mini-cruising experience, with a chance to get a sense for what cruising is all about, then we would rank Tahiti number one, Tonga number two, and perhaps Thailand as number three.

Pete and Sue Wolcott
Kiapa Nui, Looping 48 Cat
South Pacific



LATITUDE / ANDY

The Wolcotts, veterans of numerous South Pacific cruises, suggest a Tahiti charter for a mini-cruising experience.

really only what it's like in whatever area you're in.

Pete and Sue — Inasmuch as somebody could get a "mini-cruising experience" from just a week or so chartering, we agree with you. But we think that's quite a stretch. Not to be argumentative, but we figure it takes at least three months on one's own boat to get an idea of what cruising is really like, and even then it's

⇅ THERE'S ONLY ONE WAY TO GO

My favorite charter has been a one-way from St. Lucia to Grenada. You get the ziplining at the Grand Pitons, a 30-mile bluewater passage with dolphins and whales, climbing the volcano on St Vincent, lovely Bequia, and swimming with turtles at the Tobago Cays, as well as Union Island and Grenada, and many other islands in between. Did I mention that it was all easy sailing? Everything from a beam reach to a near-downwind run. No beating upwind on that charter.

Capt. John cyberspace



There is great cruising in the Grenadines — as long as you sail in the right direction and stay clear of the reefs.

There is great cruising in the Grenadines — as long as you sail in the right direction and stay clear of the reefs.

Capt John — There is no denying the attractions and variety of that itinerary — as long as you are going in the direction that you did. It makes us wonder if the people who charter the boats in the opposite direction get a huge 'delivery discount'.

⇅ FEWER CROWDS, MORE SAILING

The sailing grounds from Grenada to Bequia have loads of fabulous anchorages, longer bits of sailing, and less crowding than the British Virgin Islands. The British Virgins are fine for first-time sailors, but for those with any experience, I would vote for Grenada.

Mitch and Anne West
Varuna, Pearson 367
Portland, OR

Mitch and Anne — We presume that you meant to say 'the cruising grounds between Bequia and Grenada' rather than



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LETTERS

'Grenada and Bequia', because, as noted above, you only want to go one way between these islands.

Yes, it does get crowded in the BVI, the charter capital of the universe. But when was the last time you were in Bequia or tried dropping the hook at Mayreaux's Salt Whistle Bay? They are packed during the season, too.

↑↓ DON'T FORGET THE TUSCAN ISLANDS

Latitude's counsel on where to charter was excellent.



COURTESY TUSCANY TOURISM

I would only consider adding a venue we enjoyed last summer — the Tuscan Islands of Italy and Corsica. The many ports were delightful, and the food and people most welcoming. The bonus of this cruise is the side trips in port, and the ability to loop in Rome or Florence for a visit en route.

Although just off the coast of Tuscany, Elba is, for the most part, quiet and peaceful.

John McNeill

Yankee, 52-ft Stone schooner
San Francisco

Readers — For those not familiar with the Tuscan Archipelago, it consists of seven islands — Gorgona, Capraia, Elba, Pianosa, Montecristo, Giglio and Giannutri. Elba is the largest, with about 32,000 residents. Montecristo has only two residents.

We spent a couple of nights at Elba when we cruised the Med with Big O in 1994. We wish we could have spent a couple of weeks.

↑↓ WE SAIL THE BAY FOR JUST \$3 A DAY!

With regard to the subject of boat partnerships, I started one 14 years ago on our Newport 30. We currently have a total of six partners. We've had great luck with our partnership, and many good times.

One of the keys to our success has been finding like-minded folks to join us. Our boat is a daysailer with some toys aboard. If we were to have a racer in the mix, it might make things difficult. All our partners are daysailers with some overnights here and there.

One of the things I like to tell folks we take sailing is that "We sail the Bay for \$3 per day." We each pay \$100 per month per partner. Heck, that's less than a cappuccino at Peet's.

With the Wanderer's situation and a more expensive boat, he may want to consider forming a corporation to protect himself. This is an area I don't know about, as our partnership was more casual. Good luck.

Craig Russell

Addiction, Newport 30
Emeryville, CA

↑↓ I'M NOW A PARTNER IN A SEAWIND 1000XL ON KONA

I've been in several boat partnerships here on the Big Island and only one didn't work out very well. It was completely due to my not knowing the owner of the boat very well. He had just the boat we wanted, so I threw in with him without being too careful. The partnership didn't end amicably, but we were able to keep the lawyers out of it.

The other two partnerships have worked out very well — probably because we all knew each other since childhood.

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- Chris O'Dell, Lagoon 38, 'Mayan Sol'

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LETTERS

There are currently four of us in a partnership on a Seawind 1000XL catamaran that lives in Kona at present.

I think it is critically important to know prospective partners very well. It would be good if you had previous dealings with them. It would also be good if you've sailed them offshore because, as *Latitude* knows, it's when sailing offshore that you really get to know who a person is like.

Jay Lambert
Sugar Magnolia, Seawind 1000EL
Honokohau, HI

↑↓ A GOOD EXPERIENCE AT MARINA CHIAPAS

Having read the piece in the April 8 *Lectronic* about officials in Chiapas giving an arriving foreign boatowner a hard time and costing him a lot of money — because they claimed boat owners have to cancel their TIPs each time they leave the country and get a new one each time they re-enter Mexico — I wanted to share our experience.

We own the Catana 47 *Green Flash* and had been doing term charters with her for six seasons in the Virgins and Leeward Islands. In mid-November last year, we stopped at Chiapas on the way home to Santa Barbara. We wanted to pass Chiapas, but had to wait for weather, so we ended up staying in Marina Chiapas for six days.

Our experience there was good, especially with Enrique and the Chiapas Marina staff. Even though we didn't arrive until midnight, they actually stayed around and helped us find the entrance.

The navy came early the next morning with a dog, inspected our boat, and filled out paperwork. We then checked in with Enrique at the marina, and he started the paperwork shuffle for us, as it was the boat's first time in Mexico. We had to check in with the port captain, then immigration to pay for our tourist visas and such. It took half a day because we had to go 30 miles or so to Tapachula to make the payments. It was a bit of a hassle, but no big deal.

Then we had to get our TIP at the Banjercito office, which was more than an hour's drive away. We got pulled over for drug inspections at kind of a strange roadblock, but it wasn't a big deal. When we got to the Banjercito, we had all the necessary papers. One big problem was that the officials at Banjercito didn't know much about boats, and they didn't speak English. Next time I would take someone who spoke Spanish fluently.

A second big problem was that our boat is owned by a company of which I am the sole owner. I had a partnership agreement, documentation, and a letter in Spanish stating that I was the captain and had authorization to operate the boat and check her into Mexico. We'd actually had the letter done in Costa Rica for their shuffle.

After about 90 minutes, we'd translated most of stuff the Mexican officials needed to understand, and they issued a TIP for our boat. The people at the Banjercito were very nice, but very rarely process smaller boats such as ours. But with patience and using my smart phone to help translate, we got it done.

Then it was back to the marina, where we started working on clearing out. The next morning the navy came back with a dog and did their inspection, we got the paperwork signed, and we were on our way. Overall, the marina and local people were super nice.

The town was rustic and the food was good. Enrique was great, but I think it has been tough for him because Puerto Chiapas is a commercial port and the Master of the Port doesn't know much about private boats, so he tries to treat

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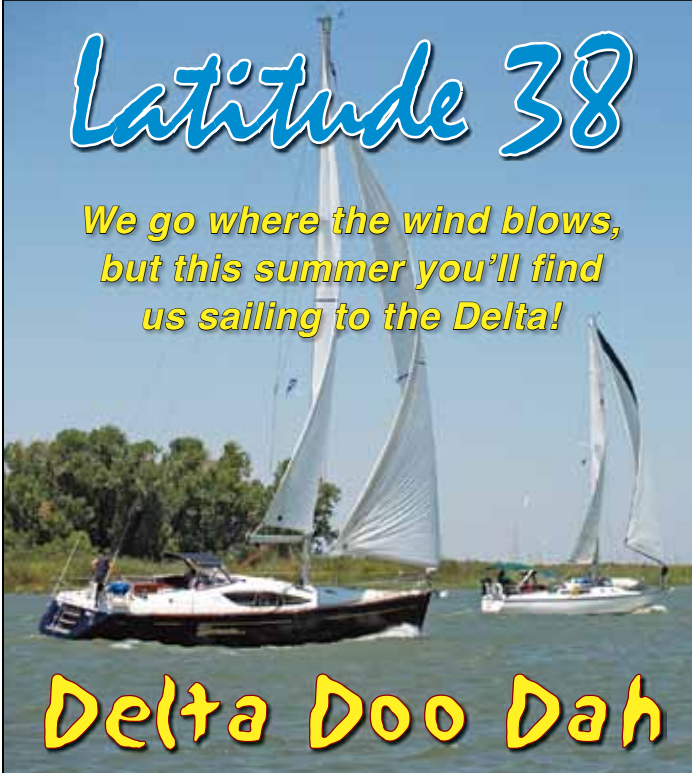
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LETTERS

them as if they were big commercial vessels.

Arthur McNary
Green Flash, Catana 47
Santa Barbara, CA

Readers — We don't have space to publish all the letters we received, but without exception Enrique, Memo and the staff at Marina Chipas got excellent reviews. Respondents raved about them. In addition, most boat owners — but not all — did not have paperwork issues.

↑↓ OLD-TIME SAILORS BELIEVED IN RECYCLING

In the 'old days' your chunks of old line would have been put to good use. In fact, there was a day set aside, usually a Sunday, when crews of old sailing ships would be put to work picking 'rope yarn' — that being the individual strands from which rope is made — from old, otherwise useless lines.



EASTERNYACHTS.COM

These were called 'Rope Yarn Sundays'. The bits and pieces of line were re-used in different ways, such as to make baggywrinkle. The threads themselves might be used for sailors to mend their clothes or might be woven into thicker strands to mend sails. Since there were no West Marines then, the sailors of old pretty much had to recycle and re-use everything they could.

If you get bored on a boat, you can always have a baggywrinkle party.

In more modern times, 'Rope Yarn Sunday' came to mean an unscheduled day off of work aboard US Navy ships. Since it most often occurred on Wednesday, and apparently still does, it was often called Rope Yarn Wednesday. But Rope Yarn Sunday could occur on any day of the week, as it was up to the discretion of the captain. Indeed, it was up to the captain if they had them regularly or even at all. Weather and what the ship was doing naturally also played a role.

When I was in the Navy in the late 1960s, we would spend a month or more at sea. The captain regularly granted Rope Yarn Wednesdays, which on our ship meant that you worked until noon and then had the rest of the day off — except, of course, for standing watches. I recall that these days were a welcome break in the routine. If the weather was nice, a lot of the crew gathered on the fantail to smoke, work on a bit of a tan, and BS.

As for using old docklines, I remember several times over the years using the Olson 30 *Little O's* old sheets to tie up *Latitude's* various photoboats. And getting chided by harbor masters and slip neighbors. "Never use sheets for docklines!" they'd say, usually after they'd had to retie one or more corners of the boat after the old jib sheet/dockline had chafed through. LOL.

John Riise
Lake Isabella

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

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

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

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new beginnings on old wooden boats

No matter how hard you look in medical literature, you're not likely to find a chapter on the restorative effects of racing old wooden boats. But cancer survivor Jennifer Hinkel claims that the adrenaline-fueled thrill of blasting around the buoys was the perfect tonic for her as she transitioned to new life goals after battling Hodgkin's lymphoma as a teenager. Today, at age 34, she has recently launched the nonprofit Resilience Racing, with the goal of sharing the invigorating effects of racing — especially on classic wooden boats — with dozens of fellow cancer survivors.

"A lot of times after a person comes out of chemo or radiation, there's this kind of weird period: You've overcome this huge struggle, and you're now making a comeback, but you want that comeback to be into something new," explains Jennifer, who works as a consultant to health care providers. "Your priorities get realigned because you now have a different perspective on life. You've reached this goal of completing treatment, you're clear of cancer, and you ask yourself, 'What's next? How am I going to find happiness and inspiration in life again.'"

For Jennifer the answer was competitive sailing, and she's convinced it can have the same life-changing effect on others. Through Resilience Racing, she is currently recruiting both male and female cancer survivors to participate in race training aboard vintage 38-ft Farallon Clippers, with the target of competing in eight regattas this fall, including the Jazz Cup, Great Pumpkin, Jessica Cup and Leukemia Cup. Hopefully, the racing roster and number of participants will expand in future years.

Jennifer's purchase of the Farallon Clipper *Ouessant* in 2012 not only galvanized her new passion for classic yacht racing, but it introduced her to a new tribe. "I'm crazy bullish about wooden boats," she says. And that's no exaggeration. After a port-tacking plastic boat T-boned her beloved woodie on the starting line of last spring's Sausalito YC Women Skippers Regatta, the repair process became stalled by an as-yet unsettled lawsuit. But rather than swearing off racing and wooden boats, the spunky young skipper searched out a Farallon sistership. She found and purchased *Mistress II*, which was built for the legendary Aldo Alessio, who raced her to Hawaii and Tahiti. Although her interior was completely stripped when Jennifer bought her and she was practically sinking, *Mistress II* is now undergoing a minor refit, and probably will have run the course of the Master Mariners Regatta (May 23) by the time you read this. When *Ouessant's* repairs are finally finished, she'll double the capacity of Resilience Racing's training efforts.

"I'm hoping to recruit new people every year," says Jennifer, "and give them a little of the wooden boat passion that I feel." She sees a special connection between survivors and vintage woodies. "If you're the kind of person who's made a comeback in life, you have your scars, but you can still feel your 'authentic self' underneath. I think older wooden boats resonate with me and other survivors because they've been through their battles, but they are still this really special, beautiful thing."

See www.resilienceracing.org to learn more about this unique program. And look for *Mistress II* out on the water. With her varnished hull and reenergized crew, she'll be hard to miss.

— andy

sail & celebrate

Summer Sailstice, the global celebration of sailing, is observed on the Saturday closest to the summer solstice in the Northern Hemisphere, and that happens to coincide with the actual date of the solstice this year on June 20.

Anyone can organize an activity or rendezvous through the website, www.summersailstice.com, which is also where sailors go to register to win prizes. The site allows everyone to find an event



Jennifer Hinkel feels a special kinship with other cancer survivors, and she thinks she's found an ideal way to fast-track them into an uplifting and energizing new hobby.

BOTH PHOTOS COURTESY JENNIFER HINKEL

on the sailstice

near them. Events marked by a yellow pin are open to the public. Browsing the site you'll find all kinds of sailing from cruising to racing and tallships to dinghies.

The event began right here in the San Francisco Bay Area 14 years ago. Some local Sailstice events open to the public this year include Encinal YC's big celebration, which is free. A highly amusing wooden boat-building contest, live entertainment, new boats on display, *en plein air* painting, sailboat rides, and more are on the itinerary. Treasure Island Sailing Center, San Francisco's South Beach

continued in middle column of next sightings page

tahiti transpac 2016 seeks entries

Needless to say, members of Southern California's Transpac YC are currently focused on next month's L.A.-to-Honolulu race (which begins July 13). But they've also got another project on the back burner: a Los Angeles-to-Tahiti race in 2016.

First established in 1925, the 3,700-mile race from San Pedro's Point Fermin to Papeete's Point Venus is roughly 40% longer than the Hawaii Transpac. But the biggest difference between the two contests is that the Tahiti Race is generally half running and half reaching, with the vagaries of the equatorial doldrums (ITCZ) thrown in as the ultimate wild card.

In 2008, when the club decided to resurrect the long-dormant race, cosponsors at the Tahiti YC in Papeete initially had to root around in the clubhouse's dusty attic before finally locating the event's top prize, the Fritz Overton Memorial Trophy. That 2008 race drew four entries, with Doug Baker's Andrews 80 *Magnitude 80* setting a new

continued on outside column of next sightings page



SIGHTINGS

tahiti transpac — continued

course record: 11 days, 10 hours, 13 minutes and 18 seconds (roughly a 13.5-knot average). The 2012 race attracted only two entries, but both were impressive: Karl Kwok's Hong Kong-based Farr 80 *Beau Geste* took line honors, but two days later Steve Rander's Oregon-based Wylie 70 *Rage* corrected out to win — despite bow damage from colliding with a whale the night before her arrival. Neither boat broke the record.

Looking ahead to next year, Race Committee Chair Dave Cort says, "Transpac has received several inquiries from interested sailors about another race." Entry info and the official Notice of Race will be available soon at www.transpacyc.com. Although a start date has not yet been announced, the nearly 4,000-mile sprint is expected to begin in mid-June 2016. Marks along the way? There aren't many: After the start off Pt. Fermin, simply leave Catalina and the Tuamotu archipelago to port.

— andy

sailstice

YC and Moss Landing's Elkhorn YC are among organizations running races. Many sailing schools and charter businesses will offer open houses or special sailing opportunities.

The Sausalito Community Boating Center at Cass Gidley Marina will screen two locally-produced sailing movies in Dunphy Park: *Racing With Copepods* and *Cape Horn Passage in Schooner Wander Bird*. "Yes, we are crazy enough to show an outdoor movie on the longest day of the year! The more time for some live music and dinner before the show starts," reads their post.

In Ventura, Pierpont Performance



Seen here preparing to transit the Panama Canal in March, Steve and June Jones have spent a lifetime adventuring under sail, in addition to raising a family.

— continued

Sailing is hosting a free, weekend-long Weta Training Camp. They can set you up with one of the small, one-design trimarans if you're not a Weta owner.

Apparently, you don't even need water to sail — the Wind Seekers are hosting an event near Austin, NV, on Smith Creek, a dry lake bed where land-sailors race around in their carts.

"We really want to make people aware of just how accessible sailing is," said Travis Lund of TISC and SailSFBay. The latter organization has gathered together a list of Bay Area Summer Sailstice events at www.sailsfbay.org.

— chris



LATITUDE / ANDY

still sailing after all these years

Given the fact that Panama is one of the world's great nautical crossroads, it's not at all surprising to run into sailors from your home waters there. Such was the case in March when we bumped into June and Steve Jones, who have roots in both Sausalito and St. Thomas, as does this writer. At the time, they were preparing their Perry 42 *Windrose* for a westbound Panama Canal transit, to be followed by a long sail back to the Bay Area in order to witness the birth of their second grandchild. Next year they hope to 'jump the puddle' to French Polynesia, then complete a voyage to New Zealand that began 40 years ago when Steve and June were "young and immortal," as they put it.

Back in the early 1970s every wide-eyed young person seemed to have been smitten by wanderlust. Thousands backpacked around Europe and India back then, but on the West Coast some young sailors heard the call of the Pacific. While living and working in Sausalito, Steve and June acquired the 50-ft wooden tug *Sea Giant*, a legendary Prohibition-era rum runner, converted her to a ketch-rigged sailboat, and, in 1973, took off for Hawaii. They were both 25. The scene in Lahaina was extremely hip and colorful, with kids arriving on small, funky boats and David Crosby holding frequent jam sessions in a local bar. One of the only bummers was when Ken Kesey's immaculate schooner *Flying Cloud* wound up on a reef and was destroyed.

After six months there, Steve and June crossed to the Marquesas. "There were barely any roads," recalls Steve. "Even in Nuku Hiva there were only one or two cars." After touring Tahiti, they returned to Hawaii, and later, to Sausalito, having decided they needed a smaller boat.

In 1976 they heard about a fine English Gauntlet yacht named *Syrinx*, and went to England to buy her. Their inaugural cruise to warmer latitudes — in the dead of winter — was a wild one. Although they took off during the best weather window there'd been in weeks, conditions soon got ugly. "We were running down 20- to 25-foot seas with 50 knots of wind almost all the way down to Madeira," Steve remembers. They eventually crossed to Barbados, then sailed up to St. Thomas, in the US Virgin Islands, where Steve, an accomplished woodworker, easily found work. To this day, that island is a second home to them, and at least one of their two sons was born there.

Back in the day, they won the St. Thomas Rolex Regatta twice on their Pearson 30 *Surprise*, racing alongside legends of the Caribbean sailing scene such as Rudy Thompson, John Foster, Pat and Nick Bailey and Peter Holmberg. During the '70s and early '80s, in addition to doing boatwork and helping out at St. Thomas YC, Steve often delivered boats to the islands, including bareboats for industry pioneer Dick Avery. But the wildest delivery was of Thompson's lightweight Pearson Flyer, *Cold Beer*, down from the States one winter. "Twenty-four hours out we were hit by 35-knot winds and literally planed under bare poles all the way to Bermuda," says Steve. (His brother-in-law was washed overboard, but was quickly retrieved via his tether.)

Steve and June could easily fill a book with their adventures. Although these days, as they are both 67, they try to keep the white-knuckle experiences to a minimum. Since buying *Windrose* in Florida nearly five years ago, they've cruised from Maine to Grenada, spending winters in the Bahamas, the Exumas and the Virgins, where Steve helped run races for the St. Thomas YC. When we met these salty Sausalitans, they were looking forward to getting back to the Bay Area to reconnect with family and friends. But the unfinished business of sailing to New Zealand still lingers.

— andy

maxi revolution

With the unpopular and, some would say, nonsensical decisions to move the America's Cup from San Francisco to a tiny island in the Atlantic, while making the boats a third shorter, a maxi-multihull

continued on outside column of next sightings page

revolution — continued

revolution rooted on the West Coast was the last thing that many yacht racing enthusiasts and sailors expected a year ago. But its here and its real.

MOD70 hull #2, named *Orion*, has been based in the Bay for a couple of years now, part-time California resident Lloyd Thornburg has purchased the now all-conquering MOD70 *Phaedo 3*, and Ryan Breymaier has teamed up with Renaud Laplanche, CEO of SF-based Lending Club, to campaign the 105-ft VPLP trimaran *Lending Club 2* (ex-*Groupama 3/Banque Populaire VII*) for a season, while unverified rumors suggest that another MOD70 may soon be on its way to Southern California. Add to this a couple of hot ORMA 60s making their way to SoCal and the Great Lakes, and the blue-blazer establishment's long-held resistance to multi-hulls is falling by the wayside as big, fast trimarans have taken hold, and are now dominating all over the country.



CARLO BORLENGHI / ROLEX

Manouch Moshayed's SoCal-based 'Rio 100' will be on the Transpac starting line next month.

While offshore multihull sailing is exploding, their monohull brethren are also benefitting from the growth as the global financial crisis wanes. Entries in the quadrennial Transatlantic Race from Newport to Cowes are up by more than 50% over 2011, and include Jim Clark's VPLP 100 *Comanche* and George David's new Juan K-designed *Rambler 88* (as well as *Phaedo 3*). Here California, Manouch Moshayed's recently modified and rebuilt Bakewell-White-designed *Rio100* will attempt to win the coveted barn door trophy in next month's Transpac (for fastest non-canting keel monohull), while the legendary *Wild Oats XI* and the recently re-hulled *Ragamuffin 100* are both on their way up from Down Under to compete in that biennial Los Angeles-to-Honolulu classic.

With many of the fastest boats in the world converging on both coasts of this great nation — while they're all still newish and relevant — nearly every major ocean sailing record in the US has been placed on the endangered list. The first one to fall was Steve Fossett's long-standing Newport-to-Bermuda record on *PlayStation*. As reported here last month, sailing the legendary 635-mile-long course from Castle Hill Lighthouse to Kitchen Shoal in under a day, *Lending Club 2* set the new mark at an incredible 23 h, 9 m, sustaining an average speed of 27 knots and knocking a staggering 15 hours off of Fossett's record! Two years ago, Breymaier and company barely missed setting a new Transpac record in the original *Lending Club*, a turbo'd and lengthened ORMA 60. They barely missed the record as a result of repeatedly hitting tsunami debris that damaged multiple foils. This year, with a newer, bigger tool to get the job done, *Lending Club 2* should easily break Bruno Peyron's 18-year-old record of 5 d, 9 h, 18 m, set aboard the 86-ft *Commodore Explorer* — barring another disaster or fluky conditions. Add this to *Lending Club 2*'s recent Cowes-Dinard English Channel record, and it could be a 2015 hat trick for *LC2*!

Wild Oats XI's unique, highly-optimized, narrow-hulled, canting-keeled configuration makes her a favorite to break the Transpac's current monohull record of 5 d, 14 h, set by R/P 100 sistership *Alfa Romeo II* in 2009, while *Comanche* has put a bounty on *Mari Cha IV*'s 12-year old transatlantic record of 6 d, 17 h, 52 m.

Larry Ellison and Russell Coutts can have their beach cat regatta in Bermuda. With the fastest boats on the planet — both mono- and multihulled — making their way to American shores, these are the glory days and the best is yet to come.

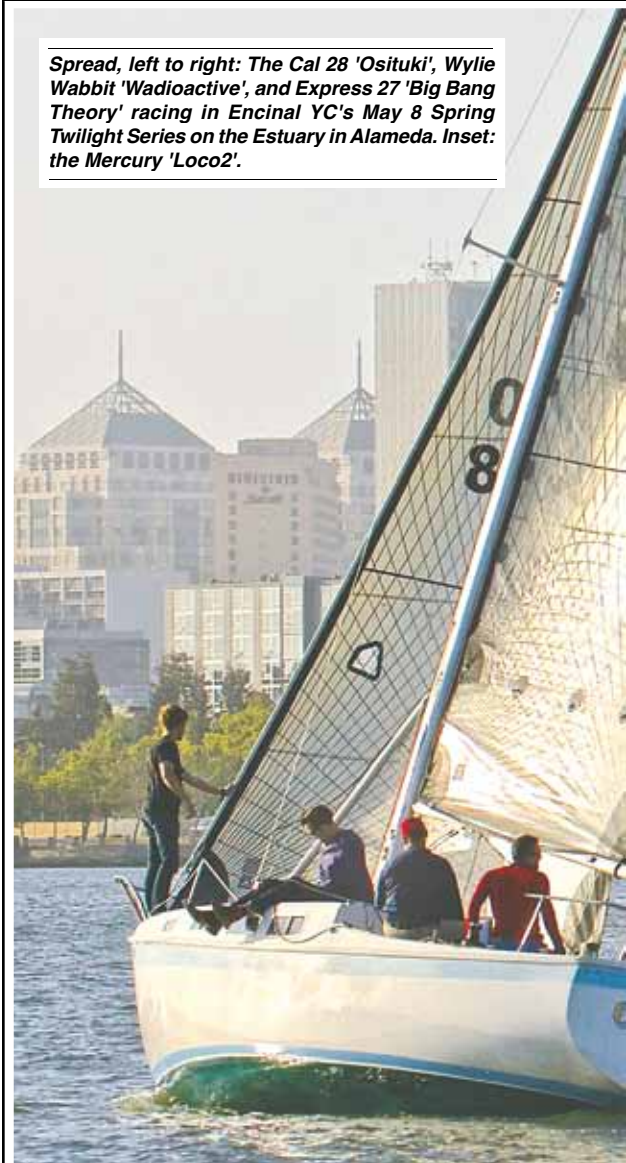
— ronnie simpson

latitude 38

Doo Dah, Ta-Ta, Ha-Ha? Sounds like the ramblings of a two-year-old, right? But those are actually the abbreviated names of three extremely popular *Latitude 38* sailing rallies, all of which take place in the next six months. The whimsical nature of their names was meant to convey that each is focused on fun — responsible fun, that is. Here's an update on each:

Delta Doo Dah — As of press-time, the summer-long, laid-back Delta Doo Dah rally had 48 boats signed up. Doo Dah participants are encouraged to enter the June 6 Delta Ditch Run — register for both and you're doing the 'Doo Dah Ditch Run'. The Ditch Run is a 67-mile race, with a cruising division, from Richmond YC to Stockton Sailing Club followed by shoreside festivities on Saturday night

Spread, left to right: The Cal 28 'Osituki', Wylie Wabbit 'Wadioactive', and Express 27 'Big Bang Theory' racing in Encinal YC's May 8 Spring Twilight Series on the Estuary in Alameda. Inset: the Mercury 'Loco2'.



SPREAD & INSET: FRED FAGO

rally updates

and Sunday. The Doo Dah will celebrate Summer Sailstice on June 20 with Tiki Lagun Resort, joining the marina's tenants for a Saturday evening potluck. For details, see www.deltadoodah.com. Entry in the Doo Dah is free and open until August 28.

SoCal Ta-Ta III — Running from September 13 to 19 this year, the Ta-Ta is a one-directional rally from Santa Barbara to Catalina that serves as a great intro to the cruising lifestyle. With relatively short legs between overnight anchorages, no night sailing is required. The event's nickname, Reggae Pon 'da Ocean, implies a fun and festive vibe throughout, and there will be several parties along the way.

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the littered path to shanghai

Normally, one of the rewards of offshore sailing is the opportunity to savor the natural world around you, unspoiled by the influences

of man. But that hasn't been the case for Giovanni Soldini and his international crew aboard the VOR 70 *Maserati*, who were in the middle of the North Pacific as we went to press, attempting to set a new official benchmark time for the old China tea clipper route from San Francisco to Shanghai. "We're sailing in a plastic sea with two typhoons on our route," he wrote May 14.

"We are seeing a lot of buoys, bits of rope and line, cellophane, car tires, bits of netting, huge black plastic balls — a myriad of different plastic stuff weathered by sun and sea and now accompanying us

continued on outside column of next sightings page



JEN EDNEY / MASERATI

Soldini and a fellow crewman wave 'arrivederci' as 'Maserati' heads for China. Along their route they would witness gut-wrenching mid-ocean pollution.



SIGHTINGS

littered path — continued

around the high-pressure area." At the time of that report, the theoretical edges of the infamous North Pacific Plastic Garbage Patch lay a few hundred miles to the north of Maserati's position. But, as Soldini wrote, "clearly its edges are pretty blurred... Last night, it took us a good couple of hours to free up the port rudder from a floating plastic line.

"Witnessing such a devastating spectacle gives you a very sad feeling of powerlessness and resignation," Soldini added. "... Is this the true face of progress? Is this what awaits us? Seas filled with plastic, dead and poisoned fish and birds? Perhaps instead of focusing solely on our technological future, we need to invest our resources in defending the planet's resources from ourselves."

Giovanni Soldini has sailed in all the world's oceans, and probably thought he had seen it all before sailing into the North Pacific's colossal Garbage Patch. He was obviously deeply affected by the experience.

You can follow *Maserati's* progress toward Shanghai at the website: maserati.soldini.it.

— andy

rally update

anchorage, the Ta-Ta can only accept 50 entries, and at press time there were 40, so don't procrastinate.

The event is open to boats of 27 feet or longer, that were built, equipped and maintained for offshore sailing. Sorry, no singlehanders. The entry fee is \$270 per boat. Details and registration at: www.socaltata.com.

Baja Ha-Ha — Now in its 22nd year, the Ha-Ha is a 750-mile cruise from San Diego to Cabo San Lucas with stops along the way at Bahia Tortugas and Bahia Santa Maria — both well-protected natural anchorages.

For many, the Ha-Ha serves as the inaugural step into a new lifestyle of full-time cruising, while others view it simply



With her one-year long-stay visa in hand, Sylvia Stompe is a happy gal. She and Barry may not actually spend all 12 months in French Polynesia, but it's sure nice to have the option to do so.

SPREAD AND LEFT INSET LATITUDE / ANDY

— continued

as a refreshing two-week getaway from the same old same old. In normal circumstances the course is downwind, down-current and down-swirl. Nevertheless, this is serious offshore voyaging requiring overnight sailing on all three legs.

Open to ocean-ready boats of 27 feet or longer. No singlehanded. The entry fee is \$375 (\$325 if the owner's age or the boat's length is under 35). Entry deadline is September 15 at www.baja-haha.com.

There are parties before, after and during the pit stops, and a great sense of camaraderie invariably develops within the fleet. You might find a ride for any of these rallies via the *Latitude* Crew List at: www.latitude38.com.

— chris & andy



INSET COURTESY IOLANI

a long stay is the better way

For most cruising sailors, a visit to the islands and atolls of French Polynesia is high on their must-see list. But unless North Americans make special arrangements *in advance* of their arrival, they will only be given 90 days to explore the French Overseas Territory's five archipelagos — an area larger than Western Europe. So before heading west, savvy sailors like Sylvia and Barry Stompe of the Sausalito-based Hughes 48 *Iolani* wisely made the effort to apply for 'long-stay' visas of six months to a year from a French Consulate or Embassy.

Sylvia and Barry had been cruising in Mexico since last fall, but they wisely decided to invest the time and *dinero* to fly home to San Francisco and submit their application in person, as is required. Three weeks later they got an email stating that their visas were ready to pick up. That meant another trip back to the US for one of them, but when they made landfall in the Marquesas last month with one-year visas in hand, they took comfort in knowing they could island-hop through these dreamy islands at a leisurely pace, while many of their fellow Pacific Puddle Jumpers would be forced to rush. (An application checklist for long-stay visas in French Overseas Territories can be found here: <http://tinyurl.com/kk8hh3p>).

Mainstream tourism in French Polynesia declined dramatically during the recession, but there was no slowdown in the number of international cruisers that arrived each spring — and it appears that various government agencies noticed. After all, unlike resort guests who mostly stay on-site, cruisers infuse money into the local economies of every island they visit, whether large or small, and no matter how sparsely developed.

A few months ago a law was changed so that foreign boats can now stay for three years (up from 18 months previously), and a new marina has just been completed in the heart of downtown Papeete.

According to Sylvia, the staff at San Francisco's French Consulate could not have been more helpful and professional. And we hear similar things about the French Embassy in Panama, where many Puddle Jumpers apply for visas. In fact, as an indication of how welcoming French authorities in Panama are toward cruisers, French Ambassador France Philippe Casenave made time to attend our PPJ Sendoff Party last March at the Shelter Bay Marina — on a Saturday!

— andy

resurrected vestas returns to vor

By the time that you read this, the Volvo Ocean Race (VOR) fleet should have arrived in Lisbon, Portugal, after racing 2,800 nautical miles across the Atlantic from Newport, RI (Leg 7). Six boats would have arrived at the Portuguese capital, but seven are expected to depart June 7 on Leg 8, a 647-mile hop to Lorient, France, with the return of the rebuilt Team Vestas Wind and skipper Chris Nicholson.

Absent from the race since plowing into a reef in the Indian Ocean during the second leg from Cape Town to Abu Dhabi, the Danish VO65 was salvaged and shipped to the Persico Marine boatyard in Bergamo, Italy, for her resurrection. Combining a new hull, mast and appendages with much of the original deck, sails, hardware and electronics, the new *Vestas Wind* has been rebuilt under the close and watchful eye of race measurers who have strictly controlled every aspect of the rebuild to keep the



BRIAN CARLIN / TEAM VESTAS WIND

Last November the bottom was ripped out of Team Vestas Wind's VO 65 when she hit a mid-ocean reef. Amazingly, she has been completely rebuilt.

continued on outside column of next sightings page

vor — continued

boat one-design compliant. While most of the boat is new, most of the crew is not, seeing just two changes: After his now-notorious grounding, 'Wouter the router' has been 86'ed and replaced by two-time VOR veteran and famed Sydney Hobart navigator Tom Addis. Aussie bowman Tom Johnson has left the team to join his fellow countrymen at Oracle Team USA, being replaced by Dutch sailor Simeon Tienpont.

While Team Vestas has been busy racing against the clock to be ready for the Lisbon stopover, the rest of the fleet has continued to maintain their previously unthinkable level of parity and competition with ultra-close finishes becoming the norm rather than the exception. When the fleet sailed into Newport, RI, the leaders were again within eyesight after more than two weeks of close and intense racing from Brazil with the re-masted Dongfeng Race Team nipping race leader Abu Dhabi to the line by just three minutes. Brunel and MAPFRE finished third and fourth while hometown favorite Alvamedica lost out as a result of a gutsy attempt to own the west side of the racecourse and its more favorable current through the nonexistent doldrums, ultimately finishing fifth. The girls of Team SCA assumed their usual place at the back of the pack to finish sixth, despite crossing the equator first and showing arguably their best boat speed of the entire race during the first week out of Brazil.

While Newport would seem the logical place to host the American stopover during a big round-the-world race like the VOR, this was actually the first time that the Volvo Ocean Race or Whitbread before it had ever visited the small waterside town that represents the beating heart of East Coast yachting. By all accounts, the stopover was a huge success and well worth the 42-year wait before it stopped there. Official attendance numbers easily topped 100,000 fans through the village during the two-week stopover, with tens of thousands present on the afternoon of the Leg-7 start. So successful was the stop that race officials have bent the normal rules to give Newport every opportunity to become the American stopover for the next edition of the race as well.

During in-port racing, the Spaniards on MAPFRE held off a rejuvenated Dongfeng Race Team for the win, only to motor into a submerged rock on the way back to the dock. Vestas-related jokes ran rampant on social media, but damage was minimal. The few scrapes on the keel bulb were faired out with underwater epoxy, which should last until a more permanent fix can be accomplished in Lisbon.

— ronnie simpson

akela rebranded & back in the hunt

The various names of the 77-ft sled most recently known as *Akela* adorn a long list of trophies, and she's primed to collect more. Reichel/Pugh Yachts of San Diego designed the sled, and Jim Betts built her in Truckee in 1997. In 2000 she smashed the Middle Sea Race course record by eight hours and the Cape Town to Rio record by 1 d, 22 h, as *Zephyrus IV*. In '01 she won Block Island Race Week and took line honors in Marblehead to Halifax as *Bright Star*.

She was eventually donated to the Sea Scouts, renamed *Scout Spirit*, and sailed out of the Newport, CA, area. Bill Turpin chartered her from the Scouts for several years and liked her so much that he bought her in 2008 and gave her a complete overhaul. Named *Akela*, the speedy sloop won many races for Turpin and skipper Ian Klitza, including: first overall and

continued on outside column of next sightings page

wooden boats

If you live on the West Coast, you've probably got wooden boats on the brain right about now. If not, here's why you should.

The Master Mariners Regatta graced San Francisco Bay the weekend before this issue came out. If you missed that one, you still have SFYC's Great San Francisco Schooner Race to look forward to on June 13. See www.sfyc.org.

SoCal sailors get their turn on Father's Day weekend, June 20-21, when the 25th annual San Diego Wooden Boat Festival occupies the Koehler Kraft boatyard on Shelter Island. A benefit for Challenged America, this show will feature classic vessels, free steamboat rides, a photo museum, vendor booths, live music, and activities for kids. For more details, go to



SERGEI ZAVARIN



The famous R/P 77 'Akela' will campaign again under the name 'Zephyrus'.

LATITUDE / ANDY

galore

www.sdwoodenboatfestival.org.

Then the Master Mariners gang will be back, filling up Corinthian YC's harbor in Tiburon on June 28 for a Wooden Boat Show with model boat building for kids, live jazz, and plenty of fine vessels to ogle. Proceeds go to the Benevolent Fund. The show is open to the public from 10 a.m. to 4 p.m. Admission is \$20; youngsters under 12 get in free but must be accompanied by an adult. Find out more at www.mastermariners.com.

Readers in the Pacific Northwest need not feel left out, but they will need to wait until September for the Port Townsend Wooden Boat Festival on the 11th through 13th of that month. Details are already available at www.nwmaritime.org.

— chris

akela — continued

first in class in the '08 Rolex Big Boat Series, first overall in the '08 Newport to Ensenada Race, first in class at the '08 MEXORC, line honors in the '10 PV Race (setting a new record), line honors and in the '10 Spinnaker Cup (another record), and line honors in the '11 San Diego to Cabo Race.

After Turpin's year-long attempt to sell *Akela* was unsuccessful, he donated her last September to the Pacific Harbors Council of the Boy Scouts, and the Council's rep John Skoriak moved her to Sausalito last October. "*Akela* was in excellent shape; not tired, old, worn out or outdated at all. The donation included a 40-ft container full of gear and also the storage cradle."

Four months later, he found a qualified and experienced charterer, L.A. attorney Damon Guizot. "This is a great arrangement for our youth sailing programs," says Skoriak, "and a portion of the charter proceeds were shared with Call of the Sea, Schooner *Seaward* and the Educational Tall Ship project."

Look for the sleek R/P 77 on the starting line of the Transpac next month emblazoned with her original name, *Zephyrus*, minus the *IV*.

— chris



Take it from little Benjamin Lindsey, wooden boat shows are cool. Seen here is the Master Mariners show at Corinthian YC.

INSET: LATITUDE / ANNIE