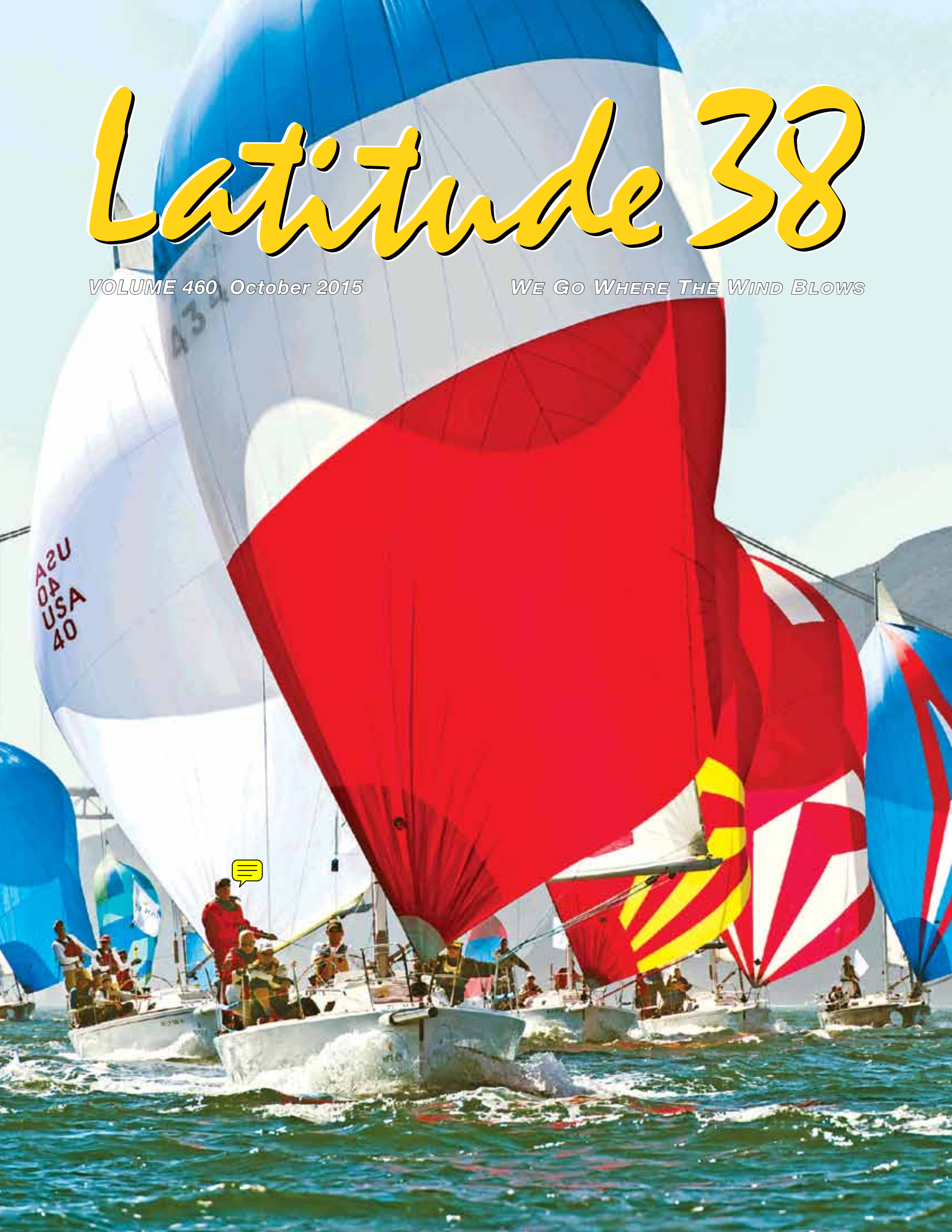


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VOLUME 460 October 2015

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Patrick Johnson did just that. He spent the next several years reworking every system on his Catalina 30, *MIA*, adding some shiny new Pineapple Sails - in 1997.

Then he and his wife, Ali, spent eight years cruising all the well-known spots from San Francisco Bay to the Panama Canal - and plenty of little-known ones in between.

Pat and his Catalina are back in San Francisco Bay, still sailing along on those Pineapple Sails built in 1997.

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Cover: With her competition in hot pursuit, the J/105 *Jam Session* runs east across the Bay during last month's Rolex Big Boat Series. The event served as the J/105 North American Championship for this 27-boat one-design division.

Photo by Kurt Arrigo / Rolex

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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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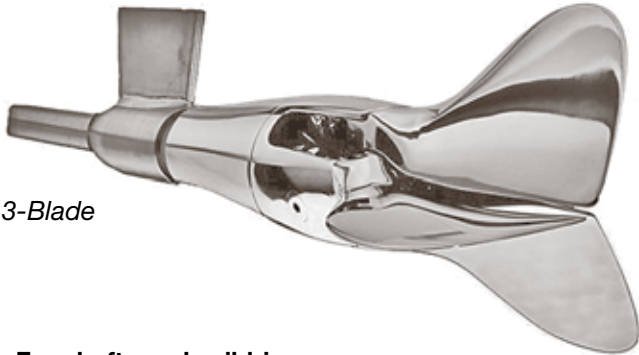
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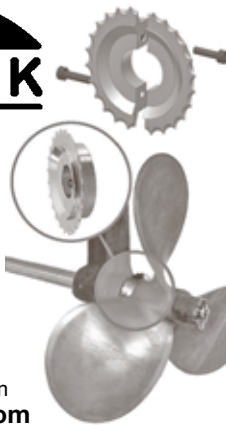
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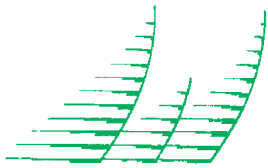
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Oct. 2-4 — Northern California Westsail Rendezvous for past, present and future Westsailors, Marina Bay, Richmond. Info, www.westsail.org/event-1844185.

Oct. 3 — Port Fest, Port of Redwood City, 9 a.m.-4 p.m. Sailboat rides for kids & teens, harbor tours, vendors, info booths, live music, food trucks & booths, beer garden, tiki bar. Free admission. Info, www.rwcportfest.com.

Oct. 3 — Skin in the Game, aboard *C.A. Thayer* at Hyde St. Pier, San Francisco, 3-3:45 p.m. Program about maritime trade in the 19th century. Info, www.nps.gov/sqfr.

Oct. 3, Nov. 7 — Chantey Sing aboard *Eureka* at Hyde Street Pier, San Francisco, 8 p.m.-midnight. Bring a mug for hot cider. Free, but RSVP to Peter, (415) 561-7171.

Oct. 3-31 — 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.

Oct. 4 — The Story of Cabrillo and His Venture into the Unknown of Alta California, aboard *Balclutha* at Hyde St. Pier, San Francisco, 3-3:45 p.m. Wheelchair accessible. Program about Cabrillo's voyage of discovery north along the West Coast in extreme conditions. Info, www.nps.gov/sqfr.

Oct. 4-25 — 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.

Oct. 5-12 — San Francisco Fleet Week. Blue Angels, air show, parade of ships, ship tours. Info, www.fleetweeksf.org.

Oct. 7 — US Sailing Team Sperry 49erFX sailor Helena Scutt, a Stanford grad, will talk about life on the Olympic circuit at Corinthian YC, 6:30 p.m. Free, but RSVP at (415) 435-4771 or www.cyc.org.

Oct. 7-28 — Wednesday Yachting Luncheon Series, StFYC, 12-2 p.m. Lunch and a dynamic speaker each week for about \$25. All YCs' members welcome. Info, www.stfyc.com.

Oct. 7-28 — 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.

Oct. 9-13 — The tall ship *Lady Washington* visits Oakland, then Antioch on 10/14-26 and Half Moon Bay on 10/28-11/9. Info, (800) 200-5239 or www.historicalseaport.org.

Oct. 15, Nov. 12 — 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.

Oct. 16 — Wooden Boat Oktoberfest fundraiser at Spaulding Wooden Boat Center, Sausalito, 6:30-10 p.m. \$25. Tickets, www.woodenboatoktoberfest.brownpapertickets.org.

Oct. 17 — Pacific Cup Academy #2 at Richmond YC, 1 p.m. \$30. Info, www.pacificcup.org.

Oct. 17 — Tall Tales: Litquake on the Water, S.F. Maritime Museum, 1:30-3:30 p.m. Free. Info, www.litquake.org.

Oct. 17, 24, Nov. 7, 14 — Sail the Bay aboard the historic scow schooner *Alma*, Hyde Street Pier, San Francisco, 12:30-4 p.m. \$20-\$40; kids under 6 free. Info, (415) 447-5000 or www.nps.gov/sqfr.

Oct. 18 — Sailathon and Ugly Fish Search, Ventura Pier/Pierpont Bay. Benefits Ventura County Caregivers. Info, (805) 658-8530 or www.vccaregivers.org/events.php.

Oct. 18, Nov. 1 — Open House Introductory Sail, Cal Sailing Club at the Berkeley Marina, 1-4 p.m. Free. Info, www.cal-sailing.org.

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Oct. 25-Nov. 7 — Baja Ha-Ha XXII Cruising Rally from San Diego to Cabo San Lucas, with stops in Bahia Tortugas and Bahia Santa Maria. Info, www.baja-haha.com.

Oct. 27 — Sail under the full moon on a Tuesday night.

Oct. 31 — Halloween. Sail in costume!

Nov. 1 — 'Fall back' for Standard Time.

Nov. 11 — Veterans Day. Take a veteran sailing!

Nov. 17 — YRA Year-End Trophy Party at Berkeley YC. Info, (415) 771-9500 or www.yra.org.

Racing

Sept. 30-Oct. 3 — Melges 20 Worlds. SFYC, www.sfyf.org.

Oct. 2-4 — Express 37 Nationals. BYC, www.berkeleyyc.org.

Oct. 2-4 — Cornerstone Cup Team Race. StFYC, (415) 563-6363 or www.stfyf.com.

Oct. 3 — OYRA Series Race #9. Info, www.jibeset.net.

Oct. 3 — Oktoberfest. OYC, www.oaklandyachtclub.net.

Oct. 3 — Red Bra Regatta for all-women crews. SBYC, www.southbeachyachtclub.org.

Oct. 3 — Crew You Regatta for boats 25-ft and smaller. The crew drives, treasure hunt, post-race raft-up near RYC. \$5 registration fee. OPB-YC, www.opb-yc.com/crew-you.

Oct. 3 — Jerry O'Grady Singlehanded Race. CPYC, www.jibeset.net.

Oct. 3 — Shorthanded Races. TYC, www.tyc.org.

Oct. 3 — 14-Mile Bank offshore pursuit race, Newport Beach. NOSA, www.nosa.org.

Oct. 3-4 — Mercury PCCs at LAYC in San Pedro. Info, www.layc.org or www.mercury-sail.com.

Oct. 4 — Jack & Jill. MPYC, www.mpyc.org.

Oct. 4 — Pelican races at HMBYC. Kelly, (650) 445-8979.

Oct. 4, 11, 18, Nov. 1, 8 — Chowder Races. BYC, www.berkeleyyc.org.

Oct. 9-11 — Express 27 Nationals at CYC. Info www.express27.org.

Oct. 10 — Summer Series on Clear Lake. KBSC, www.kbsail.com.

Oct. 10 — Intraclub Race #4. RYC, www.richmondyc.org.

Oct. 10, Nov. 7 — Fall Series. SSC, www.stocktonsc.org.

Oct. 10-11 — Fall Classic. SFYC, www.sfyf.org.

Oct. 10-11 — Sea Otter High School Regatta. MPYC, www.mpyc.org.

Oct. 10-12 — Sportboat Invitational/Open 5.70 Nationals & Ultimate 20 PCCs. Ultimate 20 designer Jim Antrim will speak at Saturday's dinner. RYC, www.richmondyc.org.

Oct. 11 — El Toro Stampede. RYC, www.richmondyc.org.

Oct. 11, 25 — Chowder Cup Races. Elkhorn YC, www.elkhornyc.org.

Oct. 17 — Jessica Cup. StFYC, (415) 563-6363 or www.stfyf.com.

Oct. 17 — Inaugural Leukemia Cup Perkins Corporate Challenge for corporate teams of four sailing in J/22s for the Thomas Perkins Trophy. SFYC, www.sfyf.org.

Oct. 17 — Oktoberfest. BYC, www.berkeleyyc.org.

Oct. 17 — Twin Island Race #3, around Alcatraz and Angel Island in either direction. SYC, www.sausalitoyachtclub.org.

Oct. 17 — Joan Storer Race. At least 50% of the crew must be female. TYC, www.tyc.org.

Oct. 17 — Fall One Design #3. SCYC, www.scyc.org.

Oct. 17 — Fall Shorteez Regatta. CPYC, www.cpyc.org.

Oct. 17 — Ross Wood club race. CYC, www.cyc.org.

Oct. 17 — DCR Race, with a long course kept secret until

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CALENDAR

the day of. Andreas Cove YC, www.andreascoveyc.org.

Oct. 17-18 — Vallejo 1-2. Singlehand up to VYC; double-handed back to RYC. SSS, www.sfbaysss.org.

Oct. 17-18 — Calvin Paige for Stars/Joe Logan for Mercurys. StFYC, (415) 563-6363 or www.stfyc.com.

Oct. 17-18 — Star45 Region 6 Championship, Spreckels Lake, San Francisco. SF Model YC, www.sfyfyc.org.

Oct. 18 — Leukemia Cup. SFYC, www.sfyfyc.org.

Oct. 18 — Lady Skippers Regatta. PresYC, www.presidentiowyachtclub.org.

Oct. 18 — Los Gatos Invitational Challenge Race. LGYC/SeqYC, www.sequoiayc.org.

Oct. 18 — Fall 5 & 6 PHRF. MPYC, www.mpyc.org.

Oct. 21-23 — Kilroy Pro-Am. StFYC, (415) 563-6363 or www.stfyc.com.

Oct. 24 — South Bay Championship Regatta. SeqYC, www.sequoiayc.org.

Oct. 24 — Corkscrew Slough Regatta for El Toros at SeqYC. Larry, (650) 888-2324 or www.eltoroyra.org.

Oct. 24 — Round the Island. SFYC, www.sfyfyc.org.

Oct. 24 — Commodore's Cup on Clear Lake. KBSC, www.kbsail.com.

Oct. 24-25 — Great Pumpkin Regatta, with drop-mark racing on Saturday and a pursuit race around Alcatraz and Angel Island on Sunday. RYC, www.richmondyc.com.

Oct. 24-25 — Fall Dinghy Regatta. StFYC, (415) 563-6363 or www.stfyc.com.

Oct. 24-25 — Goblin Regatta. Santa Barbara Sailing Center, www.sailsbsc.org.

Oct. 25 — Fall SCORE #3. SCYC, www.scyc.org.

Oct. 25 — Fall 5 & 6 One Design/Luke's Regatta. MPYC, www.mpyc.org.

Oct. 31 — Red Rock Race. TYC, www.tyc.org.

Nov. 1 — Midwinter #1. SYC, www.sausalitoyachtclub.org.

Nov. 1 — Jack & Jill +1. IYC, www.iyc.org.

Nov. 7 — Midwinter #1. GGYC, www.ggyc.org.

Nov. 7 — Winter One Design Series #1. RegattaPRO, www.regattapro.com.

Nov. 7 — Winter #1. SeqYC, www.sequoiayc.org.

Nov. 7 — Commodore's Cup. CPYC, www.cpyc.com.

Nov. 7 — Summer's Last Gasp. HMBYC, www.hmbyc.org.

Nov. 7 — Pelican races in Benicia. Kelly, (650) 445-8979.

Nov. 7-8 — Monterey Invitational/Perry Cup #1 for Mercurys/Kelp Cup for Shields. MPYC, www.mpyc.org.

Nov. 7-8 — Opti Winter #1. SFYC, www.sfyfyc.org.

Nov. 8 — Island Days #1. IYC, www.iyc.org.

Nov. 14 — Jack Frost #1. EYC, www.encinal.org.

Nov. 14-15 — Midwinters. BYC, www.berkeleyyyc.org.

Nov. 15 — Crew's Revenge. MPYC, www.mpyc.org.

Nov. 17 — The Big Sail (Cal vs. Stanford). StFYC, (415) 563-6363 or www.stfyc.com.

Remaining Beer Can Series

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

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

KONOCTI BAY SAILING CLUB — 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.

MONTEREY PENINSULA YC — Victoria Model Yacht Series, every Friday Night through 10/2. Info, www.mpyc.org.



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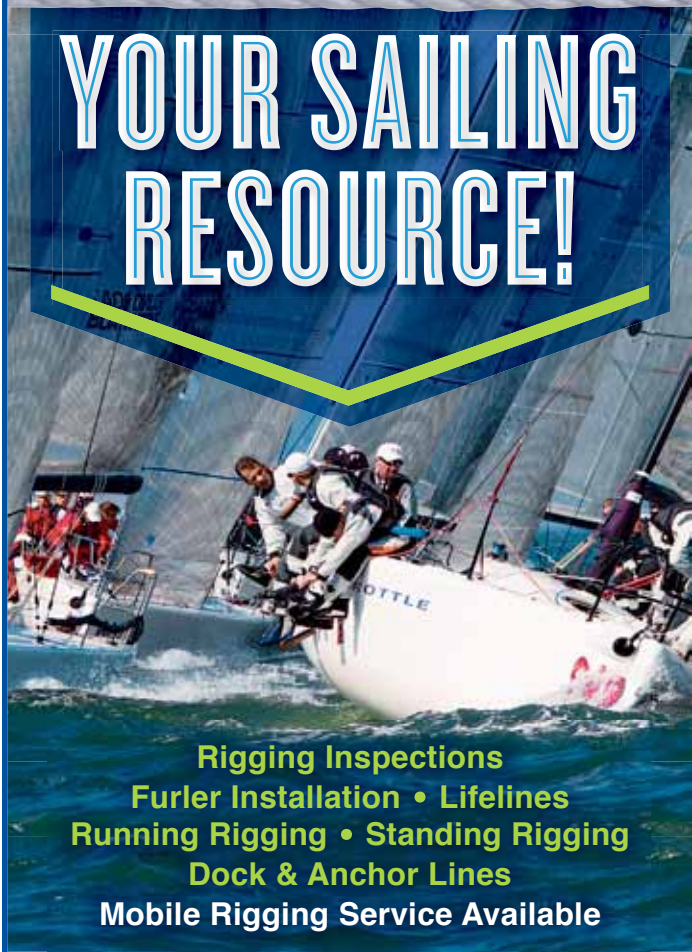
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CALENDAR

SAN FRANCISCO MODEL YC — Victoria one-design radio-controlled races every Wednesday afternoon year-round at Spreckels Lake in Golden Gate Park. Info, www.sfmjyc.org.

SANTA CRUZ YC — Every Wednesday night through 10/28. Info, (831) 425-0690, scyc@scyc.org or www.scyc.org.

SEQUOIA YC — Pursuit racing every Wednesday night through 10/14. Rick, (650) 255-5766, sycbeercan@sequoiayc.org or www.sequoiayc.org.

TREASURE ISLAND SAILING CENTER — Vanguard 15 Team Racing every Tuesday night through 10/27. Info, www.vanguard15.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.

October Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
10/03Sat	0508/4.8	1008/2.5	1616/5.8	2304/0.2
10/04Sun	0624/4.8	1124/2.7	1720/5.5	
	LOW	HIGH	LOW	HIGH
10/10Sat	0425/1.0	1105/5.5	1655/1.1	2313/5.1
10/11Sun	0458/1.2	1131/5.6	1729/0.8	2354/5.1
10/12Mon	0530/1.4	1156/5.6	1801/0.6	
	HIGH	LOW	HIGH	LOW
10/17Sat	0332/4.4	0818/2.8	1433/5.4	2110/0.3
10/18Sun	0430/4.3	0909/3.0	1521/5.3	2204/0.3
	LOW	HIGH	LOW	HIGH
10/24Sat	0258/0.4	0947/5.8	1543/0.8	2205/5.4
10/25Sun	0346/0.6	1026/6.2	1631/0.1	2304/5.5
	HIGH	LOW	HIGH	LOW
10/31Sat	0350/5.1	0843/2.5	1444/5.9	2128/-0.4
11/01Sun	0354/5.0	0850/2.7	1439/5.5	2127/-0.1

October Weekend Currents

date/day	slack	max	slack	max
10/03Sat	0010	0254/2.4F	0558	0848 2.3E
	1154	1436/2.1F	1646	2027/3.4E
10/04Sun	0121	0355/2.2F	0707	0956/2.1E
	1308	1535/1.7F	1742	2135/3.0E
10/10Sat		0254/3.1E	0641	0912/2.6F
	1211	1528/3.2E	1915	2135/2.4F
10/11Sun	0023	0332/3.1E	0712	0944/2.6F
	1236	1600/3.3E	1955	2219/2.5F
10/12Mon	0107	0410/3.0E	0741	1017/2.6F
	1258	1626/3.4E	2034	2301/2.5F
10/17Sat		0156/2.1F	0451	0739/2.0E
	1037	1320/1.7F	1520	1859/3.4E
	2342			
10/18Sun		0246/2.0F	0542	0832/1.8E
	1127	1408/1.5F	1602	1946/3.2E
10/24Sat		0129/3.2E	0517	0803/2.9F
	1053	1402/3.5E	1755	2027/2.5F
	2309			
10/25Sun		0221/3.3E	0559	0845/3.1F
	1127	1441/4.0E	1843	2121/2.9F
10/31Sat		0141/2.9F	0451	0737/2.5E
	1044	1321/2.3F	1534	1911/3.8E
	2352			
11/1Sun		0136/2.6F	0448	0738/2.3E
	1047	1317/1.9F	1524	1908/3.3E
	2353			



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- 2000 42' J/42.....\$199k
- 2007 40' J/124.....\$239k
- 2001 40' J/120..... \$164.9k
- 1992 35' J/105.....\$70k
- 1999 35' 1D35 Relentless\$79k
- 2007 35' J/109.....\$167.9k

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- 2009 30' Raider RIB\$69k
- 2002 28' Protector RIB Pending
- 1990/14 Pursuit 2630\$48.5k



42' Bruckman Zurn 2001
\$375,000 Contact: Kenyon Martin



ALAMEDA

46' Nautor's Swan MkII 1994
\$225,000 Contact: Alan Weaver



PRICE REDUCED

41' Tartan 4100 2004 carbon rig
\$259,000 Contact: Alan Weaver

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



PRICE REDUCED

40' Sabre 402 1999
\$120,000 Contact: Jack Lennox

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PRICE REDUCED

38' Aerodyne, 2003
\$165,000 Contact: Diego Gomez

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36' Freedom 36, 1988
\$55,000 Contact: Alan Weaver



PRICE REDUCED

35' J/109 2004
Contact: Charlie Underwood



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



30' Back Cove 30 2014
\$275,000 Contact: San Diego



NEW ARRIVAL

38' Palm Beach 38 Avalon 2002
\$275,000 Contact: Kenyon Martin



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LETTERS

↑↓ AN AMERICAN MASTERPIECE BUILT IN 1947

There have been some letters in recent *Latitudes* about diesel engines. I love the diesel I have in *Ruby*, the 60-ft steel sloop that I designed when I was out cruising in the 1970s. I have been chartering her on San Francisco Bay for 35 years now.



JOSH PRYOR

Although Josh's engine is 68 years old, she continues to serve him well.

I wanted a real engine room for my boat, and having one in *Ruby* has really paid off over the years. For when you have a charter boat, you have to keep to a schedule, so having a reliable engine is a must. I keep my engine room like a shrine.

My diesel is a General Motors 371 diesel that was built in 1947 — 68 years ago. I overhaul it every 10 years, which turns out to be about every 10,000 hours. (The engine hours really add up on trips down to Mexico.) The overhauls cost about \$6,000.

— Josh Pryor
Ruby, 60-ft custom sloop
San Francisco

Readers — If we're not mistaken, *Ruby's* first real sail was the Doublehanded Farallones Race in April 1982. *Ruby* actually did very well in that event, and was lucky to get back in the Gate as early as she did, for the weather got progressively worse. The weather turned so bad that before it was over six lives and seven boats were lost. It was one of the most tragic sailing events ever on the West Coast.

↑↓ CLARIFYING BOAT US TOWING POLICIES

I have been a BoatUS member for almost 15 years. During that time I have used the service just three times. The most recent occurred on Sunday, September 6 — well, actually not until Tuesday the 8th. I had a starter go out on my boat at Martinez, and needed to be towed back to South San Francisco. When I called BoatUS I was told that even with the Gold Unlimited package, they do not tow from dock to dock on weekends and holidays.

I do understand the logic of the refusal, as they can address more issues on the water during high-volume weekends and holidays if they do not have to tow a boat 40 miles. But if this is the policy, then people should be made aware of it when signing up for the service.

I have talked to eight different people at BoatUS. Some were shocked that I was not towed home for two extra days. Others attempted to justify the policy. At least one seemed to understand my issue.

I don't think they will change the policy, so I am spreading the word. If you are in need of a tow from one marina to another, that service is only available on non-holiday weekdays.

— Brian Rogers
Echo, Gold Coast 50
Oyster Cove Marina, South San Francisco

Brian — What would happen if you wanted to get AAA to tow your car from Martinez to South San Francisco on a very rainy Thanksgiving weekend — remember those? — when there were countless fender benders, cars with dead batteries, and other such problems? They'd tell you that you'd have to wait



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LETTERS

until they had the resources and manpower available — which is pretty much what BoatUS told you. We understand that. And if we read your letter correctly, we think you understand that. Your complaint seems to be that when you were signing up for the service BoatUS didn't make it clear that there could be delays in providing service. If they didn't, we think you have a legitimate complaint.

↑↓ THE LOOK. LADIES, YOU KNOW THE ONE

We haven't run out of fuel like the Gregorys on the Schumacher 50 *Morpheus* in the Corinth Canal as reported in the August 26 *'Lectronic Latitude*, but when I've mentioned that the engine sounded funny or the steering didn't seem quite right, I got 'The Look' that Deborah Gregory referred to. And we've subsequently discovered there was indeed something wrong. But it all balances out, as I've had my share of bloopers, too.

— Maryann Hinden
Surprise, Schumacher 46
Alameda

Readers — So everyone understands what is being discussed here and in the following letters, here is that 'Lectronic item: "Because it strikes so close to home, the Wanderer had a big laugh when he read the following Facebook post by Deborah Gregory, who has been cruising the Med the last several summers with her husband Jim aboard their Pt. Richmond-based Schumacher 50 *Morpheus*. It was titled 'Husbands'.

"This morning, as we were approaching the Corinth Canal in Greece, I lovingly went up to my husband and said, 'I'm not nagging, and I'm not scared, but can you please make sure we have enough diesel in the tank we are currently drawing from to make it all the way through the canal?' For it would be just like Murphy to have us run out of fuel in the middle of the Corinth Canal.

"I got 'The Look'. Ladies, you know the one.

"Three hours later, in the absolute middle of the 4-mile-long canal, the engine started to sputter. 'Debbie, quick, get back here,' shouted Jim. 'Steer down the middle of the canal!' Like there was anywhere else to steer with a 15-ft-wide boat in a 25-ft-wide canal.

"Jim ran forward as the engine sputtered, grabbed a diesel jug, and started pouring diesel into the tank, as the engine continued to sputter. Finally it started to run smoothly again. Jim looked at me with a shit-eating grin.

"What can I say? He's mine. I love him. I can't beat him. But, Jim, come on!"

The reason this strikes so close to home for the Wanderer is that one time *Doña de Mallorca* gave us a similar little chat/warning about the amount of fuel we had in the tank when we were a few miles outside Paradise Marina in Mexico. And then we, too, ran out of fuel. She swears that it's happened at least two other times, but the Wanderer doesn't remember those.

In the Wanderer's defense, we'd like to point out that most of the time he doesn't run out of fuel. And, because of *de Mallorca's* obsession with not running out of fuel, we usually finish the *Baja Bash* with a bunch of 15-gallon jerry jugs full of diesel



Needless to say, the narrow Corinth Canal is no place to run out of fuel.



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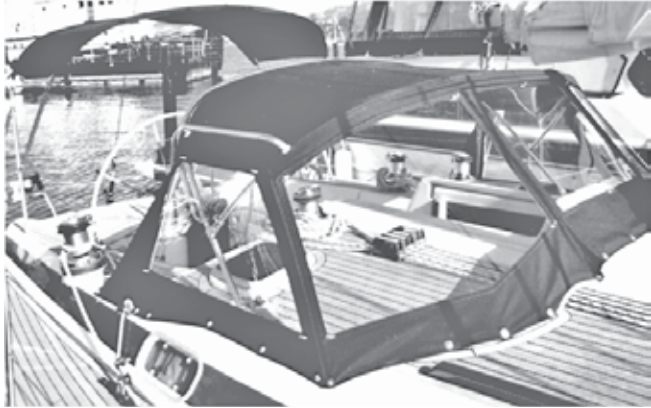


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LETTERS

in the cockpit.

As for Debbie's claim that the Corinth Canal is 25 feet wide, that is what Mark Twain would have called 'a stretch'. The canal is actually 70 feet wide. But having taken our Ocean 71 Big O through the Corinth back in the mid-1990s, we can confirm that thanks in part to the near-vertical crumbling limestone sides of the canal, it seems a lot narrower than it really is.

↑↓ "WHEN WAS THE LAST TIME WE GOT FUEL . . ."

I left to go cruising with Jim and Diana Jessie aboard their Lapworth 54 *Nalu IV* on October 16, 1995. We had a big send-off at the Oakland YC, then motored over to the St. Francis YC where there was more bon voyage partying and where we spent the night.

A crowd saw us off from the dock the next morning, some boats accompanied us to the Gate, and Mike Jackson even waved goodbye from a helicopter. But as we pulled away from the dock at the St. Francis, the engine quit. We were out of fuel to start the circumnavigation!

"*Nalu IV* is a sailboat; get up the sails!" ordered Jim. I was the foredeck crew and got the sails up quickly. And off we went, outside the marina and out the Gate.

After things calmed down, Diana, in her great wisdom, asked Jimmy, "When was the last time we got fuel? Was it up the Delta? When . . . ?"

To say the Jessies, who did more than a circumnavigation, were laid back cruisers is an understatement. They were so knowledgeable that they could be so relaxed. The year I spent crewing on *Nalu IV* was quite an education. I'm forever grateful for the time I got to spend with them.

— Linda Keigher
Hawkeye, Sirena 38
Bonbonon Bay, Negros Oriental, Philippines

↑↓ THE DREGS FROM AN IMPROVISED DAY TANK

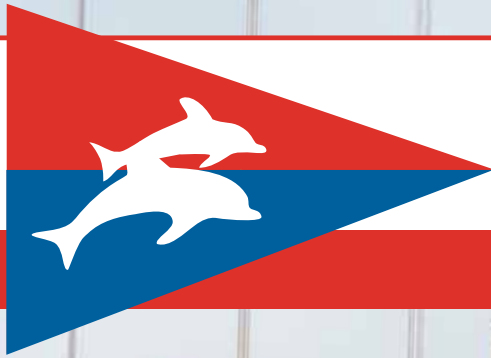
Running out of fuel has been sort of a running joke for me. You may recall that our boat *Saga*, a custom steel Wylie 65, was basically a floating set of tanks. Her steel construction allowed for a number of integral tanks, including 900 gallons of water that could gravity feed from one side to the other for stability, 900 gallons of fuel, 50 gallons of hydraulic oil, 50 gallons of outboard gas (never used), and the infamous 60-gallon deck-filled vodka tank (also, sadly, not used by us!). So there was no excuse for running out of anything, right?

During our shakedown cruise to the Pacific Northwest and back, and during the El Niño runup of 1997, we motored all the way up to the San Juans and all the way back. There wasn't a breath of wind. While off Pt. Reyes on the way back, the engine started to sputter on the mix of fuel and sludge that we were pulling out of the very bottom of the tanks. I spent the rest of the way into the Bay with the inspection plates unscrewed, hand-pumping, skimming from the dregs of the tanks into an improvised 'day tank'. The wind finally filled in as we came under the Golden Gate, and we had enough fuel left so that I was spared the ordeal of trying to sail the 65-ft *Saga* onto the dock.

MATT STONE / LATITUDE ARCHIVES



The Stone family strikes a pose with a line handler during their two-lap cruise aboard 'Saga'.



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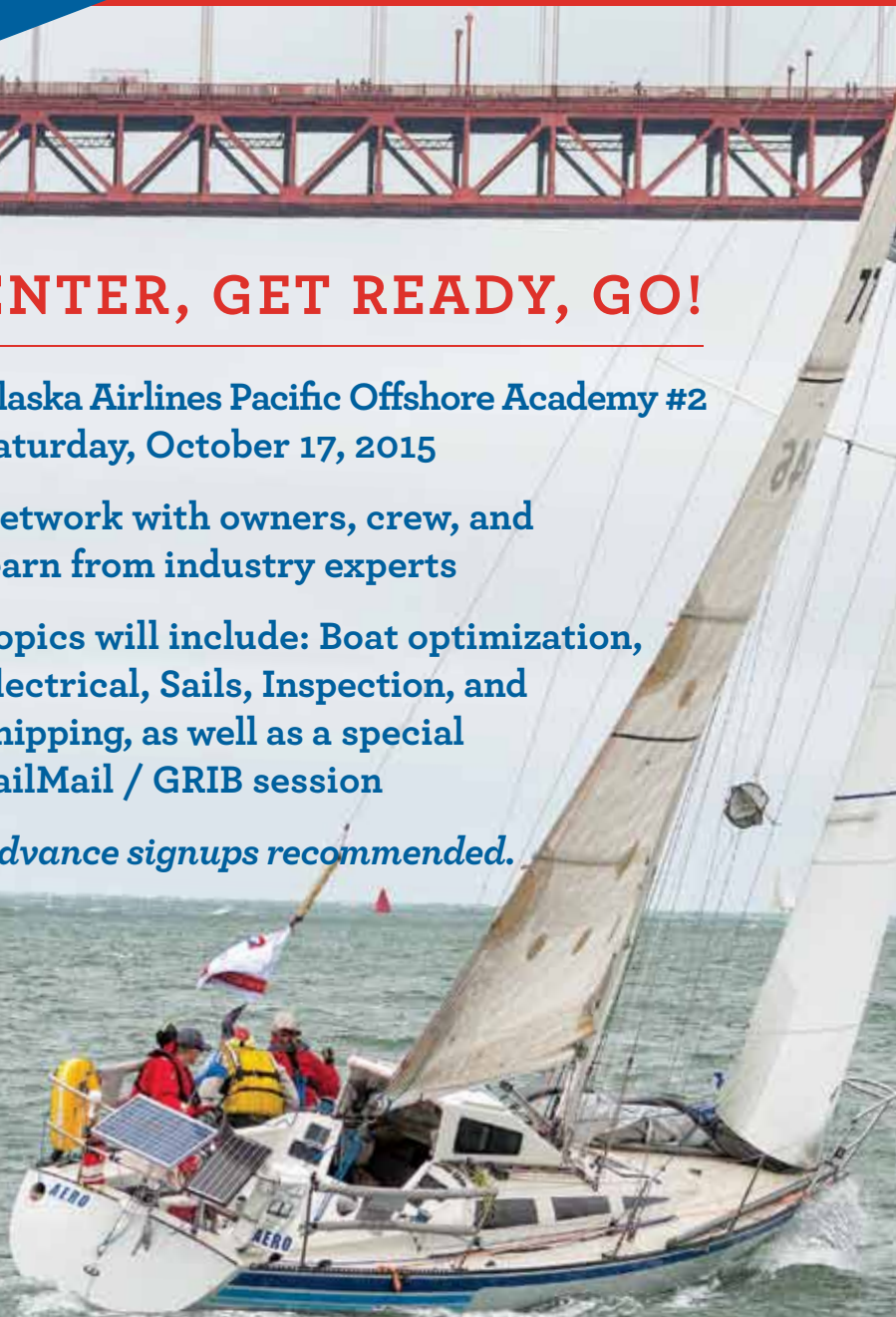


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LETTERS

Later, arriving in Guatemala's Rio Dulce after a somewhat bouncy and tiring passage from Roatan, we were particularly focused on the tricky and vaguely marked crossing of the bar at Livingston. As the depthsounder started to register zero clearance and we started to bump along the bar, the engine sputtered and died. *Saga* was then swept out of the 'channel' by the current. We grounded softly and slowly heeled over. It wasn't until we had traded beer and greenbacks with a crew in a local *panga* in return for their pulling the mast hard over and towing us back into the channel that I went down below and discovered that I had neglected to equalize the fuel tanks. I had thus emptied one while leaving several hundred gallons in the other.

I know I ran out of fuel at least one other time, but again, without dire consequences. It was a remarkable testament to the boatbuilding and design skill of Arlo Nish, *Saga's* original owner, who circumnavigated twice, and designer Tom Wylie, that running out of fuel seemed to be the worst recurring mechanical problem we had on our two-year cruise.

— Matt Stone
Ex-*Saga*, Wylie 65
Napa

↑↓ THE BENEFITS OF A LITTLE SHAME

I've never been warned by a spouse or significant other, but I did run out of fuel once on a particularly busy day in Ventura Harbor — and after just passing the fuel dock on the way back to my slip. We'd been out at the Channel Islands for a couple of days aboard my Islander 32 *Sun Shadow*, and the unanimous opinion of captain and crew was that we'd have plenty of fuel to make it back to the slip, where we could just dump five gallons in before our next departure. So let's go home already!

The funny thing is that I've never docked the boat more perfectly under sail. Sometimes a little shame can really help a guy get focused.

Colin Thompson
Sea Sloth, Ericson 27
Berkeley

↑↓ AS WE ENTERED THE MARINA THE ENGINE SPUTTERED & DIED

My incidents aren't about running out of fuel after being warned by my wife, but they are in the same vein:

1) After an overnight on our way down the West Coast in 2010, we left Crescent City in the foggy predawn to get an early start. By that time I had acquired a certain faith — unhealthy, as it would turn out — in radar and the chartplotter to guide us through tricky situations. 'Trust your instruments' is the mantra of pilots. I learned why it shouldn't necessarily be the same for mariners. The problem in this case is that the breakwater wall in Crescent City presents a solid curve — the entrance is a hidden dogleg — and my chartplotter insisted I was right where I wanted to be. My wife, on the other hand, was shouting "Stop! Stop! I can see the wall ahead!" Her voice got louder and the pitch higher with each warning. By the time I saw the breakwater wall, our bow was just 10 to 15 feet from it. Luckily I do use some sense in such circumstances, so I had little way on and was able to stop, turn, reassess the situation — and apologize profusely.

2) After a year on the hard, and another in the marina, we finally fired up our boat, a Horstman 45 trimaran, for a test run. We were just clearing the entrance to Marina Palmira in La Paz when the engine sputtered and died. After a moment of deer-in-the-headlights, I quickly raised sail so we could



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LETTERS

maintain some steerage in the narrow channel, and started checking the fuel path. It had been too long since we'd taken the boat out, and I'd left the freakin' fuel valve shut off.

Damon Cruz
Nomad, Horstman TriStar 45
La Paz, Mexico

Damon — Your second point brings up an important lesson. As good as instruments are, they provide passive intelligence, and thus the information they provide has to be verified by a human, preferably one who understands the limitations of the instrument.

↑↓ LOSING THE SIZZLE ON THE STEAK

We haven't run out of diesel for the engine, but we do seem to run out of propane in the middle of grilling a steak.

— Steve Bondelid
Flexible Flyer, DF1000
Whidbey Island, WA

↑↓ NO BAR EXCEEDED THE SAME GOOD FEEL AS PHILO'S

Fran and I don't hang out in bars too much, but we always said that the late Philo Hayward's Philo's Bar in La Cruz was the best bar in the world. While we were discussing Philo's passing this morning, we wondered why we enjoyed his place so much. It was hard to find the right words, but what came to mind is that Philo was always such a gracious, real and unpretentious host. And it was obvious that he enjoyed what he was doing. While he enjoyed running the bar and the restaurant, what he really enjoyed was entertaining people. The crowd was all ages, with a few dogs thrown in, but the majority of the patrons were old farts just like us, and we all had a great time, every time. No other bar we've ever been in exuded the

same good feel as Philo's, and it was all because of him.

One Christmas we helped Philo bag presents for about 480 local kids, presents that he had collected money for and purchased. He then hired a Mexican Santa to give each kid — one kid at a time — a bag with a present. And they were good presents, too.



JULIE TURPIN

The leader of the band and the life of the party, Philo was also a great facilitator of community philanthropy. That's Peggy Keefe on bass.

Philo was famous for putting on other charitable events for the various organizations and groups of people in La Cruz.

Philo regularly organized overnight bus trips to the mining town of San Sebastian, which is about two hours from Puerto Vallarta at an altitude of nearly 5,000 feet. He would reserve every hotel room in town, and take 100+ people up for dinner and a concert in the old fort. We did it twice, and had a great time both times.

Another time we stayed at one of the little *casitas* he rented out in back of the bar. He just gave us the keys to the bar in case we got home after the bar closed.

Philo was special. Very special. La Cruz will miss him. We're really going to miss him. But his love Maria and her boys Alejandro and Diego will miss him most.

An aerial photograph of Loch Lomond Marina. In the foreground, several boats are docked at a wooden pier, including a blue and white motorboat, a white cabin boat, and a smaller blue boat. A large yellow dredger with a long boom is positioned in the water, with its arm extended towards the boats. To the right, another yellow vessel is visible. The background shows a long bridge spanning the water and distant hills under a clear sky. A red banner at the top contains the text 'LOCH LOMOND MARINA IS DREDGING!!!'. At the bottom, contact information is displayed in red text.

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LETTERS

Rest in peace, my friend.

— Larry Brown
La Cruz de Huanacastle
Mexico

Larry — We always viewed Philo's as much a community center as a bar, as the latter term tends to have a seedy connotation that in no way reflects what Philo's was like. Late last month Maria wrote to Philo's friends to confirm that his longtime manager Alfredo Jimenez and his wife, Marichuy, have agreed to continue running Philo's Restaurant, Bar and Music Studio, and we know Maria very much wants to keep Philo's charitable tradition alive.

Latitude's memorial to Philo, who was a very close personal friend of both the Wanderer and Doña de Mallorca, appears in this month's Sightings.

↑↓ REMEMBERING PHILO

Thank you for your beautiful eulogy for Philo Hayward that appeared in *Lectronic*. I never met Philo and I have never been to La Cruz, but the eulogy moved me to tears. I thought it was a wonderful tribute to the man. His death sounds like a real loss. My condolences to those who knew and loved him.

— John Griffith
Splash, Catalina 42
Long Beach, CA.

John — Thank you for the kind words, but we find it more than a little awkward that our eulogy so moved you for somebody you didn't know. Trust us, Philo was even better than our eulogy.

↑↓ IF YOU THOUGHT THIS YEAR'S DIVISION 5 FINISH WAS CLOSE . . .

As a participant in the Transpac, I always, as I'm sure many fellow Transpac sailors do, go straightaway to the *Latitude* recap — as if the Transpac website and Yellowbrick weren't enough. I love comparing elapsed times with those of previous years, as boats and navigation aids continue to improve to supposedly make the course 'shorter'.

I got a real chuckle from Ronnie Simpson's synopsis of Division 5, which read, "*Allure* and *Horizon* hooked up, with *Allure* finishing first and correcting out over *Horizon* by an incredible 2 minutes and 52 seconds after more than 2,000 miles."



SHIMON VON COLLIE

'Bravura' plows down the Molokai Channel at the end of the 1983 Transpac.

If he thought that was close, he should check out the 1983 Transpac, where Lou Fox's Richmond YC Olson 40 *Spellbound* and Bob Lund's Encinal YC sistership *Prime Time* finished, after more than 2,000 miles, just 46 seconds apart boat for boat, and 23 seconds apart on corrected time, with *Spellbound* taking first in both categories. Both finished about 12 hours faster than *Allure's* time this year. There must have been a big advantage in sailing with Loran, ha, ha, ha.

In that same race, Irv Loubé's Frers 46 *Bravura* finished 28 minutes later, taking first in Class C and first overall. And I'll bet a buck that this was Skip Allan's favorite Transpac finish. But you'll have to ask him why.

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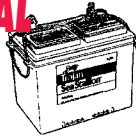
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LETTERS

P.S. Thanks for the very nice tribute to sailor/sailmaker/artist Jim DeWitt. It was all fine until you noted his age. Damn.
 — Rodney Morgan
 Spellbound, O-40
 San Francisco

Rodney — You got us to thinking which was the closest finish of any long-distance race. If we had to guess, it was one of the 1,000-mile races to Puerto Vallarta, where if we recall, several sleds crossed the finish line overlapped, and several others were just a boat length or two behind. Anybody remember that?

↑↓ I LOST THE ANCHORAGE AND NOW I CAN'T FIND IT

About 35 years ago I came across a cove on the north shore of Santa Cruz Island toward the west end. When I hiked about 100 yards up the cliffs, I could see an entrance about 80 feet wide that led into a fantastic grotto dripping with moss and ferns. I've tried to find the grotto again twice in the ensuing years, but with no success. I've asked others about it, but everyone thinks I'm nuts and sniffed too much glue. But it's not true. Do you or anyone else know the place?

— Martin Buxton
 Panache, Bill Lee 40
 Santa Cruz

Martin — Sorry, but we don't. Santa Cruz Island doesn't have Internet, so we haven't been able to spend that much time out there.

↑↓ THE TWO THINGS THAT WOMEN DON'T LIKE IN MEN

I want to tell you about a video that, among other things, improved my sex life. At least temporarily. And it wasn't a porn video.

For about the last year I'd had intermittent problems with the diesel engine starting system on my Islander 36. I'm in financial planning, so not only am I not much of a mechanic, I'm also frugal, which is why I didn't want to hire a professional mechanic unless I had to.

I got on the Internet and found a YouTube video that simply and clearly explained my diesel's electrical system, and how to identify and fix many of the more common electrical problems. I even learned how to start the engine without turning the key. In any event, it helped me discover that the cause of the intermittent starting was a loose ground wire.

So what's this got to do with sex? Well, fast forward to August, when I took a woman I'd been dating for a short time on a week trip up the Delta on my boat. We were having a great time, and then the engine decided not to start again. It was a little bit of a moment of truth, as all men know that women don't like men who: 1) lack confidence and 2) can't solve problems. So after about the third time of turning the starter key in vain, she gave me a 'Let's see what you've got' look.

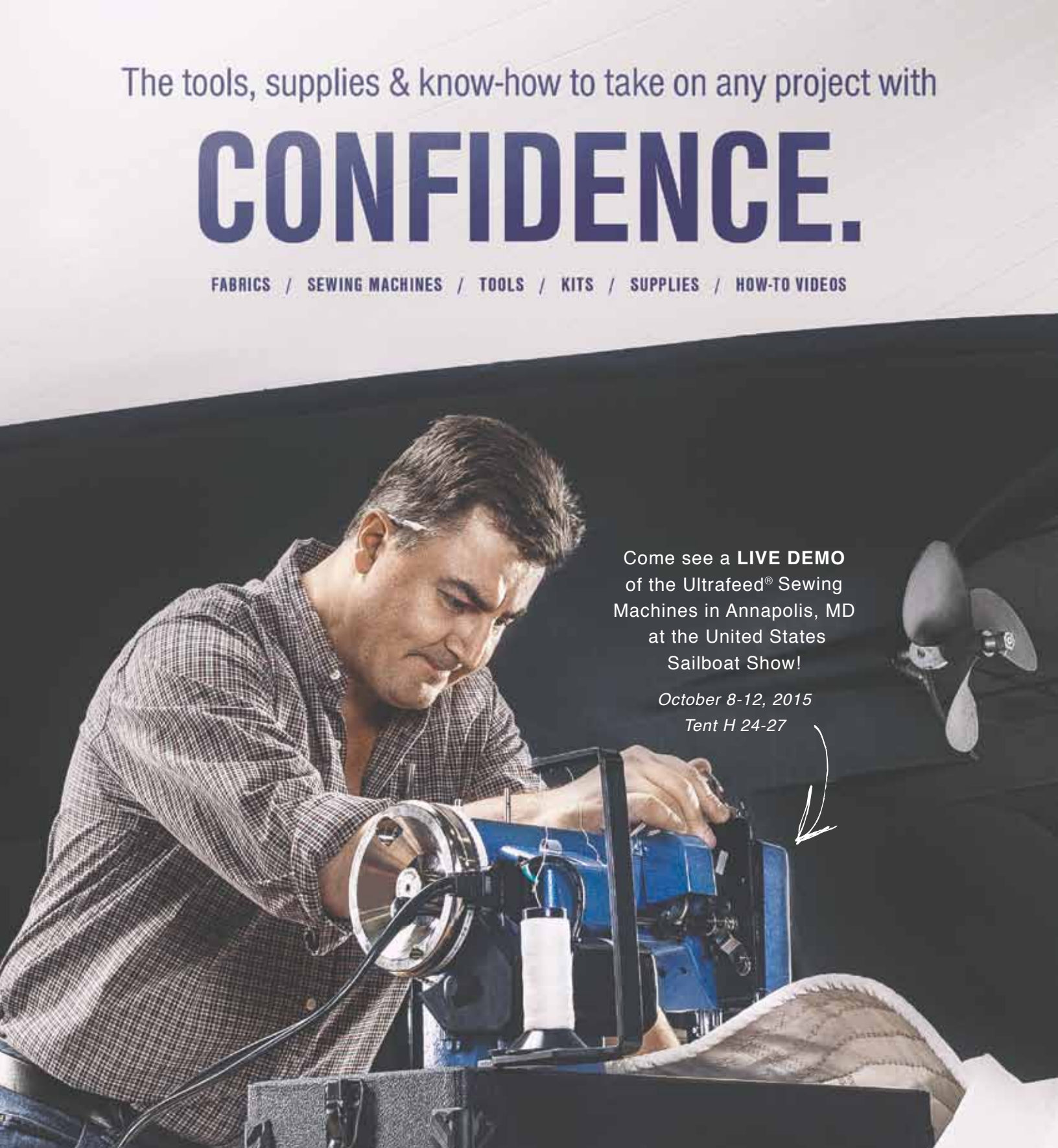
"Give me a moment to see what's wrong and fix it," I said, exuding a little bit more confidence than I actually felt. She gave me an approving look.

I opened the engine compartment and could see that the ground was securely attached, so that wasn't the problem. Thanks to what I'd learned from the video, I decided I would take a chance and see if jumping the solenoid would do the trick. So as per the video, I used a screwdriver between the hot lead from the battery and the wire to the starter switch. There were the expected sparks, but the engine came to life! And because my engine is a diesel, once it started, it wasn't going to stop until I turned it off.

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LETTERS

"It's just a bad solenoid," I told my date, as if I'd been working similar mechanical magic since I was a kid. "We'll just jump it as many times as we need to until we get back to Sausalito and I find the time to replace it."

I didn't just imagine that she was impressed by confidence and skill, she showed me.

I have to admit that I felt like more of a M-A-N than if we'd been left helpless until I could get a mechanic to come to the boat. When we hit the sack that night, I felt it. My date asked me if I had dosed up with Viagra. Nope, it was just male pride.

Alas, the relationship didn't work out. I think she was looking for more of a 'bad boy'. I can fake being a good mechanic, but I'm not very good at faking being a bad boy, even after watching videos that supposedly show you how to do that. At least I can remember the time I pulled a little mechanical magic in the Delta.

I hate to say it, but I can no longer find the darn YouTube video that was so helpful to me. There are others, but none as good as that first one I'd found. Another source of good information on diesel electrics is www.pangolin.co.nz.

Please Withhold My Name Because I Have A New Girlfriend
Islander 36
Alameda

NWBR — With the Mexico cruising season almost upon us, that's excellent basic knowledge that all cruisers should have when they are away from mechanics.

It's a good point that once started, diesel engines, unlike gas engines, don't need continual electricity to keep running. Although it's not always completely true. When we did the Baja Bash a year ago, we unknowingly had one engine battery die on us because a bad alternator wasn't charging it. The replacement battery died on us 36 hours later off Cedros, again because of the bad alternator. When the batteries wore out, our engines didn't stop, they just automatically went into neutral at idle speed. Nothing we did with the controls would change anything. The only solution was to disconnect the throttle and shift controls from the MicroCommander control system and operate them by hand. It wasn't elegant, but it got us to San Diego, where the alternator was identified as the problem.

Had we been checking the charge on the port engine battery that powered the MicroCommander system, we could have easily determined that the engine battery wasn't being charged. In which case we could have used extra-long jumper cables to temporarily connect our massive house battery bank to the engine battery, keeping the MicroCommanders powered up. Unfortunately, we weren't so smart back then.

↑↓ SUPS & RULES OF THE ROAD

I was interested in the recent letter regarding SUPs and the Rules of the Road because the answer has a much broader application for sailors.

The main reason that SUPs and other very small craft generally have to yield to larger craft comes from the concept of "in extremis." When a vessel normally burdened to give way does not do so, the situation is "in extremis," and the "stand on" vessel must take action to avoid collision. In the case of a large vessel and a much smaller one, the large vessel is unable to take effective action to give way long before the small one need maneuver at all, so the situation of a such a meeting is always "in extremis" and the small one must take action.

In the words of an old Supreme Court ruling sitting in Admiralty: "Here lies the grave of Michael O'Day, who died defending his right-of-way. He knew he was right as he sailed along, but he's just as dead as if he was wrong."

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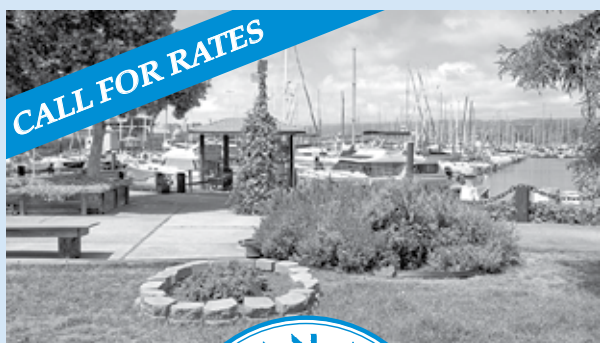
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LETTERS

Readers interested in this and other of the myriad details of the COLREGs are referred to the main text on the subject for professional mariners and Admiralty attorneys, *Farwell's Rules of the Nautical Road*. It makes for interesting reading, and there may be some other surprises for recreational boaters.

As regards PWCs, which also came up in the same letter, they do have a significantly higher hazard of injury. This is in part due to their speed and the fact the riders are exposed, but there are two special accidents that PWCs are prone to.

Unlike most other waterjet-propelled boats, most PWCs don't have reversing buckets that can operate at speed. This means that they cannot slow down or brake by reversing their means of propulsion like prop-driven boats or other waterjet boats. (Waterjet boats with reversing buckets brake much better than most other boats). In addition, if the throttle is released, they can't steer. (Normal waterjet boats drop the bucket, which has features to allow steering while braking, and actually get increased steering response.) This can result in an 'off-throttle loss of steering' accident. PWCs made after about 2003 or 2004 have various devices to help maintain steering in such cases, mainly by applying the throttle automatically when the rider tries to steer, but previous models do not. To a sailor, this means that there is a significant possibility that a PWC coming at them fast may suddenly lose steering and be unable to avoid them.

The other accident type unique to PWCs is an 'orifice injury'. If a rider behind the driver falls off the back of the PWC, there is no kill lanyard to stop the jet. This means that if they are unlucky, the high-pressure water of the jet can forcibly enter an orifice in the lower body and cause considerable internal damage. A warning on all PWCs advises wearing personal protective gear such as a wet-suit bottom or another substantial lower garment. This warning should be taken seriously — bathing suit bottoms are not adequate.

Chris Barry
between boats
Santa Barbara

Chris — To review, the Coast Guard classifies SUPs as 'vessels', which means they must obey all the Rules of the Road in addition to carrying basic safety gear.

We think your statement, "The main reason that SUPs and other very small craft generally have to yield to larger craft..." is confusing. What do you mean by "generally?" What do you mean by "very small craft?" And what do you mean by "larger craft?"

We'll give you a good example of why such definitions are critical. On the Monday of Labor Day weekend we slowly motored Profligate into the channel to the Santa Barbara Yacht Harbor. It was a very warm day, and the entrance channel was teeming with people on small sailboats, in kayaks, on SUPs, and just about everything else that could float. As the 63-ft by 30-ft Profligate is very large compared to the many 10-ft SUPs in the channel, should we have taken your statement to mean that we had the right of way? It's not clear to us.

Although we were the much larger vessel, we assumed that the SUPs, kayaks and such continued to have the right of way despite their size. Correct us if we're wrong, but we're under the impression that right of way based on size doesn't take place until the larger vessel has to demand it because she otherwise couldn't navigate safely. At least that was our guiding principle.

That said, we think smart and courteous mariners always give plenty of room to less maneuverable vessels, and in plenty

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of time so the skipper of the much larger vessel clearly understands the intentions of the skipper of the smaller boat. The folks who rent out kayaks and SUPs almost universally support this concept, but it's frequently lost on their customers, who are often having too much fun to be aware of the surroundings beyond the tip of their paddles. But it's not lost on us, as we happily try to get Profligate the heck out of the way of oncoming ships as early as possible.

By the way, if you can find the Michael Day quote anywhere in a Supreme Court ruling, we'd like to see it. Normally that epitaph is attributed to 'Anonymous'. There are many similar funny epitaphs, a favorite being: Here lie the bones of Elizabeth Charlotte/Born a virgin, died a harlot/She was aye a virgin at seventeen/A remarkable thing in Aberdeen.

↑↓ THE 'REEF ISLAND' IS REALLY BIG!

I saw in a recent *Lectronic* that the Grand PooBob/Grand Poobah bought a Reef Island inflatable island for fleet use during the SoCal Ta-Ta and Baja Ha-Ha. For once, I was a tiny bit ahead of the PooBob/Poobah.

We bought our Reef Island last month, and it's been a terrific hit. As the photo shows, our serenity in Emerald Bay last week was interrupted by no fewer than 14 Boy Scouts who had a blast on the island — with permission, of course, and who left it no worse for the wear. (My boys Jonathan and Nicholas are rear and center.)

One caution, though. I initially tried to inflate it with my powered dinghy pump, but after half an hour was only about halfway there. Not interested in missing cocktail hour, I disconnected it and brought out my trusty Mini Shop-Vac.



JIM ANDERSON

It's quite a chore to inflate a Reef Island; having one often leads to big fun.

Making sure I had the exhaust up against the Island's valve, in less than five minutes I had it 95% inflated. I used a hand pump to top off the inflation.

It's important to tie down the Reef Island early if the wind starts to come up. For once inflated, a gust of wind took the Reef off my bow — and almost grabbed me too. It ended up being a lot of laughs with some sheer terror, as the Reef Island really is big.

My work schedule didn't work with this year's Ta-Ta, but I am prepping for the Baja Ha-Ha in 2017. I sure hope the Grand Poobah won't even think about giving up his reign anytime soon!

Jim Anderson
Thalassar, Beneteau 49
Redondo Beach

↑↓ BEE REMOVAL & SATPHONES

Bill and I have been cruising on his Lagoon 47 *Moontide* for quite a few years now, but from time to time we still need advice from other cruisers. This month we both have questions. Mine is about bees; his is about communication devices.

Just before we left *Moontide* at Marina Chiapas in southern Mexico at the end of May, some bees had started a hive at the tip of our mast. We tried to slap the main halyard back and forth to discourage them, but they persevered. Bill got stung twice in the face, and in no time his face reminded me of the Elephant Man. The bees seemed to get irritated with each other, too, as we would find 80-100 dead bees on the

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deck whenever we ventured out again. We are guessing they are Africanized bees.

Although the fire department had removed bees from the marina before, bees hadn't been a problem on boats. They suggested sending a worker up the mast with wasp spray. We felt that would be too dangerous for the person going up there — not us! — but also for anyone working the winch below. Since leaving the marina, nothing has been done to address the issue. I am trying to find a bee removal person, since they have not done so. Maybe *Latitude* readers have some suggestions.

Bill has been looking at *Moontide's* comms for when we return to the boat. He's looking at satphone, Iridium GO, and the InReach to add to our VHF, SSB and cellphones. We have a T-Mobile cellphone account that gives us unlimited free text and data — at 2G — in 120 countries, which includes most of Central America and parts of the Caribbean, which will be our cruising grounds for the next couple of seasons. Bill has talked to some cruisers with satphones and InReach, but not with anyone who has Iridium GO experience. Can anybody provide any guidance?

Judy Lang
Moontide, Lagoon 470
Puerto Chiapas, Mexico

Judy — When it comes to bees, particularly the much more aggressive Africanized ones, we think it's good to have a complete beekeeper's suit. They cost \$50 to \$79 for complete cover. If you don't have one and bees are around, experts recommend light-colored, smooth textured clothing. For some reason bees get agitated by dark colors and rough clothing. And don't wear any perfume, aftershave, cologne or scented deodorant, as bees may mistake you for an angry flower.

The second thing we'd do is try to find a beekeeper. They know what they're doing. If you can't find one, you may have to call the fire department. But we wouldn't be standing anywhere around when the removal attempt begins.

CO₂ fire extinguishers freeze bees in an emergency. The Wanderer had to use one once on Profligate as we had a crewmember allergic to stings, and bees were trying to take up residence in the boom — while we were sailing!

Another idea is tie a bag of moth balls to the mast head. Bees hate moth balls.

↑↓ TRAVELING IN SCHENGEN-AREA COUNTRIES

An Australian on a brief visit to San Francisco, I picked up the September issue of your excellent magazine somewhere around Fisherman's Wharf. May I add to the comments from Walt and Joy Kass of *Joy of Tahoe* on European long-stay visas for those cruising in Schengen Area countries?

The Kasses rather ruefully say that whilst they comply fully with the terms of the Schengen Treaty, many Australians simply don't bother. This may be true for a minority, but many Australians and New Zealanders have dual nationality from birth, parentage or grandparentage from European countries. I, for instance, obtained a British passport prior to buying my canal cruiser, and travel into and out of European entry points on it, whilst traveling into and out of Australia on my Aussie passport. But even if the owner of a boat only had an Australian passport, he or she could leave the boat somewhere, pop out of Europe for a few days, and re-enter.

Also, I was never questioned by French, Belgian or Dutch officials, even though I flew an Australian flag. Technically, this was a breach of protocol because my boat was registered on the British Small Ships Register, purchased in England,

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Friday, Oct. 23: Capt. Pat Rains, Veteran Cruiser,
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Mexico Cruising Guide – What's new for cruising Mexico.

Monday, Oct. 26: Randy Frazer, Web Developer
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and sailed cross-Channel to the French canals. But it was useful for meeting canal cruisers and locals who, strangely, seemed to prefer Australians to the British. So I sympathise with Walt and Joy about flying Old Glory, but in the present political climate I would be inclined to fly the flag of the country where I bought the boat. But I always flew a courtesy flag of the country through which I was traveling, a nicety which sadly seemed to be ignored by many.

Incidentally, I only ever heard of one boat, British, that was boarded by French officials wanting to see papers, and that was after six summers. My encounters with the *gendarmes* were when they kindly came along to warn of an approaching thunderstorm or, for others, to ensure that red diesel wasn't being used.

The other aspect is value added tax. Most, if not all, of the boats I encountered had been bought in a European country and had a VAT-paid certificate. To import a boat from the United States seems to me excessive and subjects the owner to a draconian duty. Far better to buy a boat built and fitted out locally so that spares are more readily available and mechanics are more likely to be familiar with the equipment.

But whatever the difficulties, cruising the European waterways is a delightful experience even if, after a few months, one starts to suffer from Kruisheimers syndrome. That is, we had a wonderful evening barbecue on the bank — now where was that and who were we with?

I also have a cautionary tale for your yachting readership. I recently competed in a long, predominantly coastal ocean race on a Danish-built XP 44. The wind direction was constant, so we were on the port tack for three days. Having a considerable outfit of electronic gear, we had to run the engine regularly to keep the batteries charged. On X Yachts, the engine cooling water exhaust is on the starboard side just forward of the transom, and not that far above the level waterline. All very neat and tidy, but, in our situation, under water. This blocked the system, and we ended up with water displacing engine oil and even getting into the cylinders. The exact process remains a mystery to us and to Yanmar, but it meant turning off all nonessential kit, using mobile phones for skeds, and getting towed to our berth after finishing. It also meant an expensive strip down, but fortunately not a replacement engine. Be warned!

Michael Robinson
Royal Sydney Yacht Squadron
Camberay, New South Wales
Australia

Michael — With all due respect, you are flat-out wrong when you say, "But even if the boatowner only had an Australian passport, he or she could leave the boat somewhere, pop out of Europe for a few days, and re-enter." Indeed, that's the whole problem with the Schengen Treaty rules. We quote from the Australian government Department of Foreign Affairs and Trade: "Travellers who exceed the 90 days within 180 days period of legal stay in the Schengen Area risk being fined or even banned from entering the whole Schengen area for a period of time."

On the other hand, if you have your boat in the Schengen Area for more than 18 months, it can be subject to VAT. But all you have to do is take her out of the Schengen Area for one day — or even part of a day — and she can come back for another 18 months.

During our nearly three months on the canals of the Netherlands, Belgium and France, we never had a problem with officials. In fact, nobody asked to see our International Certifi-

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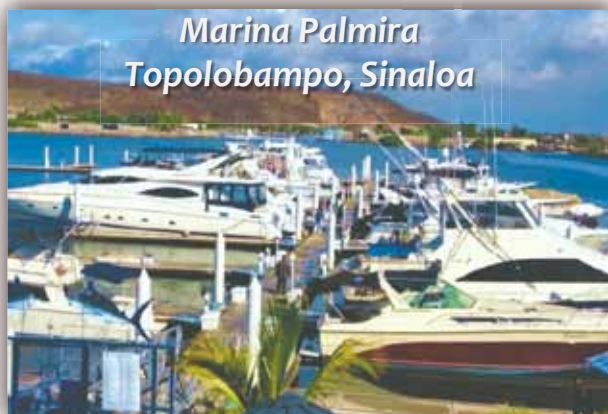
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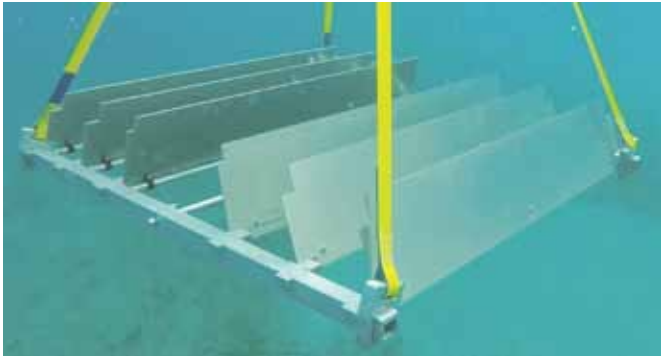
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cate of Competency or CENVI certificate that we had spent so much money getting in Ireland. Indeed, we subsequently got a letter from a reader in San Diego who has been cruising the canals of Europe for 20 years. He's even written a book about it. He said he's yet to be asked to show either certificate.

It would make life easier if governments would be so kind as to print an annual list of which laws they are going to enforce and which they are going to ignore, don't you think?

Water being back-siphoned into an engine? In last month's Changes, the owner of Hana Hou wrote about that very problem during a passage from Hawaii to California. We don't understand how boatbuilders can still get it wrong, but they do.

Please let your Aussie friends know that you can download every issue of Latitude 38 for free at www.latitude38.com.

↑↓ YOUR JUNK CAN BE THEIR DELIGHT

If any Ha-Ha participants want to bring donations to help those in need south of the border, I put together a list of the kind of stuff that is needed on the Club Cruceros website: clubcruceros.net/TheClub/DonatingItems.html. It also explains where people should bring the donations. If any boats can



LATITUDE / ANDY

bring stuff down to Cabo, but are not going up to La Paz, my Gulfstar 50 *Talion* will have plenty of room for the stuff on that leg. So load me up!

Last year I had my all-girl crew shop garage sales and thrift stores for baseball mitts, which are really popular in Mexico. The girls used them during the infamous Turtle Bay 'baseball game' between the Ha-Ha folks and the Mexican kids, then gave the mitts to the kids. It was much appreciated by the Mexican kids.

Even in the remote fishing town of Turtle Bay, baseball is wildly popular among kids. They'd love to get your old gear.

Even in the remote fishing town of Turtle Bay, baseball is wildly popular among kids. They'd love to get your old gear.

Patsy Verhoeven
Talion, Gulfstar 50
La Paz, BCS

Readers — Those of us who live in the land of wretched material excess often can't appreciate how much our no-longer-used stuff can mean to the poor of Mexico, where poverty means something entirely different than it does in the United States. Old dolls, no longer used sporting equipment, half-used notebooks, pens, pencils, clothes, shoes, books, videos — all of these things and more will be treasured by those who can't afford them. When it comes to adults, males will greatly appreciate any tools that you might no longer need four of, and women appreciate kitchen utensils and pots and pans.

↑↓ FIONA WAS A BEAUTIFUL TIMBER ANTIQUE

I'm writing to *Latitude* because when I did a Google search, the only place the name Brian McGarry came up was in your magazine. Who is Brian McGarry? He is the skipper who, in 1976, put up with my naïveté on a voyage from Cape Town to Salvador, Brazil. In view of this, I would like to pass along to him my eternal thanks and appreciation for that opportunity.

Built in 1905, *Fiona* is/was a Bristol cutter re-rigged as a ketch. She flew a deep red flax gaff-rigged main and mizzen, which were run up the masts on bamboo hoops. No plastic caravan, *Fiona* was a beautiful timber antique, with a very sexy transom. Sailing on her in the trades, with all the canvas

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LETTERS

we could set, was truly a 'before the mast' experience. I hope she still survives.

Fiona wasn't fast. Our best day was 160 miles in 24 hours, and most days we only did 120 miles. But she made up for her lack of speed with capital 'C' class. Where else could I possibly want to be?

May all sailors go with grace. As for Brian, I hope you still stand well on this planet.

Steve Little
Clarence River, New South Wales
Australia

↑↓ ABANDONED OFF L.A. & FOUND IN GUAM

We on *Ambler* tend to do things slowly, especially when it comes to writing on the computer. But we've been working on a boat that needs to be added to the 'lost and found' list that was published in the March *Latitude*.



COURTESY AMBLER

Jan and Tom's homebuilt schooner has served them well for decades.

The boat is *Destiny*, a 46-ft sloop. She, with a crew of three, was doing a shakedown sail when they got into a bit of weather about 300 miles off the coast of Los Angeles. Finally they decided they'd

had enough and called to be rescued. They were taken off by a ship, and *Destiny* was left to fend for herself.

Six months later a ship from either APL or Matson spotted her in the Rota Channel between Guam and Rota. The sails were tattered but the mast was still standing, and there was a foot of water in the bilge because the companionway had been left open. We were there when another vessel towed her in. We wish we had taken a photo.

Destiny was anchored up in Gerberville, where she eventually sank.

As for us on *Ambler*, we're currently in Pago Pago, American Samoa, where the Internet and everything else is reasonably priced.

Tom and Jan Olson
Ambler
Cruising the South Pacific

Tom and Jan — Talk about an abused boat. She was abandoned in weather that obviously wasn't that bad, and had to make her way halfway to Japan without any assistance. Then she's towed to an anchorage and allowed to sink. Disturbing.

↑↓ SWEATY, THIRSTY & EXHAUSTED

I've had many boat dreams. The one I remember most had me singlehanding, which I often did in real life, in very shallow water. It was dead calm and for some reason my boat didn't have an engine in my dream. Somehow I ended up in the water, pushing the 40-ft boat through a series of narrow channels in some vast Delta area where the water was the color of old bronze. I pushed and pushed, but the tide was running against me and I couldn't make any headway. Then I woke up — sweaty, thirsty and exhausted.

I later did the 2000 Ha-Ha with the boat, and kept her until just a few years ago.

Larry Watkins
Now boatless, formerly of *Moondance*, Beneteau 40
Los Alamitos, CA

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LETTERS

⇅ HOME BREW BROUHAHA

I'm a former Bay Area sailor, but I relocated to Portland several years ago and thus have been sailing the Lower Columbia River. The sailing is one of the few things I miss about the Bay Area, but freshwater sailing on the pretty and uncrowded Lower Columbia has its own rewards.

I presently sail my Pearson 28 out of Cathlamet, Washington, where some local home-brewing hobbyist friends decided to set up a little brew pub at the marina in Cathlamet. They opened a little over a year ago. They are only open Fridays and Saturdays from 4 to 8 p.m, but serve a variety of nice, home-brewed beers to visiting mariners and locals alike.

However, they made the innocent but apparently unfortunate mistake of naming their little pub the Drop Anchor Brewery. For several months after opening, they received a nasty cease-and-desist letter from San Francisco-based Anchor Steam Brewing Company. Anchor Steam alleged that the name 'Drop Anchor Brewery' was infringing on their name and trade dress, and threatened litigation unless the Cathlamet amateurs agreed to change their name and logos, and destroy their Drop Anchor T-shirts, growlers and other paraphernalia.

I am not a trademark lawyer, but I think the claims by Anchor Steam were groundless B.S. How even a drunken sailor could confuse a draft beer at the Drop Anchor Brew Pub in Cathlamet, Washington with a bottle of suds from San Francisco is beyond me. I think it's yet another sad example of how a big corporation can use the legal system to push around someone a lot smaller who doesn't even represent a threat to them.

Nonetheless, the costs of defending this sort of suit would have financially ruined the founders of the little pub, so they eventually buckled under and changed their name to River Mile 38 Brewery — because Cathlamet is approximately 38 statute miles upriver from the entrance of the Columbia River near Astoria, Oregon.

We are all hoping that you good-natured folks at *Latitude 38* will not get testy about the use of 'your' numerals at the 'new' River Mile 38 Brewery. And if any of you or your readers happen to be up this way, feel free to drop anchor at the marina in Cathlamet and have a better, locally crafted beer than certain bottled beers available in the Bay Area.

Randy Weisberg
Boatisattva, Pearson 28-2
Cathlamet, Washington.

Randy — At first glance we agree that it doesn't seem that anyone could confuse a Drop Anchor beer with an Anchor Steam beer; but it's a little more complicated than that. Anchor actually brews more than 20 beers, including ones with names such as Anchor Steam, Anchor Small, Anchor Porter, Anchor California and Anchor Bock. In that context we could imagine somebody seeing their first bottle of Drop Anchor and saying, "Look, Anchor Steam has a new beer with a fun name!"

The brand of a company is extremely valuable, particularly when a company sells close to 750,000 barrels a year as Anchor Steam does. So the job of their lawyers is to nip in the

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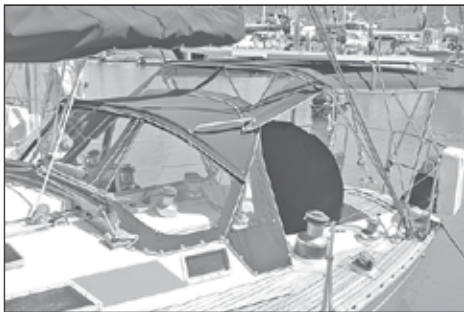
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LETTERS

but any possible branding conflicts. It might seem like a case of the big bad corporation trying to squish the little guy, but we don't think that's the real motivation.

We've had our share of brand battles over the decades. About a year after we started Latitude 38, some folks in the Pacific Northwest started a very similar sailing publication called Latitude 48. We didn't think that was the most original name in the world and asked them to modify it to eliminate confusion. They changed it to 48 North, which we still didn't think was very distinctive, but decided we had more important business to attend to. Then there was the short-lived San Francisco sailing publication called Longitude 122. We discussed possible brand conflicts with our then-lawyer Irving Loube, who had taken overall honors not only in a Transpac but also in the Kenwood Clipper Cup with different Bravuras. "Forget any legal action," Irving advised, "just crush them in the marketplace." So we did.

Then there was Latitude 38 Nautical News, but that didn't really count because it was published in Turkey. Next came Latitudes & Attitudes, which our ad guys said ultimately created a lot of confusion among advertisers, particularly because some similar typefaces were used. But we stuck with Loube's advice of concentrating on doing the best job we could with Latitude 38, and eventually that publication cratered in a pile of debt also.

The fact that somebody starts their business name with Latitude 38 doesn't mean there is necessarily a conflict. For example, there is a Latitude 38 Real Estate Group in San Francisco, Latitude 38 Vacation Rentals in Telluride, a Latitude 38 restaurant in Annapolis, and more. None of these bothered us because they clearly were in some other line of business. More recently a group of folks in Napa started Latitude 38 Enterprises to put on the BottleRock Music Festival. We thought this generic business name could be confusing, so we spoke with one of the principals and suggested that it was in their best interest to change their name or at least make it more distinguishable. The guy didn't seem to think it was a problem — at least until musicians started contacting us asking to be booked in the festival. For about two minutes we thought about having a lawyer send them a threatening letter, but decided their confusing name was more an annoyance than a business threat, so we've just ignored it. Since our name is at the very top when you Google just 'Latitude 38', and theirs is near the bottom, we think we made the correct decision.

River Mile 38 Brewery isn't going to have anybody thinking the pub is part of Latitude 38, so we don't have a problem with that. We love entrepreneurs, and want to wish the owners the best of luck with their enterprise.

↑↓ THE GOOD & BAD ABOUT BIKES IN MEXICO

We did the Ha-Ha in 2010 on the San Francisco-based Irwin 37 Lady Ann, and brought one foldable West Marine Port Runner with us. We still have it in a closet, but now I use my 40 YO Raleigh Record as my daily runner.

Cities in Mexico either work great for bikes or not at all. If the city roads have cobblestones, bikes don't work at all. As a result, I loved having the bike on the smooth roads in La Paz and Guaymas/San Carlos. But I don't remember taking the bike out anywhere else. People should also remember that the bus systems in Mexico are so good that they are real competition for getting around on a bike.

So I would recommend not carrying a bike aboard unless you have a lot of space. Save the money and rent a real bike or buy a used one where the streets are paved and the hills aren't too many or steep. My case hinges on the fact that foldable bikes still take up room. Maybe half the space of a



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"Unless you just don't care."

LETTERS

regular bike, but they still take up room.

By the way, congrats to the Wanderer and Doña de Mallorca for their power-assisted bikes. And for having a Kurt Hughes cat with plenty of room to store them.

Joel
Currently boatless
Oaxaca, Mexico

Joel — *We agree that cobblestone streets, especially rough cobblestone streets, aren't the best for bikes. Nonetheless they are popular with both Raffa Alcantara Luarte and Catrina Liana, both of whom work at the Marina Riviera Nayarit in La Cruz, a town with only a few half-decently paved streets. Come to think of it, we've seen Debbie Rogers of the Deerfoot 62 Moonshadow cruising about La Cruz on her power-assisted foldable bike.*

The one provision we'd include is that Mexico isn't the Netherlands, where the Dutch give bicyclists the right-of-way over even pedestrians, so nobody even wears helmets. In Mexico, many motorists treat cyclists as annoyances. Some brave souls insist on riding on some of the most dangerous main roads we've ever seen. Not us.

By the way, we don't know if you intentionally used the word 'hinges' when you wrote that your case on foldable bikes "hinges" on the fact that they take up a lot of room. But it got a big laugh out of us.

↑↓ I HAD TO GO TO ENSENADA TO CANCEL MY TIP

I went down to Mexico on August 24 and was able to cancel the Temporary Import Permit (TIP) for my boat. The short story is that based on my experience, you have to do it in Ensenada. I sort of expected this, but tried to get it done in Tijuana anyway.

Here's the long story. I walked across the border with my good friend Steve Pepper of *Brendan*, who tagged along thinking he might want to get his TIP canceled at some time in the future. The man at Immigration asked why we were coming to Mexico. When I showed him my TIP and said I needed to get it canceled, he walked me over to the Banjercito and explained to the young lady behind the counter what I needed to get done. She didn't speak any English, so he explained to her what we needed in Spanish. Then he left. After a few minutes, she gave us the address for the Banjercito in Otay Mesa. So we hopped in a cab and off we went.

When we got to that Banjercito, we talked with a young man who was fluent in English. He wanted to see my boat. When I explained that was not possible because my boat is 12 meters long and weighs 10,000 kilos, he asked if I had a document from US Customs certifying that I had imported the boat into America. I told him that I didn't, because my boat had been built in the States and thus had never been imported. After some discussion he had us go to talk to *aduanas* next door.

The lady from *aduanas* told him that he could just cancel the TIP and didn't need any paperwork. But he still refused. There was more discussion in rapid Spanish between Ms. Aduana and Mr. Banjercito. This resulted in a telephone call to the Banjercito in Ensenada. We were told that they would cancel the TIP if we came down there.

So we hopped back into our cab and took off for the Tijuana bus station to catch a bus to Ensenada. Once we got to Ensenada, we took a cab to the harbor. The woman at the Banjercito, who was fluent in English, canceled my TIP in five minutes at no cost. It was then time for street tacos and a bus ride back to the border. It was a long day, but I got the job done.



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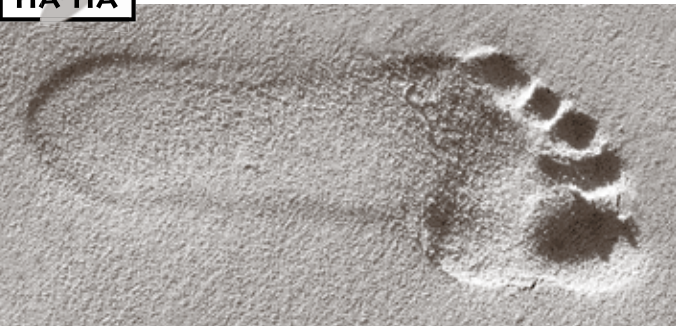


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My advice is to just go straight to Ensenada to get your TIP canceled.

Chuck Losness
Hale Moana, Gulfstar 37
Morro Bay

Chuck — Thanks for the report. Despite your experience, we might still try to get a TIP canceled at Tijuana or Otay Mesa rather than going all the way to Ensenada. There are three reasons we'd do this:

First, as you surely know based on your time in Mexico, if you can't get one Mexican civil servant to comply with a request, you can often get the same request approved five minutes later by another civil servant. It doesn't always work, but it often does.

Second, as you witnessed, there was a dispute at Otay Mesa between Ms. Aduana and Mr. Banjercito over whether your TIP could have been canceled right there. If the woman had been more forceful, perhaps the male official would have given in and it would have been done right there.

Third, whether the TIP can be canceled in Tijuana may depend on which Mexican government agency issued it. Up until 2005, TIPs were issued by aduana, and were nothing more than a plain sheet of white paper with type. Subsequent to 2005, TIPs have been issued by Banjercito, and they've included fancy stickers. If somebody had a 20-year TIP that had been issued by aduana, perhaps it could have been canceled there at aduana in Tijuana.

If, however, someone finds that they have to go to Ensenada, it's not a big deal. After all, it's not that far, the seafood is excellent, and all the marine paperwork agencies are located in one building.

If anyone is thinking Mexico could do a better job of informing boatowners how to cancel TIPs, and that their officials could be more consistent in the interpretation of the laws, you would be correct. But remember, that just puts Mexico in the same category as just about every other government in every country we've been to in the world, including the US of A.

↑↓ GETTING A PREVIOUS OWNER'S TIP CANCELED IN PUERTO VALLARTA

I sailed a Columbia 9.6 to Mexico in 2010, and later sold her in Puerto Vallarta. Two years ago I bought the CT-37 Renaissance. The boat had been sailed down in the 2008 Ha-Ha and had pretty much sat at Isla Iguana ever since.

It took some time to get all the paperwork together, so to protect myself in the interim I carried two pieces of paper, one in Spanish and one in English, saying that I was the captain of the boat and had permission to move her about.

After nearly two years, last month I finally got up the courage to go to Banjercito in Puerto Vallarta to try to get a new TIP for the boat in my name. I was helped by one of two young female clerks who spoke English a little bit better than I speak Spanish. When I said I needed a TIP, one woman went to her computer to see if Renaissance already had a TIP. She soon discovered that Renaissance did have a current, but unexpired, TIP. The clerk said it was not possible for me to get a new TIP until the old one was canceled. Fortunately, I had brought the old TIP sticker along with me. Once I gave her the sticker, she was happy to issue a new TIP for the boat. If I hadn't given her the old sticker, I don't think I would have gotten a new TIP.

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Larry Burton
Renaissance, CT-37
Puerto Vallarta

Readers — We received a letter from another boatowner who told us that he was able to get a new TIP, without the old TIP, based on a letter from the old owner. Unfortunately, we misplaced the letter and don't know where this happened. Nor do we recall if this was a pre-2005 TIP from aduana, for which stickers were not issued. In any event, we wouldn't count on being able to do that.

The letters from both Chuck and Larry suggest to us that it's not as difficult to cancel an old TIP and get a new one as we had been led to believe. That's assuming that you have the sticker from the old TIP, and assuming that the old TIP hasn't expired. If you don't have the old sticker, and if the TIP has expired, it may be more complicated.

When Paradise Village Harbormaster Dick Markie came to the Encinal YC in early September for his pre-Latitude 38 Crew List Party seminar on cruising in Mexico, he told us that whenever possible, people should always try to deal with younger Mexican civil servants. "They are more helpful and they know the law better," he told us. Based on our experience, Markie is correct. The young ones tend to be smart, educated and eager to help.

This letter and several that follow have to do with various situations regarding Temporary Import Permits for Mexico. This is important for people taking their boats to Mexico, who have boats in Mexico, or who might want to buy a boat in Mexico. If you're not in any of these categories, you may want to skip this material.

↑↓ THEY COULDN'T FIND MY BOAT'S TIP

I read in the last *Latitude* that boats that had once been in Mexico and gotten a TIP can't be taken back to Mexico by a new owner until the old TIP has been canceled. Here's my tale. I bought a trimaran in Eureka, am now in San Diego, and will soon be moving her to Cruise Port Marina in Ensenada. My boat was in Mexico years ago, and the last TIP paperwork I could find was from 1997, and that was two owners ago. The only paperwork I saw from the previous owner, who bought the boat in Mexico before bringing her to Eureka, was stuff from checking in and out with various port captains. The last paperwork on the boat is from 2004, so it's been 10 years since the boat was in Mexico. So how do I find out if the last TIP has been canceled? To complicate things, I renamed the boat and changed the hailing port, but the documentation number is still the same.

Christopher Glass
Nayeli, Searunner 37
San Diego/Ensenada

Chris — You can check at any Banjercito office in Mexico to see if your boat has a TIP that needs to be canceled. But things have changed so much over the years regarding the TIPs.

For example, they were giving out 20-year TIPs in 1997, and they were just pieces of white paper with no stickers. We know because that's the year we got one for Profligate. And they were issued by aduana, not Banjercito. So we doubt that they have a record of the old TIP for your boat.



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LETTERS

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↑↓ **LATITUDE'S ADVICE WORKED OUT GREAT**

This is Chris again with the TIP issue from the letter before, and I want to let you know that I took *Latitude's* advice and it worked out great. Banjercito couldn't find any record of a TIP for my boat, so I was free to order new TIP online.

But I'm still a little confused. When I read an article about TIPs in a *Latitude* from last year, you guys said it was important to list the dinghy on the TIP along with the main boat, so both could be shown as being temporarily imported. But my contacts at both marinas in Mexico said I didn't have to list the dinghy, as it was assumed to be part of the boat. I did list it, just to be sure, in the place where they ask for 'other recreational vehicles'.

Banjercito sent me an email in reply, saying my paperwork was incomplete, and that I needed to send them the title for my towed vehicle. I sent them an email explaining that it wasn't a towed vehicle, just a West Marine dinghy. I included a picture of the dinghy and the serial number of it as well. They responded that they would make the changes to my application and send me the TIP the next day. True to their word, I received my TIP by DHL at my US address a day later. Inside was the TIP sticker and a paper listing the dinghy as well. I was asked to sign the Promise to Return on the back of the sticker and email them a copy.

Overall, I found the online service fast and easy to use. I just took photos of all the needed documentation and emailed them. They handled it fast, and in English.

The last time I saw the Wanderer was 15 years ago in Mexico. Wow, time flies. I'm taking my tri to Mexico for the next two years and hope to complete a lot of woodwork and general fixing up. I hope to return to Driscoll's Boat Yard in San Diego to re-rig my boat — and finish getting her ready for the 2017 Baja Ha-Ha!

Christopher Glass
Nayeli, Searunner 37
San Diego/Ensenada

Chris — The problem with TIPs is that Mexico keeps changing them and the rules pertaining to them. Furthermore, a year or so ago applicants got a different TIP online than the one they got if they showed up in person at a Banjercito, and the rules for listing equipment on them was different. We may be wrong, but we don't believe Mexican officials are going to hassle anyone who has a dinghy on their boat that isn't registered on their TIP.

↑↓ **NEED SOME TIPS ON CANCELING TIPS**

Do you know anything about canceling an already expired TIP? We did the 2003 Ha-Ha and got our TIP in La Paz. We are now in Panama and are hearing stories about boats being fined for returning to Mexico without having canceled their now-expired TIP. Any suggestions?

We spent five seasons on the west coast of Mexico, then shipped our boat by Dockwise to Florida. After that, we spent four seasons doing the 'Great Loop'. We are now in Panama. After exploring the area, we plan to head up the west coast of Central America and back to Mexico. But we are very concerned about not having canceled our now-expired TIP. Nobody told us that we needed to.

I want to thank the Wanderer and the *Latitude* staff for the great job you do of keeping the cruising dream alive and putting on the Ha-Ha. If it were not for *Latitude* reinforcing our



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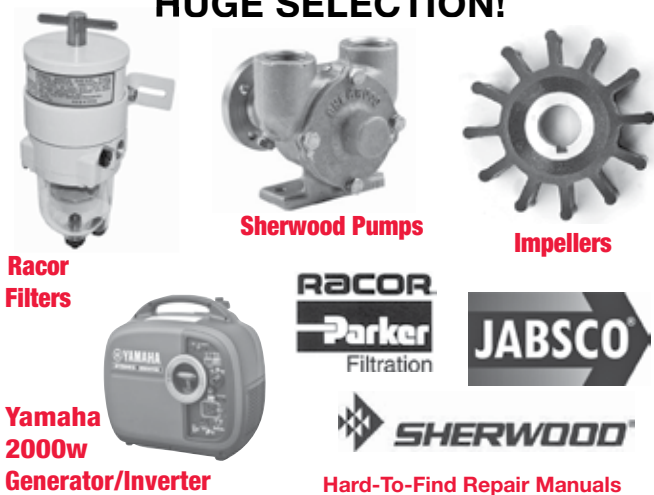
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LETTERS

cruising dream every month, and the Ha-Ha's fixed departure date, we would still be in Santa Cruz getting the boat ready.

Tom Walerius
Frances Ray, Princess 38 trawler
Hollister

Tom — While the TIP process has gotten much better, it's still maddening because it's been ever-changing over the years and the Mexican government thinks nothing of changing the rules on boatowners without telling them. And then fining them for violations.

We talked to Fito Espinosa at Coral Marina in Ensenada, and he came up with three options for you:

First, go to the Banjercito website and try to get a new TIP. If they give you a new TIP, it means they don't have a record of your old one and you're good. There is a decent possibility they don't have any record of your TIP because prior to 2005 TIPs were handled by aduana, not Banjercito. In most cases pre-2005 TIP information was not digitized, so there is no centralized record of them. Option 1 is your best case scenario.

Second, if you can't get a new TIP, Fito says you could go back to the agency that issued your TIP — aduana in La Paz — show them proof that you left Mexico before the TIP expired, and have them cancel it. He says the proof you need is your exit zarpe from your last port in Mexico or something like that. It wouldn't surprise us if you'd thrown that away years ago. We would have. We think Option Two is the worst option, as we can imagine you traveling all the way to La Paz, only to hear some clerk at aduana say something to the effect that that they haven't handled TIPs in 10 years, have no idea what you're talking about, and can't help you.

The third option — and we think the best if you can't get a new TIP — is to send your expired TIP, along with evidence that you left Mexico prior to the expiration of your TIP, to:

C/O Administracion Central de Operacion Aduanera
Ave. Hidalgo No. 77, modulo IV, piso 1
Colonia Guerrero, Delegación Cuauhtemoc
Mexico, D.F. C.P 06300.

Make sure you send it by registered mail. If you don't have your exit zarpe from Mexico, send them all the evidence you can that your boat was out of Mexico before your TIP expired.

Some people might try Option 2, which is to show up at Chiapas, try to get a new TIP, and if that isn't possible because the old TIP wasn't canceled, apply some financial lubricant. We would not, as we think the financial downside risk of heavy fines would be too great.

Good luck, and thanks for the kind words.

↑↓ MORE TIP CONFUSION

My boat has a Temporary Import Permit (TIP) from when she was in Mexico four years ago, and thus is still good for another six years. But since then we have added some valuable equipment to our boat — outboard, generator, watermaker, computer equipment, and so forth — for our return to Mexico this year. Can I update our equipment list without getting a new TIP? Should I get a new TIP, or just not worry about it?

Shaun Mitchell
Sail La Vie, Morgan 45
Pt. Richmond

Shaun — We wish we could give you definitive answers, but nothing is ever definitive when it comes to the rules and interpretation of the rules in Mexico. Once you get a TIP, we don't believe you can modify it. But probably the smartest thing would be to stop at a Banjercito office in Mexico and ask

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LETTERS

them what you should do. That said, if we were you, we just wouldn't worry about it. We have all kinds of gear on Profligate that isn't listed on our TIP. It couldn't have been, because at the time we got our latest TIP there wasn't any place to put it.

↑↓ WHAT GOES WHERE?

I'll be sailing with Ed Bastian aboard *Uma Karuna* to Cabo in October, and am trying to correctly fill out the online spreadsheet provided by the INM. I successfully completed Step 1, and have a receipt for two passengers to enter Mexico.

When trying to do Step 2, I couldn't find any information in the instructions for the following: Cell A3: What is SETRAM basic record? Cell C3: Consignee or Shipping Agency (leave blank or say NA/Private?) Cell E3: Company (leave blank or say NA/private?) Cells F3 to L3: The next section deals with Departure or Arrival? Do they want our Departure from the US in blue and Arrival into Cabo in orange? Or do they want something else? We are planning to leave the boat in La Paz after the Ha-Ha for six months or so.

Can you help?

Velma Schnoll
Uma Karuna, Islander 38C
Santa Barbara

Velma — It's been a while since we filled out those forms, so we really can't help you. We suggest you contact the INM directly and not have Latitude as a middle man.

By the way, you don't want to get more than one nautical visa at a time, because you only get one receipt per transaction, and that would mean everyone on the receipt would have to leave Mexico at the same time. If they didn't, the one without the receipt would have to buy another tourist visa, and that could take enough time to miss a flight home.

↑↓ IT'S ME AGAIN, VELMA, FROM THE LAST LETTER

I went ahead and emailed in the spreadsheet and receipt to the Ensenada office. By the way, the email address for this office as well as the website for the INM in your First Timer's Guide are incorrect. On the spreadsheet I put N/A in boxes that I wasn't sure of. I received back a letter saying everything was good, and that all I needed to do was have copies of the receipt, our passports, and that email letter printed out and ready to show if anyone asks. I also received a phone call from a guy in Tijuana who gave me his cell number in case I have any problems. He was very nice.

As far as individualized receipts, in our case it won't be necessary as we are traveling together, but that is an important bit of info for other travelers to know.

Velma Schnoll
Uma Karuna, Islander 38C
Santa Barbara

Velma — It sounds as if the Ensenada INM office really has its act together and is providing good customer service.

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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circumnavigating in high gear

The first leg of the tenth Clipper Round the World race, from England to Rio de Janeiro, is underway as we write this, with numerous crew from the West Coast signed up for various legs. Among Bay Area sailors, Mike Moore of Hillsborough, 48, is going all the way around aboard *Mission Performance*. Like the other crewmembers, Moore is not a professional sailor. Rather, he is the CIO of Virtual Instruments in San Jose. "My company is allowing me to take an extended leave," said Moore in August. "My wife and daughter have been the most supportive — even the training and preparation has meant a big commitment and lots of time away, and the race will be so much more. My daughter's class is following along with the race, and her teacher has been great about her missing time at school to come to some of our layover ports."

Moore grew up in the Bay Area and took up sailing after college, first on a Soling, then on a J/44, and he raced in the '90 Pacific Cup. "My wife and I spent a season on our boat on the East Coast and Caribbean doing the Caribbean 1500 and wandering as far south as Antigua before heading back to Florida," he said. The Moores sailed in the 2004 Baja Ha-Ha aboard their Hallberg-Rassy 46 *Ayu* and spent the season in Mexico.

Clipper 15-16 isn't Moore's first planned attempt at a circumnavigation. "Global Challenge was going to run a race starting in San Francisco in 2000. I signed up for that one and did the first week of training, then the dot-com bubble burst, the economy tanked, and they weren't able to get the sponsors they needed to run the race, so it was canceled." The fact that the current fleet of a dozen 70-ft Clipper Yachts is a much more modern design than the prior fleet got Moore excited about racing on one.

All crew undergo four weeks of training regardless of experience. "There is quite a wide range of backgrounds — from lots of experience to virtually none," said Moore. "Most of those with little or no experience are from the UK. You can't ride the Tube anywhere in London without seeing the posters." Moore observes that most of the Aussies and Americans have quite a bit more experience — the only way they hear of the race is through sailing-related outlets.

Moore described the training program: "The first week focuses on all the maneuvers (hoisting, tacking, jibing, reefing), getting everyone to follow the exact same set of steps. You live on the boat for the week, some nights in port or at anchor. As you progress, more nights are spent underway using a watch schedule. Every week of training includes safety, with lots of man-overboard drills using a full-size dummy. By level four, you are doing MOB drills going downwind under full spinnaker and nighttime MOBs, and practicing various search patterns."

Moore was among a subset of crew that went through the RYA Clipper Coxswain course covering piloting, rules of the road, lights/signals and weather, followed by the RYA Yachtmaster Theory test, then five days of practical on-the-water skills. "The intent of this training is to have a couple of capable crew on each yacht who can

continued on outside column of next sightings page

early entries in the

Though the start on June 14, 2018 is still almost three years away, the Golden Globe solo around-the-world race is already full, and a waiting list is forming.

Not to be confused with the Vendée Globe, in which commercial sponsors and the latest gear on the fastest designs are the norm, the Golden Globe puts a premium on tradition. Two Westsail 32s, two Tradewinds 35s and a Baba 35 are among the confirmed entries. Most of the boats are still 'TBA'.

Some of the competitors are in their 60s. One woman, a Brit in her 20s named Susie Bundegaard Goodall, is among the sign-ups. Among the Westsail 32s is one



MIKE MOORE

Circumnavigator-to-be Mike Moore snaps a selfie during Clipper Race training.



MIKE MOORE



ONEDITION

2018 golden globe

hailing from the West Coast, belonging to Antonio Felipe García Martínez. He plans to sail from San Francisco to Sydney in 2016 and then from Sydney to Falmouth — a near-circumnavigation just to get to the starting line in England.

Founded by Australian adventurer Don McIntyre, the 2018 Golden Globe Race will require all entrants to use only the same type or similar equipment and technology as carried onboard Robin Knox-Johnston's 1968/69 nonstop Golden Globe Race-winning *Suhaili*.

Go to www.mcintyreadventure.com/goldengloberrace for more info.

— chris

clipper — continued

take over if the skipper becomes incapacitated or goes overboard," explained Moore.

He expects the race to be a challenge. "Living in close quarters for extended periods will take getting used to — we'll have 23 people on a few of the legs. And keeping the right mix of pushing the racing, but not pushing so hard that crew morale breaks down." We'll check in with Moore as the race progresses, and we'll profile another circumnavigator next month.

As we went to press, the 12-boat fleet was approaching Rio; they'll restart on October 7 bound for Cape Town, South Africa. Although Moore and the rest of the crewmembers pay for the privilege, this is no pleasure cruise, as evidenced by the event's first-ever fatality: On September 5, Andrew Ashman was helping to reef the main on *IchorCoal* when he was hit by the mainsheet. For our report on that tragedy see September 9's *Lectronic Latitude* at www.latitude38.com.

— chris



The Clipper 70 'Mission Performance' points her bow toward Rio, as Leg One of the 10th Clipper Round the World race leaves England. Inset: Practicing boat-to-boat transfer of a casualty during training.

SIGHTINGS

racers become citizen scientists

A fleet of roughly 30 vessels recently participated in The Ocean Cleanup project's Mega Expedition while crossing from Hawaii to the West Coast, with the goal of mapping the Great Pacific Garbage Patch. Organizers describe this complex effort as the largest ocean research expedition in history. All but a few of the participating vessels were Transpac racers returning home.

By towing "manta trawl" devices, and through conducting visual surveys using an intuitive smartphone app, the racers-turned-researchers — as well as bona fide oceanographers and scientists — chipped in to help collect more plastic measurements in about a month's time than have been collected over the past four decades combined. With most of those plastic samples now already back in the Netherlands for analysis, The Ocean Cleanup is well on its way to achieving its first goal: measuring the amount, spatial distribution and size of plastic in the Great Pacific Garbage Patch. This is just the first step in a multi-

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chicago slated for

While America's Cup fans turn their attention to Bermuda, the home of the 35th America's Cup and the location of the next Louis Vuitton America's Cup World Series event on October 16-18, no doubt many on this continent are already planning for the only event confirmed for US waters. Next year's ACWS regatta in Chicago, scheduled for June 10-12, will be headquartered at the Navy Pier, which will also be celebrating its centennial.

Chicago will make maritime history, as Lake Michigan will be the first-ever freshwater venue to host America's Cup racing in the event's 164-year history. Oracle's Larry Ellison grew up in Chicago

RONNIE SIMPSON



RONNIE SIMPSON

Aboard 'Varuna', 'Latitude' contributor Ronnie Simpson (left) became a citizen scientist along with boatmates Jenny Guzik, Walter Kotecki and Adrian Johnson.

acws next year

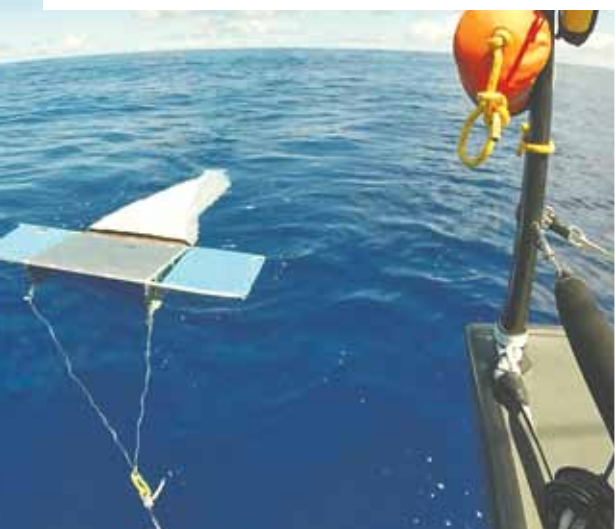
and studied at the University of Illinois and the University of Chicago.

Also on the 2016 calendar so far is another regatta in Portsmouth, UK, on July 22-24. Jack Griffin of *The Cup Experience Newsletter* writes that the Protocol requires that a February event be confirmed by September 30, the day before this issue came out.

After two regattas, Emirates Team New Zealand leads the 2015 series with 72 points, Land Rover BAR is in second with 65, and Cup defenders Oracle Team USA are just one point behind with 64.

See more at www.americascup.com.

— chris



ALL PHOTOS ADRIAN JOHNSON EXCEPT AS NOTED

citizen scientists — continued

pronged approach to removing at least half of the plastic in the more than two-million-square-mile gyre by about 2030.

Departing Honolulu in early August, the bulk of the fleet sailed north toward the High, escaping the islands just as Hurricane Guillermo made its approach. Though much of the fleet stayed in steady pressure for most of the trip and did not get the typical extended periods of glassy calms — which would have been perfect for researching and trawling — a lot of research was successfully completed.

Racer-turned-researcher James Clappier summed it up perfectly: "We had fun with it. We put on *The Life Aquatic* theme song and some red hats and did research. We were really surprised at the amount of trash that we saw. The first trawl really motivated us to do more. Our first sample came back with an eye-opening amount of microplastics. We were just shocked with the amount of garbage. As one of the younger crews in the project, we really feel the responsibility to try to help solve this issue." James' experience is in sync with what The Ocean Cleanup's researchers are discovering



The box in the foreground shows the plastic waste gathered in one hour's 'manta trawl'. At right is debris picked up by 'Ocean Starr' with a larger device.

as they analyze the samples. Belgian researcher Stella Diamant told us, "We're seeing about 1,000 particles (of plastic) per sample. It's crazy."

The Mega Expedition's 171-ft mothership *Ocean Starr* steamed west from San Francisco and zigzagged on a grid pattern through the most polluted area of the Patch, and her crew found far more trash than ever expected. Literally overflowing with rubbish that was collected mid-ocean, the purpose-built research vessel arrived in San Francisco in late August to a hero's welcome, and conducted a press conference in front of a large crowd of supporters and international media representatives. The next day the story was everywhere, having been picked up by mainstream news outlets from around the world. Ocean Cleanup founder and CEO Boyan Slat, 21, is now getting his message out to a large audience. Whether the project will actually manage to reduce the amount of plastic in the Pacific remains to be seen, but at the very least, the project is raising a significant amount of awareness about ocean pollution.

With the Pope's recent long-winded encyclical on climate change, as well as the world's largest-ever international summit on climate change taking place in just two months in Paris, Boyan's message may be coming at the right time in history. As climate change and environmental degradation are becoming key components of the national and international debate, The Mega Expedition was a unique opportunity for many West Coast sailors to turn the good fortune of being a sailor into a way to serve a higher purpose. That purpose still remains, as the serious problems present in our oceans are constantly getting worse. While The Ocean Cleanup is a great idea — at least in theory — and a seemingly worthy initiative, it doesn't hold all of the answers, but it is surely a step in the right direction.

As sailors who are inherently connected to the world's oceans and shorelines, we will continue to follow this project with a great deal of interest over the coming years. To learn more, visit the organization's website: www.theoceancleanup.com.

— ronnie simpson

SIGHTINGS

women on the water

Building confidence at the helm was the theme of Half Moon Bay YC's Take the Tiller event in late August, the first workshop produced by the club's Women Sailing program. "We wanted to create a program that was different from our adult sailing classes," said founder Peggy Ruse. "We aimed at women who already had some sailing skills so our emphasis could be on creating confidence and command at the tiller," said Marth Huddle, chair of Women Sailing.

A high-energy improv session set the tone for the day. Ann Swanberg of *LifePlays* led team exercises designed to create group flow.



In one, attendees took turns tossing imaginary balls back and forth. As more balls were introduced, the game became more challenging. Soon the imaginary balls flying back and forth came with sailing commands. "That really felt like sailing, especially by the time the second or third ball was in the air," said Christy Harte of Alameda, a member of Treasure Island YC who sails on the Oakland Estuary. "You have the water and the motion of the wind at the same time; your mind is tending to one thing, yet you must not ignore the others."

On-the-water action began with launching and docking practice in the club's seven-boat fleet of Cal 20s. It was a collaborative teaching experience. "We decided to have facilitators rather than skippers," Huddle explained, "the goal being to create teams that would teach themselves, rather than have one person in charge."

Lunch followed, a great opportunity to learn what motivated the women to attend. "I wanted to gain some independence," said Adrienne Nelson of Half Moon Bay. "When I was a child, my father had a sailboat, but I was more of a passenger than a sailor. I saw this class as a way to be an active participant and eventually skipper."

The women-only aspect drew Erica Evans of El Granada, who has returned to sailing after a 30-year absence. "I thought it would be nice to do a class with just women. I feel it's a more supportive learning environment," she said. Laura McGee, the wife of HMBYC's rear commodore, wanted to build confidence, internalize terminology, and practice crew-overboard skills.

The afternoon brought three on-the-water challenges. In Zen Sailing, the women took turns helming blindfolded to better utilize feedback from all their senses. "I loved the Zen Sailing," said Rea Inglesis of San Francisco, who sails with Modern Sailing in Sausalito. "You get a real feel for the wind and the sails. You have to trust the physical knowledge you have — and your crewmates." Kathleen Hartman agreed. "Your body takes the lead instead of over-thinking or over-intellectualizing. It's body, boat and wind."

Crew-overboard practice followed, then a 'Tie the Knot' exercise. Participants made a 360° circle around an anchored boat by only tacking or jibing. Three races finished the on-the-water experience, helping to reinforce knowledge of right-of-way rules and improve technique. Lori Rhodes of El Granada, one of the facilitators, said, "The two women on my boat really got into the racing and were surprised how fun it was. I love racing because you have to be 'pres-

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the coast guard's

During a recent interview, we asked a Coast Guard rescue pilot how often mariners who've been rescued return to a Search and Rescue (SAR) base to personally thank their saviors. "Almost never," he said. Yet he wasn't the least bit bitter about it. Risking their lives to save others is all in a day's work for Coast Guardsmen, especially here in the Bay Area.

In fact, CG Station Golden Gate responds to more on-the-water emergencies than any other base in the nation — and, unfortunately their efforts go largely unnoticed by the public that they serve. That's why a newly formed group called Yacht Clubs Who Care has organized a



KARA HUGGLESTONE

We're havin' fun now! Left to right: Jessie Formoe, facilitator Dawn Chesney, Carol Hoover and Nancy Economopoulos.

BOTH PHOTOS KARA HUGGLESTONE

busiest station

special event called Picnic at the House of Heroes, that will take place Saturday, October 3 from noon to 3 p.m. at Station Golden Gate, adjacent to Horseshoe Cove.

This free event is open to the public, although space is limited, RSVP to yachtclubswhocare@gmail.com. There will be an open house and facilities tours where attendees can meet with Guardsmen, and learn about their work, plus boat tours, a helicopter rescue simulation, and a free lunch. Sounds like a great way to acknowledge the unsung heroes that stand by 24/7 to aid boaters in distress.

— andy

women on the water — continued

ent'. It's hard to dwell on life's problems when you are racing. Being present and focused was part of our theme, and my team was all in. We hope to see some of our attendees racing with us in the future!"

Off-the-water inspiration came from a video about Team SCA, the all-female entry in the 2014-15 Volvo Ocean Race; a talk by Bay Area sailor Dawn Chesney, who shared the story of her journey from fetching food and drinks for the guys to racing her own all-women J/24 team; and keynote speaker Carliane Johnson, who shared how she went from new sailor to owner of *Kynntana*, a Freedom 38 — in just four years.

As the day wound down, Huddle asked the attendees what favorite thing happened. "We won!" Erica Evans exclaimed (her team had won one of the races). Everyone laughed and cheered, as they all felt like winners. It was a wonderful day of sailing, learning and female empowerment.

— kara hugglestone



Spread, left to right: Erica Evans, Lori Rhodes and Kathleen Hartman at HMBYC's Take the Tiller. Inset: The workshop included racing aboard the club's colorful Cal 20s in Pillar Point Harbor.

SIGHTINGS

a singlehander on a mission

Last spring, when Kenny Banks, 56, made landfall in the Marquesas at Nuku Hiva's Taiohae Bay after sailing alone for 3,000 miles, the range of emotions he felt was complex. In addition to the pride of accomplishment typically felt by singlehanders at the end of a long voyage, his arrival meant the fulfillment of a promise he'd made to himself three and a half years ago, and perhaps the final chapter in a story that began way back in 1991.

In early April of that year Kenny's mother, Tommie, and stepfather Kelly Spear, jumped off from Manzanillo, Mexico, aboard the Santa Barbara-based O'Day 37 *Vagabondita* and made landfall at Taiohae 27 days later. They both had extensive boating experience, and Kelly (a Santa Barbara YC member) had long dreamed of circumnavigating.

"They had a wonderful passage," explains Kenny, "punctuated by experiences — both good and bad — similar to those recounted by today's Puddle Jumpers. One unfortunate incident involved the boat

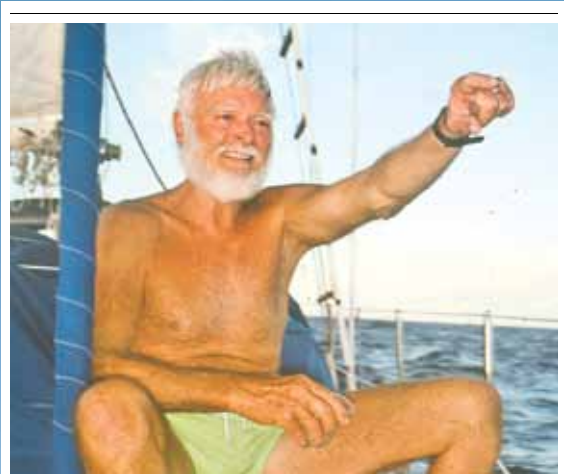
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chuan's arctic victory

Although there was no brass band to greet them when they arrived at the Bering Strait, renowned Chinese sailor Guo Chuan and his five-man international crew set a new sailing benchmark on September 15, having completed the first nonstop crossing of the Northeast Passage in a sailboat, the 97-ft trimaran *Qingdao China*. (We're talking about the opposite side of the Polar Ice Cap from the Northwest Passage.) The 3,240-mile trip from Murmansk, Russia, took them 13 days.

Having made the treacherous crossing in the name of world peace, Chuan, 50, is undoubtedly thrilled with his team's success and the attention the effort has

GUO CHUAN SAILING



Above: Would-be circumnavigator Kelly Spear was tired yet jubilant on the day he made landfall in the Marquesas in 1991. **Right insert:** Kelly's grave. **Spread:** This year Kenny soloed his 28-ft Bristol Channel Cutter, 'Solimar', to Nuku Hiva in 31 days. **Far right:** Kendal and Keri in Bora Bora.



is bittersweet



Guo Chuan

garnered from international media, but his taste of glory was probably bittersweet. Early on, Chuan was quoted as saying: "In view of sailing, I do not want to see any Arctic ice as it would be dangerous for the fragile hull. However, it is really sad to see such disappearance of icebergs caused by global warming. Though it makes the route navigable, I would like to see more ice, deep in my heart."

— andy



ALL PHOTOS COURTESY KENDAL BANKS

on a mission — continued

getting pooped and the forward cabin becoming drenched. That would normally be an uncomfortable and inconvenient matter, but in this instance it created a much larger problem because Kelly's heart medication got ruined. They were relieved to make contact via Ham radio to a doctor friend in Santa Barbara who could begin to facilitate replacement medication and the complex logistics of filling the prescription in Papeete, then having it shipped to Nuku Hiva.

"Immediately after anchoring and setting up the dinghy, Kelly and Tommie sought out the Keikahanui Inn in hopes of finding heart medication in the mailbag. Kelly had felt 'off' most of that day; overly tired, which he attributed to the excitement of making landfall and being awake most of the previous night. Feeling faint, he decided to rest in the shade. Tommie continued to the Inn, worried and desperate to get the heart medication.

"As can happen in sailing and in life, small, seemingly insignificant and disconnected occurrences combine and suddenly tip the scales toward tragedy," says Kenny. Back then, the Inn (which is now a Pearl Resort) was owned by Americans Frank and Rose Courser, who'd originally come to the islands to study Marquesan art. "Rose was napping when Tommie arrived. Frank was out running errands in the village and had the key to the mail locker on his key chain. He would not return for several hours."

When Tommie returned to Kelly's resting spot, he had not improved, and several sailors from the Europa 91-92 rally, who happened to be there, insisted that Kelly be taken immediately to the local clinic. "While being checked," Kenny explains, "Kelly's eyes suddenly rolled back and he collapsed, suffering a major heart attack. There was really nothing that could be done to save Kellogg Spear. The clinic was very basic with no surgical facilities. The heart medicine had arrived, but too late."

Local law required burial within 12 hours. The islanders, who immediately reached out to console Tommie, offered her a gravesite beside the sea, while the European ralliers offered additional support. "Within 24 hours of making landfall," says Kenny, "Tommie Spear was standing beside a freshly dug grave, interring the love of her life. She was devastated. As far from home and family as Tommie was, there probably was no better place to be given the support and solidarity of the cruising community and the true openness of the village."

Kenny flew out two weeks later, "on a mission" to console his mother and help her figure out the 'what now?' questions. She would not think of flying home until a proper gravesite could be built and decorated. So they gathered shells, which Tommie used to spell out the family name, and Kenny mixed and poured concrete for the construction of a headstone with the help of a local kid named Theo. "He spoke little English. I spoke little French, but it all worked." Meanwhile, Theo's father was seen combing the beaches every day in search of something. "Weeks later, literally the morning of our final day on the island, we were rushing to pour the last bit of concrete in which we were to sign our names, when Theo's father walked up, and without a word, handed me a perfect three-foot obelisk rock which he had extracted from beneath the rocky beach. We immediately set it in concrete and signed our names."

Between then and this year's trip, Kenny flew out five more times to visit and improve the gravesite, including a trip in 2008 to bring Tommie's ashes to Taiohae and reunite her with her lost love.

"I call it the island of heartache and darkness," says Kenny. "Years ago I felt so helpless to 'fix' my mother's grief. And that's why I compensated by throwing so much effort into building Kelly and Tommie's grave over the years." It now looks as if he'll make at least one more visit to the site, as he and cruising partner Keri Bouska (who flew out to join him in Tahiti) have decided to spend another season in French Polynesia, then return to California via the Marquesas and Hawaii. Every parent should have such a dedicated son.

— andy

SIGHTINGS

america's cup 34's foiling legacy

In the wake of America's Cup 34 — where deep-pocketed syndicates dumped unprecedented resources into the development and advancement of foiling technology — more and more boats have begun flying. With this technology sailing has arguably realized its single biggest speed gain since the first Mesopotamian trader hoisted up a piece of cloth to harness the power of the wind some 5,000 years ago.

In the two years since the battle on the Bay, seemingly every new ultra-high-performance boat on earth has been designed or modified to foil. From beach cats to the revolutionary GC32 race cats, all the way up to the AC45s and MOD70s, multihulls have been realizing huge speed gains almost across the board by implementing foils. These days, when designers scratch their heads in the age-old quest for speed, the answer is as simple as it is succinct: Make it fly. Foiling in dinghies and multihulls is now commonplace, yet foiling in a lead-ballasted monohull yacht remains one of sailing's most elusive challenges.

After the last Vendée Globe — the quadrennial solo, non-stop around-the-world classic that's contested in 60-ft monohulls — the IMOCA class voted to adopt one-design keels and rigs in an effort to achieve greater reliability for the event's many corporate sponsors. With a new generation of boat being designed in the run-up to the 2016 race, designers again searched for an advantage. Unsurprisingly, foils held the perceived answer and the class overwhelmingly voted to allow foils to remain completely open. As more than half a dozen teams decided to pull the trigger on a new boat for the next race, almost all of them chose to enlist the services of famed French design firm VPLP and Guillaume Verdier to get their boats to achieve liftoff.

With the Vendée Globe just over a year away, new IMOCA builds are popping out of sheds and hitting the water with increasing frequency, and almost all of them are sporting distinctive foils protruding from both sides of the hull. Not surprisingly, this new breed of semi-foiling monohull is advancing and developing at the same frenetic pace as the AC72s did during America's Cup 34. The first team to post pictures and video of their new steed beginning to achieve liftoff was Baron Benjamin de Rothschild's Gitana Team with Sébastien Josse and Charles Caudrelier aboard their all-new IMOCA 60 *Gitana 16*. She will make her racing debut in this month's Transat Jacques Vabre in the hands of Josse and Caudrelier. With a record-setting 20 IMOCA 60s signed up for the biennial Transatlantic race, the class — and the sport — has been rejuvenated by foiling technology, and there's nowhere to go but up, both literally and figuratively. We can't wait to see what happens next.

— ronnie simpson

r2ak's throwdown to larry ellison

A year ago, when we first heard about a newly conceived race from Port Townsend, WA, to Ketchikan, AK, we had to wonder if the announcement was for real, especially since the 750-mile course was open to any sort of unassisted, engineless, sail-powered or human-powered craft, and it boasted a \$10,000 prize for the first to finish. But the inaugural running of the so-called R2AK this summer proved

continued on outside column of next sightings page

jimmy buffett's

Back in the 1980s, big beautiful schooners were still among the most desirable offerings of Caribbean charter fleets, and a number of high-profile celebrities were often seen in popular anchorages of St. Barth, Bequia and elsewhere aboard their splendid old-timey boats: Bob Dylan's schooner *Waterpearl* and Neil Young's Baltic trader *Ragland* were among the most famous back then. But these days, the times they are a changin'.

While state-of-the-art megayachts — both power and sail — now dominate the Caribbean's luxury charter scene, many celebrities have swapped



THIERRY MARTINEZ / GITANA SA

If you're ever offered a ride on 'Gitana 16', you'll want to bring along some excellent foulies. It's a wet and wild ride.



THIERRY MARTINEZ / GITANA SA

sexy new ride

traditional yachts for high-tech vessels built for speed, comfort and easy access to that clear, turquoise water. A standout within this trend is crooner Jimmy Buffett's sexy new Surfari

44, designed by Ted Fountaine of Friendship Yacht Company, and currently being built by Pacific Seacraft in North Carolina with a November

continued in middle column of next sightings page



Jimmy jammin'.

LATITUDE / RICHARD

r2ak throwdown — continued

to be an impressive success. Looking ahead to next year's race, event creator Jake Beattie has issued a personal challenge to Bay Area software mogul Larry Ellison to give the grueling race a try in an America's Cup boat.

If Ellison and his team can simply complete the course without assistance in the allotted time frame in a veteran AC boat, Beattie says, they'll win a set of official R2AK steak knives, normally reserved for the second-place finisher. "You can do what you want with the knives," says Beattie with a straight face, "split them up with the crew; if you want to give some to Spithill it's totally up to you. And to show you we're serious, we'll even waive the entry fee" (\$650+).

Talk about a novel publicity stunt. Madison Avenue spinmeisters couldn't have come up with a better promotional sound bite. See the video "throwdown" here: http://r2ak.com/will_larry_race.

— andy



Team Gitana's new speed machine slices through offshore swells, capitalizing on the foiling frenzy that began with AC 34.

SIGHTINGS

philo hayward's last encore

"I've just hit my stride at 70. Still got quite a ways to go." These were the thoughts of Philo Hayward of La Cruz as expressed in his blog on September 2.

Unfortunately, Philo, a great friend of *Latitude 38* and virtually every cruiser who ever called at Banderas Bay, and a very close personal friend of the Wanderer and Doña de Mallorca, unexpectedly passed away just three days later.

Having experienced chest pains, Philo had gone to a hospital. He was having stent surgery when he died. About six months before, during one of our many Sunday morning motorcycle rides to Sayulita, he'd mentioned that he had some minor heart issues. He didn't seem particularly concerned about them.

At age 55, Philo sold his house and recording studio in Mendocino to start cruising aboard his Cal 36 *Cherokee*. After doing the 2000 Baja Ha-Ha, he sailed over to the village of La Cruz on Banderas Bay. This was long before the marina transformed much of the town. Philo

continued on outside column of next sightings page

sexy new ride

launch target.

Among its slick innovations is its fold-down transom "tailgate" that doubles as a swim step; a sun-protected helm station in the deck-level salon with 360-degree visibility due to large forward and side windows, and a sliding glass cockpit door; and push-button controls for running rigging, all of which is led to the midship helm station.

As you might image, Jimmy's Surfari 44 (whose name has not yet been released), employs composite construction with a carbon mast and boom. She'll carry a roller-furling genoa and a furling asymmetrical spinnaker on a sprit, both of which are controllable from the salon.



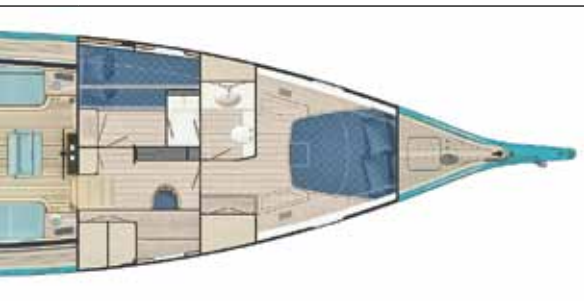
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When winds go light, her twin 75-hp auxiliaries will ensure that Jimmy doesn't miss the party.

The new cruiser only sleeps four, but the salon and full-width aft deck are ideal for open-air socializing. We can already imagine a dinghy raft-up with Jimmy entertaining from his new back porch.

A lifelong waterman, Jimmy Buffett has owned many power- and sailboats — including the beautiful Cheoy Lee Clipper *Euphoria II*, aboard which he reportedly penned *Cheeseburger in Paradise* and other Caribbean classics. It's anybody's guess what sort of tunes Jimmy's sleek new ride will inspire.

— andy



Sleek, sexy and set up for easy shorthanded sailing, Buffett's new ride would probably turn heads in any anchorage. A bulb keel will contribute to speed and stability, her twin rudders will offer enhanced control, and her twin 75-hp engines will be available when tropical depressions shut down the trade winds.

ALL ILLUSTRATIONS FRIENDSHIP YACHT COMPANY

philo — continued

came across a building he thought would make a great music venue and bought it. During the cruising season he continued sailing across the Pacific, and in the off season he'd work on Philo's Bar and Music Club. After a couple of seasons in the South Pacific, he decided to sell his boat and concentrate on his business.

It would be hard to overstate the influence of Philo and his Music Club on cruisers in Banderas Bay and La Cruz itself. Philo's was the default place all cruisers went to. Philo and his backup band, with various guest performers, would play four nights a week in high season. But Philo's was not just for music and dancing; the property also had a Cruisers Lounge, rooms to rent, high-speed Internet, pizza and other food, and much more. We wrote many a *Latitude* article at a table in his club. Philo's was also extremely popular with non-boating US and Canadian snowbirds, too. Packed houses were the rule during the high season.

Philo made sure that Philo's Bar and Club was not just a business but also a community asset. He promoted all kinds of great causes for the locals. There were English lessons for all who wanted to learn, help with school for kids, free Christmas gifts for all the local children, programs for seniors, and much more. In the days before Philo died, we were making arrangements with him for the Baja Ha-Ha boats to deliver hundreds of nearly indestructible soccer balls to Philo's for free distribution. Despite his passing that program will continue.

Philo was a gentle soul, and in the last several years he developed a very close and loving relationship with the beautiful Maria Joaquina Sierra. While Maria's young sons, Alejandro and Diego, love their biological father in Mexico City, they were very close to Philo, too, and loved him like a second father. Diego liked to join Philo onstage and 'play' his toy guitar. Philo told us that he considered himself responsible for the well-being of both boys.

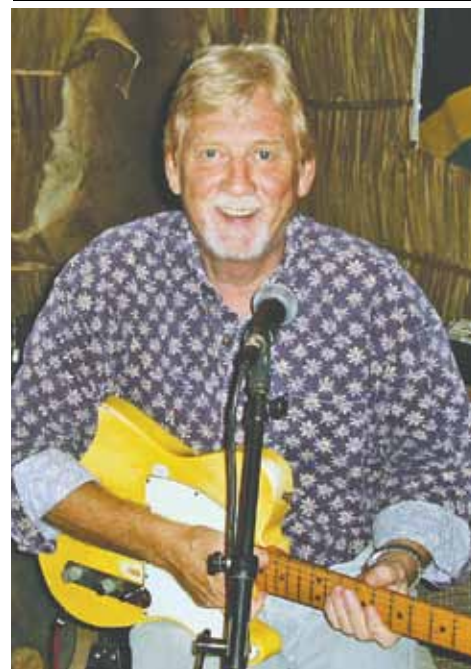
The only times we ever saw Philo get mad was when we were watching a 49er game on television in his *casita* and Colin Kaepernick would make a bonehead play. We don't think Philo hated anyone or anything, but he was less than fond of the Seattle Seahawks.

It's hard to overstate the impact Philo and Philo's Bar and Music Club had on cruisers and La Cruz. Although it's the middle of the low season in Mexico, countless mourners showed up to see Philo for the last time in the open coffin onstage at the Bar and Music Club. There were many tears.

Personally, we're in a state of denial about Philo's passing. It's not going to really hit us until we get to La Cruz in November, and for the first time in all these many years we'll walk into Philo's and not see him on the stage singing *Dreaming About Mexico*.

With Philo's passing the world lost one of the really good guys.

— richard



JULIE TURPIN

Seen here on stage at his club in 2004 holding his trusty Fender Stratocaster, Philo Hayward will be greatly missed. His smile was infectious, his music was moving, and his community service was inspirational.