

Latitude 38

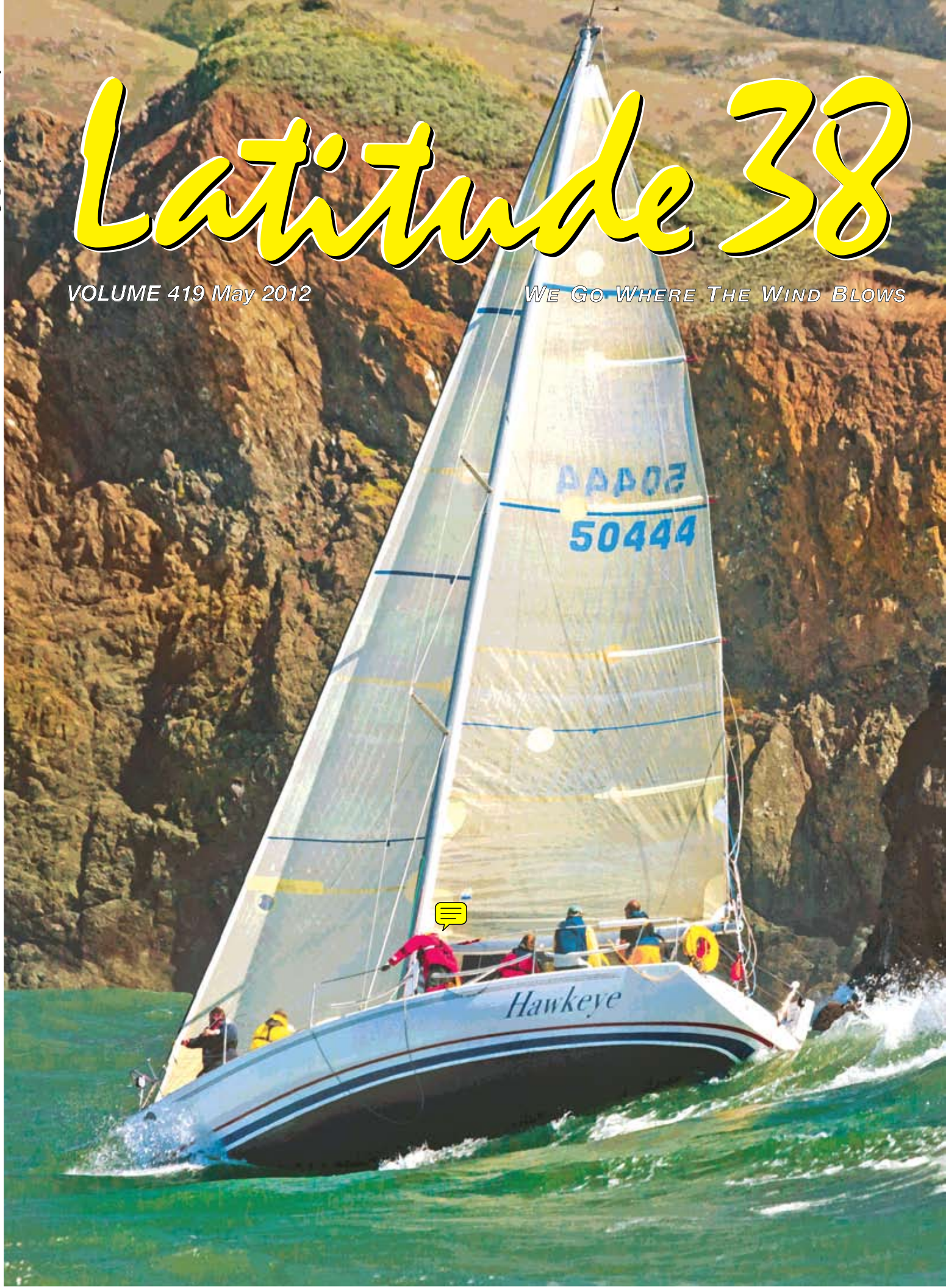
Latitude 38

VOLUME 419 May 2012

WE GO WHERE THE WIND BLOWS

MAY 2012

VOLUME 419



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In Hot Pursuit

Richmond Yacht Club's Big Daddy Regatta is a popular event every March. Sunday's race is a pursuit race, with the racers starting in reverse order, according to their handicap, and rounding Alcatraz Island and Angel Island, choosing to sail either clockwise or counterclockwise around the course.

This year's winner is *California Condor*, Buzz Blackett's Antrim designed Class 40, placing first out of 85 finishers, including several multihulls.

Condor boasts a full set of Pineapple Sails, including a square-top mainsail (the designer says that sometimes it is OK to be a blockhead) and the workhorse for this race, the "A-2" asymmetrical spinnaker.

We are proud to be Buzz Blackett's sailmaker. And proud of every sail we build.

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PHOTO ERIK SIMONSON/WWW.PRESSURE-DROP.US

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Cover: At the start of the Crewed Farallones Race, Frank Morrow's *Hawkeye* rides over a big swell, illustrating what conditions were like the day *Low Speed Chase* was lost.

Photo: Peter Lyons/www.peterlyonsphoto.com

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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.

SELECT BROKERAGE



45' Island Packet, 1998 \$229,000



41' Dehler DS, 1998 \$169,900



38' Island Packet 380, 1999 \$228,000

SAIL

54'	Moody	2001	\$633,000
50'	Gulfstar	1977	149,500
47'	Beneteau 473	2005	235,000
46'	Island Packet 465	2008	535,000
45'	Island Packet	1998	229,000
44'	Spencer S-1330	1976	111,000
41'	Tartan	2004	345,000
41'	Dehler DS	1998	169,900
41'	Newport	1983	50,000
40'	Beneteau	2009	199,000
40'	Beneteau	2008	185,000
40'	Beneteau First	2001	175,000
39'	Beneteau 393	2007	149,500
39'	Beneteau 393	2006	139,000
38'	Island Packet 380	1999	228,000
38'	Beneteau Moorings	1991	49,500
38'	Hunter 380	2000	85,000
38'	Ericson 38-200	1988	69,000
37'	Island Packet 370 cutter	2004	293,000
37'	Tartan 37	1982	65,000
37'	Pacific Seacraft yawl	1984	119,000
36'	Beneteau 361	2000	94,950
36'	Hunter sloop	2004	110,000
36'	Pearson 36-II	1985	57,900
36'	Islander	1977	44,950
36'	Islander	1978	37,950
36'	Islander	1972	33,900
35'	Dehler 35 cws	1996	82,000
34'	C&B Marine Tiffany Jayne	1982	29,000
33'	Yamaha	1979	19,000
32'	Beneteau 323	2007	84,500
32'	J/32	1997	79,000
32'	Valiant	1977	38,550
32'	Westail	1976	64,400
30'	Beneteau First 305	1988	35,000
28'	Alerion Express	2002	87,000
24'	Corsair Sprint 750	2008	55,000

POWER

61'	Mikelson SFPH	2002	990,000
53'	Navigator CPMY	1998	259,000
42'	Californian aft cabin MY	1987	92,500
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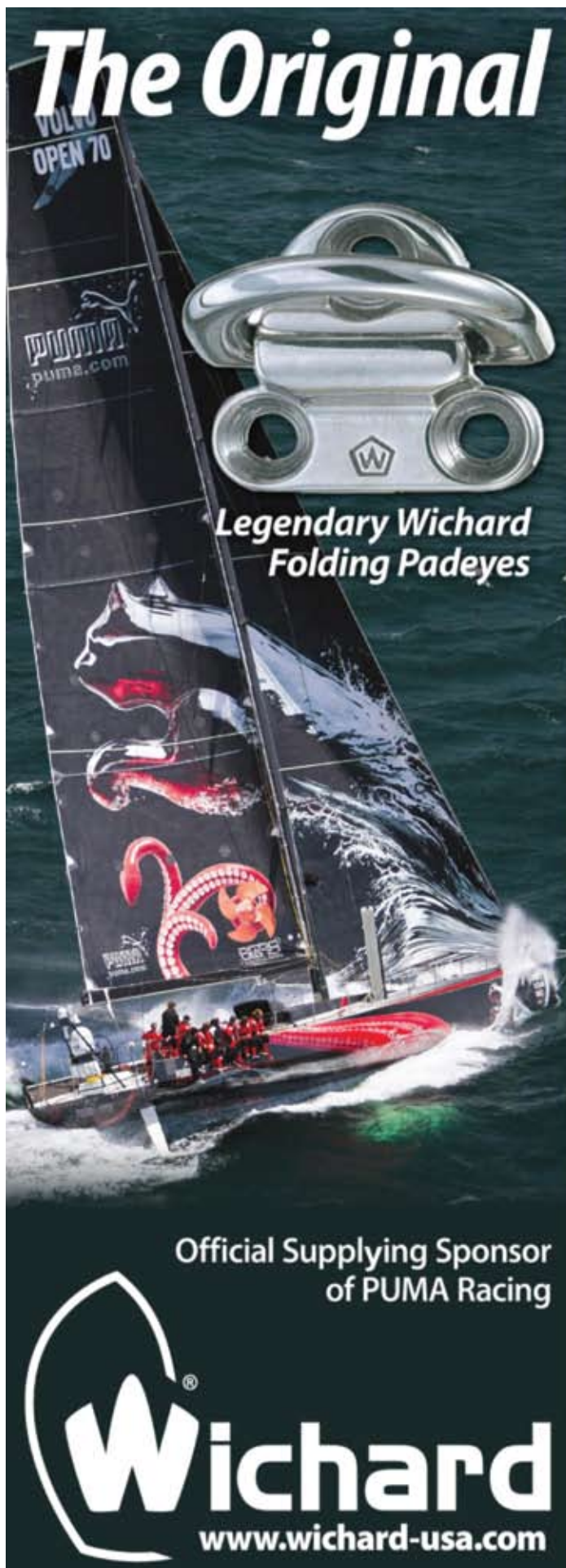


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Latitude 38

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CALENDAR

Non-Race

May 1-6 — Loreto Fest and Cruisers' Music Festival. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travelers for a chili cook-off, dinghy races and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit www.hiddenportyachtclub.com.

May 2-30 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

May 5 — It's Cinco de Mayo and there's a full moon. Celebrate both with a Saturday evening sail.

May 5 — Chantey Sing aboard a historic vessel at Hyde St. Pier, 8 p.m.-12 a.m. Free. RSVP to peter_kasin@nps.gov.

May 5 — 15th annual Delta Loop Fest, the kick-off to Andrus Island's summer season. Info, www.deltaloop.com/looptfest.html.

May 6-27 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

May 6 & 20 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

May 8 — Old Zeb: The Life & Legend of Zebulon Tilton told in story and song at SF Maritime National Historical Park, 6 p.m. \$5. Info, (415) 447-5000.

May 10 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

May 10, 12 — 'How the Tides Work for You' presentation by Kame Richards at Sausalito's Bay Model, 7 p.m. (5/10) & 1 p.m. (5/12). See for yourself how the waters move on the Bay. \$15 (cash). RSVP required, jimtantillo@comcast.net or (408) 263-7877.

May 11 — *Otter 501*, a film on sea otters, opens in San Francisco, Berkeley & Monterey. Info, www.otter501.com.

May 12 — Safety at Sea Seminar at California Maritime Academy in Vallejo. This day-long event fulfills the mandatory seminar requirement for Pacific Cup racers. \$100. Info, www.pacificcup.org.

May 12 — US Sailing Basic Race Management Seminar at Treasure Island YC, 8 a.m.-6 p.m. \$40/\$85. Email jzarwell@regattapro.com or rsbreed@earthlink.net for info.

May 12 — Knot Tying & Rope Handling Class at San Jose West Marine, 2-3 p.m. Free. RSVP to (408) 246-1147.

May 12 — Check out 'A Day in the Life: 1901', where you'll learn about maritime arts & crafts at SF maritime NHP. Vessel admission (under 16 free). RSVP at (415) 447-5000.

May 12 — About Boating Safely course by USCGA Flotilla 12-1 at Encinal YC, 9 a.m.-2 p.m. \$35. Info, (510) 601-6239 or nancy@windwave.com.

May 12 — Suddenly in Command safety course by USCGA at San Jose West Marine, 10 a.m.-2 p.m. \$20. RSVP to (408) 246-1147.

May 13 — Let Mom take the helm today.

May 17 — Bay currents seminar, part of Sausalito YC's Third Thursday Seminar Series, 6:30-7:30 p.m. Free and open to the public. Info, www.sausalitoyachtclub.org/calendar/whats-happening.

May 19 — Opening Day on South Bay! Boat parade, blessing of the fleet, live music & fun for the whole family. Info, www.southbayopeningday.org or www.sequoiayc.org.

May 19 — Small Craft Tour at SF Maritime National



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Catalina 470, 1999.....**MOTIVATED SELLER!** 200,000
Catalina 42, 2001.....**NEW LISTING!** 164,000
Catalina 42, 2000.....**SOLD!**
Catalina 42 MkII, 1995.....**NEW LISTING!** 129,000
Catalina 42, 1989.....**NEW LISTING!** 95,000
Catalina 400 MkII, 2001.....**SOLD!**
Catalina 400, 1995.....160,000
Catalina 380, 2000.....**NEW LISTING!** 141,000

Catalina 36 MkII, 2001.....98,500
Catalina 36, 1989.....53,900
Catalina 350, 2005.....129,900
Catalina 34, 1989.....49,300
Catalina 30, 1984.....29,000
Catalina 30, 1984.....26,000

Preowned Sailing Yachts at Our Docks

Moody 42 DS, 2001.....249,000
Tartan 4100, 2004.....**NEW LISTING!** 345,000
C&C 41, 1984.....57,500
C&C 38, 1979.....45,000
Beneteau Oceanis 373, 2005.....128,000
Islander 36, 1979.....**NEW LISTING!** 36,000
Tartan 33, 1982.....**NEW LISTING!** 42,000
Hunter 310, 2007.....79,900

New Ranger Tugs (base price)

Ranger 31 Tug, 2012.....**NEW MODEL!** 279,937

Ranger 29 Tug, 2011.....**SOLD!**
Ranger 27 Tug, 2011.....**SOLD!**
Ranger 27 Tug, 2012.....**NEW MODEL YEAR!** 159,937
Ranger 21-EC Tug, 2011.....**DISCOUNTS!** 49,937

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Cutwater 28, 2012.....**SOLD!**
Cutwater 26, 2012.....**NEW MODEL!** 139,937

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Ranger 25SC Tug, 2011.....**NEW LISTING!** 139,500
Ranger 25SC Tug, 2010.....**NEW LISTING!** 144,500
Ranger 25 Tug, 2009.....**LET'S MAKE A DEAL!** 121,900
Ranger 25 Tug, 2008.....110,000

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CALENDAR

Historical Park's Hyde St. Pier, 10:30 a.m.-noon. Free. Info, mgardner@maritime.org.

May 19 — 'Music of the Sea for Kids' aboard *Balclutha* at Hyde St. Pier, 3 p.m. \$5 (under 16 free). Info, (415) 447-5000.

May 19 — Boaters Swap Meet at Marina Bay Yacht Harbor in Richmond, 8 a.m.-noon. Info, (510) 236-1013.

May 19 — Suddenly in Command course by USCGA Flotilla 12-1 at Oakland YC, 9 a.m.-1 p.m. \$35. Info, (510) 601-6239 or nancy@windwave.com.

May 19 — Safe Boating Day at Treasure Island SC, 11 a.m.-4 p.m. Free safety demos, games and sailboat rides. First 100 visitors get a PFD! Info, www.tisailing.org.

May 19 — Kick off National Safe Boating Week at a USCGA demo of inflatable PFDs at the Sausalito West Marine, 10 a.m. A limited variety of free replacement cartridges available! Info, gkminder@comcast.net.

May 19 — National Safe Boating Week starts at USCG Station Golden Gate at Fort Baker with USCG surf and auxiliary patrol boat tours, 10 a.m.-3 p.m. First 100 visitors get free lifejackets! Info, gkminder@comcast.net.

May 19 — Open House at Lake Merritt Boating Center in Oakland, 11 a.m.-5 p.m. Free boat rentals, safety info, and more. Info, www.sailoakland.com.

May 19 — Community Day at the Aquatic Center in Mountain View's Shoreline Park, 10 a.m.-2 p.m. Co-hosted with the Ho'oku'i outrigger canoe club, the day offers seminars and hands-on outrigger action. Info, shorelinelake.com/aquatic/aquatic.htm.

May 19-20 — Corinthian YC presents its annual Women's Sailing Seminar. A terrific low-stress way to learn how to sail. \$250. Info, www.cyc.org/WSS.

May 20 — Nautical Swap Meet at Elkhorn YC in Moss Landing, 7 a.m. Info, eyc@elkhornyc.com.

May 20 — Lighthouses of the Bay program at SF Maritime National Historical Park's Visitor Center. 3:15 p.m. Free. Info, (415) 447-5000.

May 22 — Boating Skills & Seamanship course by USCGA Flotilla 14 at Loch Lomond YC, 7:30-9:30 p.m. \$85 fee. Info, paula.j.russo@kp.org or www.flotilla14.d11nr.info.

May 24 — Singlehanded TransPac race seminar 'Return Trip/Shipping Options' at Oakland YC, 7 p.m. Free and open to the public. For more about the race or future seminars, go to www.singlehandedtranspac.com.

May 25-28 — 'Pirates in Petaluma' Memorial Day weekend event at Petaluma YC. Cocktail contest, poker walk, games, talent show and more! \$60 adults, \$25 kids under 13. Space limited, so RSVP early to gail@swifthomes.com.

May 26 — Maritime Crafts for Kids at SF Maritime National Historical Park's Hyde St. Pier, 3-4 p.m. \$5 (under 16 free). Info, john_cunnane@nps.gov or (415) 447-5000.

May 26 — Nautical Flea Market at Santa Cruz West Marine, 9 a.m.-3 p.m. Info, (831) 476-1800.

May 26-27 — Golden Gate Festival, a celebration of our famous Bridge's 75th birthday. Stretches from Pier 39 to the Bridge, including Hyde St. Pier. Free events, exhibits, music and more. <http://goldengatebridge75.org>.

May 27 — Watch the fireworks display celebrating the Golden Gate Bridge's birthday from the deck of the Sausalito-based 82-ft schooner *Seaward*, 8-11 p.m. The \$85 (\$35 for kids) fee goes to support Call of the Sea, a nonprofit youth sailing program. Info, www.ggtss.org.

May 26-28 — Organize a cruise-out with friends for the long Memorial Day weekend.

June 2, 9 — Two-day Weekend Navigator I course by

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Westsail 32, 1977 \$57,000



36' Catalina, 1986 \$45,000



30' Albin Ballad, 1978 \$25,000



41' Morgan OI 416, 1981 \$49,000



36' Catalina MkII, 2002 \$112,000



34' Legacy, 2003 \$270,000



30' Carver 300, 1993 \$59,000



Sea Ray 390, 1985 45-ft S.F. Berth

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CALENDAR

USCGA 12-1 at Oakland YC, 9 a.m.-1 p.m. \$50. Info, (510) 601-6239 or nancy@windwave.com.

June 2 — Laserpalooza with Laser champ and Rig Shop manager Ryan Nelson at Alameda West Marine, 11 a.m.-3 p.m. Bring your Laser to get free expert advice and help to rig it. RSVP to nburke@skysail.com.

June 2 — Nautical Flea Market at Napa Valley Marina, 8 a.m.-2 p.m. Info, (707) 252-8011.

June 3 — Minney's Marine Swap Meet, daylight to noon in Costa Mesa. Info, (949) 548-4192 or minneys@aol.com.

June 22-24 — 7th annual Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe races. Info, www.pacificpuddlejumps.com.

June 23 — Bay sailors are invited to the big Summer Sailstice event at Encinal YC, 10 a.m.-8 p.m. Live music, food, seminars and a boat-building contest will keep the whole family entertained. Find out more at www.summersailstice.com/sf.

June 23-24 — Celebrate with sailors around the Northern Hemisphere during Summer Sailstice. Sign up for prizes and see who'll be sailing in your area at www.summersailstice.com.

Racing

May 4-6 — 40th annual San Diego Yachting Cup. Info, www.sdy.org/yachtingcup.

May 4-6 — Moore 24 PCCs. Santa Cruz YC, www.scyc.org.

May 5 — Doublehanded Long Distance #2. SSC, www.stocktonsc.org.

May 5 — YRA-WBRA #2. RYC, www.yra.org.

May 5 — Summer #2. SeqYC, www.sequoiayc.org.

May 5-6 — 18-ft Skiff Regatta. SFYC, www.sfy.org.

May 5-6 — Elvstrom Zellerbach. StFYC, www.stfy.com.

May 5-6 — Commodore's Cup. HMBYC, www.hmbyc.org.

May 5-6 — The 112th annual Great Vallejo Race, one of the biggest races on the Bay, and also serves as the YRA season opener. Info, (415) 771-9500 or www.yra.org.

May 5-6 — Moore 24 PCCs. SCYC, www.scyc.org.

May 6 — Spring Series #2 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

May 12 — Mercury Series #3. EYC, www.encinal.org.

May 12 — Long Distance Race #2. SSC, www.stocktonsc.org.

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

May 12 — Annual El Toro Flight of the Bulls at Foster City Boat Park. Info, www.eltoroyra.org.

May 12 — 35th Singlehanded Farallones Race, a local rite of passage. SSS, www.sfbaysss.org.

May 12 — Behrens Regatta. TYC, www.tyc.org.

May 12-13 — 14th annual Lake Yosemite Sailing Association Regatta. Info, www.lakeyosemitesailing.org.

May 13, 1995 — Kiwi *Black Magic* landed the final blow to the Stars & Stripes team sailing *Young America* when *Black Magic* swept the 29th America's Cup. It took 15 years for the Cup to find her way back home.

May 19 — YRA #1 Long Course. BYC, www.yra.org.

May 19 — YRA-WBRA #3 Knox. CYC, www.yra.org.

May 19 — 4th annual American Armed Forces Cup on the Bay. The five branches will compete on five different courses for bragging rights. Root for your favorite from Club Nautique's dock. Info, www.clubnautique.net/armedforcescup.

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55' Tayana, 1988, Samadhi V.....	\$249,000
53' J/160, '01, Mandalay.....	\$579,000
52' Santa Cruz, '99, Renegade.....	\$495,000
52' Santa Cruz, '98, Hula.....	SOLD
52' TransPac with IRC mods, '03, Braveheart*.....	\$499,000
50' Bakewell-White, '02, Brisa.....	\$615,000
48' J/145, Hull #9, '03*.....	\$675,000
47' Valiant, '81, Sunchase.....	\$90,000
44' J/44, '90, Phantom.....	\$239,000
44' Kernan, Wasabi.....	SOLD
44' Wauquiez 43 Pilot Station*.....	\$299,000
43' J/130, '96*.....	\$184,000
43' Custom C&C, '73.....	\$299,000
41' J/124, '05.....	\$239,000
40' Farr, '97, Far Niente.....	\$199,000
40' Pacific Seacraft, '99, DreamKeeper.....	\$314,900
40' J/120, '02, Alchera.....	\$189,000
40' J/120, '00, Dayenu.....	SOLD

40' Olson, Elka.....	SOLD
38' Sabre 386, '08, Kuai.....	SOLD
38' Sabre 38 Mkl, '84.....	SOLD
38' Pearson True North, '02, Ricochet.....	\$199,999
36' J/109, '03*.....	\$189,000
36' J/36, '82.....	\$59,000
35' J/105, '02, Hull #581, Business Time.....	\$99,000
35' J/105, '02, Hull #520, Sea Room.....	SOLD
35' J/105, '01, Hull #463, Trickster.....	SOLD
35' J/105, '01, Hull #405, Swoosh.....	SOLD
35' J/105, '01, Hull #400, Lulu.....	\$105,000
35' J/105, '00, Hull #347, Bald Eagle.....	\$89,000
35' J/105, '99, Life Is Good*.....	\$73,900
35' J/105, '01, John B*.....	\$94,500
35' J/105, '92, Hull #44, Orion.....	SOLD
35' J/35C, '91*.....	\$89,000
34' J/34, '85, The Zoo*.....	\$29,900
34' MJM 34z, '05*.....	\$299,000

33' J/100, Hull #9, '05, Brilliant.....	SOLD
33' Back Cove, '08.....	\$269,000
32' J/32, '02, Tango.....	SOLD
30' Mull custom, '74, The Shadow.....	\$40,000
30' Olson 911S, '89, Halcyon.....	SOLD
30' Olson 30, '79.....	SOLD
30' J/30, '79*.....	\$26,000
30' Peterson Half Ton*.....	\$19,900
29' MJM 29z, '07*.....	\$269,000
28' Alerion Express, '02*.....	\$59,500
28' Islander, '78*.....	\$16,900
26' J/80, '01, Whiplash.....	SOLD
26' J/80, '01*.....	\$32,900
26' J/80, '00*.....	\$29,000
26' J/80, '04, Heart Attack.....	SOLD

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CALENDAR

May 19 — North Bay Shootout #2/Brothers. BenYC, www.beniciayachtclub.com.

May 19 — Spring One Design #2. SCYC, www.scyc.org.

May 19-20 — BAYS Summer Series #1 for Optis, Lasers, C420s & CFJs. PYSF, www.bayarea-youthsailing.com.

May 19-20 — Elite Keel (Etchell, Express 27, J/24, Knarr, IOD & Open 5.70). SFYC, (415) 789-5647 or www.sfyf.org.

May 19-20 — Stone Cup for PHRF, one designs & IRC. StFYC, www.stfyf.com or (415) 563-6363.

May 20 — Spring Series #6. SSC, www.stocktonsc.org.

May 20 — Baxter/Judson #2. PresYC, www.presidioyachtclub.org.

May 20 — Spring #5 & 6 One Design. MPYC, www.mpyc.org.

May 26 — Master Mariners Regatta, hosted by Encinal YC. A must for woody-philis. Info, www.mastermariners.org.



Classic yachts romp on the Bay in the annual Master Mariners Regatta on May 26.

May 26 — Small Boat Spring. EYC, www.encinal.org.

May 25 — Spinnaker Cup, leaving Knox Buoy at 11 a.m. and arriving in Monterey by midnight (hopefully). SFYC, (415) 789-5647 or www.sfyf.org.

May 25-27 — Flying Dutchman Nationals. Santa Cruz YC, www.scyc.org.

May 26-27 — 48th annual Whiskeytown Memorial Day Regatta on Whiskeytown Lake in Redding. Info, www.whiskeytownsailing.org.

May 26-28 — 69th Swiftsure International Yacht Race, the big one for Northwest sailors. Four different race courses ranging from 18 to 138 miles. Info, www.swiftsure.org.

May 27 — Spring Series #7. SSC, www.stocktonsc.org.

June 1-3 — California Invitational Blind Sailing Regatta hosted by IYC. Info, www.iyc.org.

June 1-3 — 29th Classic Mariners' Regatta in Port Townsend, WA. Info, www.woodenboat.org.

June 2 — Delta Ditch Run, from Richmond to Stockton. RYC/SSC, www.richmondyc.org or www.stocktonsc.org.

June 2 — Melges 24 Silver Cup #2. SFYC, www.sfyf.org.

June 2 — Summer #3. SeqYC, www.sequoiaayc.org.

June 2-3 — Cal Race Week in Marina del Rey. Cal YC, www.calyachtclub.com.

June 3 — Woodies Invitational. StFYC, www.stfyf.com.

June 3 — Ladies Day Race. MPYC, www.mpyc.org.

June 9 — X-Bay Regatta, the inaugural cross-Bay race that will start in Central Bay and finish at CYC. Next year it will finish at SBYC. CYC/SBYC, www.cyc.org or www.southbeachyc.org.

June 9 — Mercury Series #4. EYC, www.encinal.org.

June 9-10 — YRA-OYRA Drakes Bay. CYC, www.yra.org.

June 9-10 — Spring Invitational. SFYC, www.sfyf.org.

June 9-10 — BAYS Summer Series #2 for Optis, Lasers, C420s & SFJs. RYC, www.bayarea-youthsailing.com.

June 9-10 — 31st annual Go for the Gold regatta on Scotts Flat Lake in Nevada City. All classes invited. Gold Country YC, www.gcyc.net.

June 9-10 — Ronstan Bay Challenge. StFYC, www.stfyf.com.

June 11-14 — Catalina 22 Nationals on Scotts Flat Lake in Nevada City. Info, www.gcyc.net.

June 13 — Coastal Cup Race, from the Bay to Catalina

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PHOTO CREDITS: RONNIE SIMPSON © 2010 PETER HONSON; PEARL 40 © SARA PROCTOR

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CALENDAR

Island, starts. EYC, (510) 823-5175 or www.encinal.org.

June 30 — Test your mettle in the Singlehanded Trans-Pac, a 2,120-mile slide from the Bay to Hawaii. SSS, www.singlehandedtranspac.com.

July 16 — If you'd like to share the adventure with friends, the Pacific Cup is for you. Info, www.pacificcup.org.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 5/4, 5/18, 6/1, 6/15, 6/29, 7/13, 7/27, 8/10, 8/24, 9/7. Matt Schuessler, (925) 785-2740 or race@bbyc.org.

BAY VIEW BOAT CLUB — Spring Monday Night Madness: 5/14, 5/28, 6/11, 6/18 (make-up). Arjan Bok, (415) 310-8592 or bayviewracing@sbcglobal.net.

BENICIA YC — Thursday nights through 5/24, 6/7-6/28, 7/12-8/23, 9/6-9/27. Grant, (510) 230-3649 or harlessgrant@sbcglobal.net.

BERKELEY YC — Every Friday night through 9/28. Paul Kamen, (510) 540-7968 or pk@well.com.

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

CORINTHIAN YC — Every Friday night through 9/7. Michael, racing@cyc.org.

COYOTE POINT YC — Every Wednesday night through 10/17. George Suppes, (650) 921-4712 or regatta@cpyc.com.

ENCINAL YC — Friday Night Spring Twilight Series: 5/11, 6/1, 6/15. Susan, rearcommodore@encinal.org.

FOLSOM LAKE YC — Every Wednesday night: 5/2-9/26. Info, www.flyc.org.

GOLDEN GATE YC — Friday nights: 5/4, 5/18, 6/1, 6/15, 6/29, 7/13, 7/27, 8/10, 8/24. Gary, (916) 363-4566 or gsalvo@pacbell.net.

ISLAND YC — Spring Island Nights on Fridays: 5/4, 5/18, 6/8, 6/22. John, (510) 521-2980 or iycracing@yahoo.com.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night: 6/6-late September. Will Anderson, (678) 517-6578.

LAKE WASHINGTON SC — Every Thursday night: 5/3-9/27. Dan Clark, www.lwsailing.org.

LAKE YOSEMITE SA — Every Thursday night: 5/10-8/23. Tom Cooke, tcookeatty1@yahoo.com.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through October 3. Garth Hobson, (831) 915-7020 or turbogarth@hotmail.com.

OAKLAND YC — Wednesday night Sweet 16 Series: 5/2-6/20 & 7/18-9/5. John, (510) 366-1476 or j_tuma@comcast.net.

RICHMOND YC — Wednesday nights: 5/2, 5/16, 5/23, 5/30, 6/6, 6/20, 6/27, 7/11, 7/18, 7/25, 8/1, 8/8, 8/15, 8/22, 8/29, 9/5, 9/19. Eric Arens, (510) 841-6022 or ericarens@comcast.net.

ST. FRANCIS YC — Wednesday Night Series: 5/2-6/27 & 8/1-8/29. Thursday Night Kiting Series: 5/10, 5/24, 6/7, 6/28, 7/12, 7/26, 8/2, 8/16, 8/30, 9/13. Friday Night Windsurfing Series: 5/11, 5/25, 6/8, 6/29, 7/13, 7/27, 8/3, 8/17, 8/31, 9/14. Robbie Dean, (415) 563-6363 or racemgr@stfyc.com.

SANTA CRUZ YC — Wet Wednesdays through 10/31. Corinthian sailing every Friday night: 5/4-8/24. Info, (831) 425-0690 at scyc@scyc.org.

SAUSALITO YC — Spring Sunset Series on Tuesday nights: 5/1, 5/15, 5/29, 6/12, 6/26. Dave Borton, (415) 302-7084 or race@sausalitoyachtclub.org.

SEQUOIA YC — Every Wednesday night through 10/10. John Graves, (408) 306-1408 or www.sequoiayc.org.

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(BYOB) every Wednesday night through October. South Bay Cup Windsurfing Series on Monday nights through July. Info, (650) 965-7474.

SOUTH BEACH YC — Friday Night Series: 5/4, 5/18, 6/1, 6/15, 6/22, 7/6, 7/20, 7/27, 8/3, 8/17, 8/24. Info, rearcommodore@southbeachyc.org.

STOCKTON SC — Every Wednesday night: 6/6-8/29. Patrick Felten, (209) 518-6371 or regatta11@stocktonsc.org.

TAHOE YC — Wednesday Night Beer Can Series: 5/30-6/27 & 7/11-8/29. Dan Hauserman, (530) 581-4700 or dan@ilovetahoe.com. Monday Night Laser Series: 5/28-8/27. Rick Raduziner, (530) 583-6070 or raduziner@sbcglobal.net.

TIBURON YC — Every Friday night: 5/18-8/31. Ian Matthew, race@tyc.org or (415) 883-6339.

TREASURE ISLAND SAILING CENTER — Vanguard 15 Tuesday Night Team Racing: 5/1, 5/8. Laser & Vanguard 15 racing every Thursday Night through 9/13, sponsored by Svendsen's. Vanguard 15 fleet: Al Sargent, (415) 742-1430, www.vanguard15.org. Laser fleet: Nick Burke, (415) 601 7483, www.d24.laserforum.org.

VALLEJO YC — Every Wednesday night through 9/26. Tom Ochs, fleetcaptainsail@vyc.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 either are free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

May Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
5/05Sat	0526/-1.2	1221/4.9	1715/1.6	2337/6.6
5/06Sun	0613/-1.6	1317/4.9	1803/1.9	
	HIGH	LOW	HIGH	LOW
5/12Sat	0502/4.8	1137/-0.1	1900/5.1	
	LOW	HIGH	LOW	HIGH
5/13Sun	0044/2.0	0618/4.4	1235/0.4	1949/5.2
5/19Sat	0532/-0.4	1233/4.3	1707/2.3	2314/5.7
5/20Sun	0605/-0.6	1315/4.3	1744/2.5	2345/5.7
	HIGH	LOW	HIGH	LOW
5/26Sat	0300/4.9	0946/-0.3	1721/4.6	2225/2.8
5/27Sun	0356/4.6	1034/0.0	1804/4.8	2336/2.4
5/28Mon	0503/4.3	1125/0.4	1846/5.1	

May Weekend Currents

date/day	slack	max	slack	max
5/05Sat	0042	0354/5.7E	0740	1041/4.7F
	1402	1626/3.5E	1938	2232/3.7F
5/06Sun	0123	0440/6.0E	0828	1130/4.8F
	1455	1715/3.3E	2023	2317/3.5F
5/12Sat	0138	0413/1.9F	0657	1001/3.5E
	1407	1721/3.1F	2030	2313/2.3E
5/13Sun	0254	0539/1.9F	0814	1111/3.0E
	1507	1823/3.0F	2121	
5/19Sat	0036	0346/4.4E	0744	1049/3.6F
	1357	1615/2.3E	1935	2220/2.7F
5/20Sun	0109	0420/4.6E	0820	1122/3.6F
	1438	1650/2.3E	2007	2253/2.6F
5/26Sat		0219/1.7F	0448	0828/3.8E
	1209	1518/2.9F	1854	2113/2.2E
5/27Sun	0035	0317/1.6F	0549	0921/3.5E
	1258	1610/2.9F	1941	2208/2.4E
5/28Mon	0152	0423/1.6F	0705	1018/3.2E
	1352	1704/2.9F	2028	2306/2.8E

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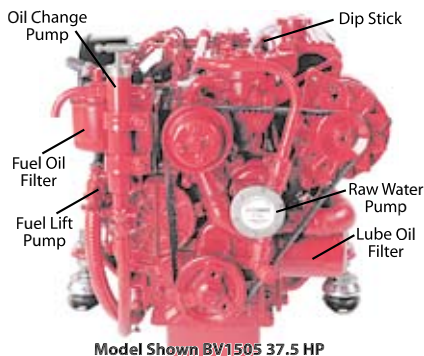


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LETTERS

↑↓ WE GRIEVE

The Farallones Race tragedy is so heartbreaking! It's now midnight on the Sunday following, and I still can't seem to get my head around it. Like many, I'd hoped there would be a miracle and more survivors would be found. But it was not to be.

Having been around 'The Rockpile' dozens of times myself, I completely understand. It was just another day at the office for sailors who knew what they were doing. They were simply going for it.

I've already read much about the tragedy and listened to countless broadcast reports about it. But please tell all the armchair sailors who start making 'Why didn't they do this?' or 'Why didn't they do that?' comments to go oink themselves. Armchair sailors simply don't understand, and therefore shouldn't be part of the discussion. They should keep quiet and let those of us who do understand grieve. And we grieve no matter if we personally knew any of the victims or not.

David Demarest
Burbujas, Vanguard 15 #1004
San Anselmo

David — We agree that this is a time for grieving, and that anyone — including sailors — who wasn't out at the Farallones when the accident occurred shouldn't try to second guess what was and was not done. At some point there is going to be a Coast Guard investigation, at which point we'll learn about the details of the incident from the survivors and from evidence. Maybe then it will be possible to draw some conclusions.

We've received several letters making various recommendations based on the tragedy. Out of respect, we're going to hold those letters for next month.

↑↓ WHAT WE SAW FROM ABOARD GREEN BUFFALO

We did not see the immediate sequence of events that led to *Low Speed Chase's* ending up in the surf at the Farallones, but we on the Cal 40 *Green Buffalo* believe we were the first to spot them in distress and to notify the Coast Guard.

The weather on Saturday started out light but became windy as predicted, with breezes persisting in the 25- to 30-knot range, and swells in what I'd estimate were the 7-foot

range. Naturally there were some gusts and waves that exceeded those norms. We endured the ride out to the Farallones, and watched a few boats turn back, presumably because of gear failure or just deciding not to continue.

Approaching and then rounding Southeast Farallon Island from the north at a distance of about a



The crew of 'Tiki Blue' came upon the scene shortly after 'Green Buffalo'.

quarter mile, we observed heavy surf on the islands, crashing high and putting on a display of the sea's power. Jim Quanci, our skipper, then noted what he described as a "sweeping wave," originating at about our distance, and continuing toward the south end of the island. He also noticed a white spar, deep in one of the coves, and called our attention to it.

It took a few moments for us to figure out that we were looking at a sailboat mast and not some part of the island's infrastructure. The mast didn't appear to be moving, and

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LETTERS

the main appeared to still be up. Given the size of the surf, it looked as though it would be all but impossible to escape from that location.

We didn't dare approach the stranded vessel any more closely for fear of ending up in the same situation. Jim asked me to call the Coast Guard and report the situation. The VHF contact was poor, but our distress call got through, and was promptly answered. We were unable to answer the Coast Guard's questions about what boat was on the rocks, and who and how many people were aboard. I then switched to the race channel and asked other passing boats to report their observations to the Coast Guard. *Whirlwind* replied that the boat appeared to be on the rocks and, though they could not make it out, had a three-word name. Other communications continued after we had no further information to contribute.

The Coast Guard had a helicopter on site in about 40 minutes, and we saw two other assets, one the cutter *Sockeye* and the other a 44-ft motor lifeboat, on their way to the islands.

Our condolences to the families of those who were lost in this terrible tragedy.

Michael Moradzadeh, Crew
Green Buffalo, Cal 40

↑↓ TO HONOR THOSE WHO LOST THEIR LIVES

I didn't know any of the sailors who died during the tragic accident at the Farallones, but I still feel a connection with them, and sadness for families and friends of those who died, as well as those who survived.

We are planning to sail around the Farallones with the Singlehanded Sailing Society fleet on May 12, not as part of the Singlehanded Farallones Race, but just for the heck of it. If we make it out there, we plan to honor those who lost their lives by dropping a rose in the water as a remembrance. If anyone wants to join us in doing the same, they are welcome.

Gary Ryan
'iliahale, Hanse 341
Sausalito

↑↓ MONEY CHANGES EVERYTHING

I'm not a racer and I didn't know any of the victims in the horrible *Low Speed Chase* tragedy that took place at the Farallon Islands. But I'm truly despondent about the loss of those lives, perhaps more so because most were avid amateurs rather than professionals.

But there is a trend in other areas of racing that I see and don't like. Just recently we had the Clipper 'pay big bucks to crew' Around the World fleet arrive in Oakland. One of the boats had been smashed by a gigantic wave hundreds of miles from San Francisco, seriously injuring four of the crew and ripping the binnacle and wheel right off their mounts. Is it not well-known foolishness to challenge the North Pacific from China so early in the year? Was this route at this time of year selected only so the owners of the event could land big sponsors?

Then there is the Volvo Race, the six boats of which seem to need ships to get themselves to the start of each new leg. If I'm not mistaken, the destinations for each of that event's legs were selected primarily on how much money they could generate.

Closer to home, consider the gigantic wing sail catamarans that will be used for the 34th America's Cup on San Francisco Bay. Apparently they were selected to provide the 'fans' with 'NASCAR-like' dramatic tension, where crashes or deaths can happen at any moment. Reading between the lines, I get the



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impression that the crews — a brave lot to begin with — are scared poopless. And once again, the ultimate motivation seems to be money.

I love sailing, but not for either ultimate speed or edge-of-death thrills. I love sailing for the opportunity it gives me to commune with Nature in a gentle, harmonic and environmentally friendly way. As such, I'm frankly tired of all the publicity that the wild side of sailing gets. I'd like to see more articles such as the Wanderer's Zen sailing pieces that appeared in last year's *Latitude*. To me — and I suspect a lot of *Latitude* readers — that's what sailing is really about.

Once again, my sincere condolences to the grieving families and friends of those who lost their lives at the Farallones that terrible day.

Name Withheld By Request
North Bay

↑↓ THE EVOLUTION OF MY THOUGHTS ON PFDs

The tragic loss of some of the crew of *Low Speed Chase* prompts this letter. I never wore a PFD in the '70s and '80s. They weren't cool. They inhibited movement. And I was young and immune to misfortune.

In the '90s, with the advent of the inflatable 'suspenders' style PFDs, I could run around the foredeck relatively unencumbered and didn't feel that my 'fashion statement' would



John Lymberg's 'Savage Beauty' was pummeled along the Marin Headlands in '09.

cause excessive embarrassment back at the club. I wore my inflatable PFD 80% of the time, and always when I was singlehanded or outside the Gate.

During the Second Half Opener in '09, we ran aground on the Marin headlands with the Flying Tiger 10 *Savage Beauty*. I had never before considered the possibility of being ejected from a boat onto the wave-swept rocks where an inflatable PFD would immediately be shredded and lose buoyancy.

Since that event, I've changed my strategy for survival. I always wear an inherently buoyant 'dinghy-style' PFD. The advantages are that there are no movable parts to fail, it provides added padding against stanchions and rocks, and it floats. When conditions warrant — such as the Crewed Farallones Race — I wear an inflatable PFD with harness/rings on the outside of my foul weather gear as a secondary means of flotation.

To give some context, I do foredeck about 100 days a year on a variety of boats. During the Crewed Farallones I was aboard the turbo'd Hobie 33 *Akyla*. During the Pt. Bonita race I was aboard the Flying Tiger 10 *Savage Beauty*. I also owned the Peterson 3/4 Tonner *Cirrus* from '89 to '09.

My heart goes out to the family and friends of the *Low Speed Chase* crew. It could have been any of us.

Jeff Bruton
San Francisco

Readers — Just so nobody gets the wrong idea, everybody on the *Low Speed Chase* crew was wearing a PFD.

↑↓ "WE GOT GREAT CREW AT THE CREW LIST PARTY"

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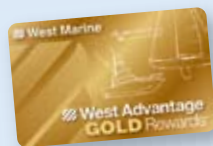


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March 7 yielded us a great bunch of race crew recruits. Seven of the sailors in this photo are contacts we made at the Crew Party. Four of the individuals just moved to the Bay Area — and are learning that we sail with PFDs and foulies around here. So thanks to *Latitude* for hosting the great event.

The photo was taken after a good day of spinnaker practice, which was followed by an awesome potluck lunch behind



SYLVIA STEWART

'Iolani' found a boatload of new crew at our Spring Crew List Party.

Angel Island, featuring many homemade treats. After a brisk sail back to Sausalito, we hosted a little dock party and beer tasting of some microbrew created by one of our crew. The Chipotle Amber Ale was voted the favorite.

Barry Stompe & Sylvia Stewart
Iolani, Hughes 48
Sausalito

Readers — This year's Crew List Party was one of the biggest ever. If you missed out, no worries, you can still find skippers or crew by clicking the Crew List button on our homepage at www.latitude38.com.

↑↓ HOW I USED TO GET MY WEATHER INFO

Last month there was a letter asking for advice on the best way to get weather reports for sailing when there is no internet access. Although my 'old school' method was for Bay sailing rather than offshore sailing, and prior to the advent of internet, your readers might enjoy it nonetheless.

Back in the '80s and early '90s, when my Laser and I spent most of our time sailing at Crissy Field and Tomales Bay, I had a unique way of getting real time weather reports. In the case of Crissy Field, I would call the Sergeant's Office at the Golden Gate Bridge and ask how hard the wind was blowing. For Tomales Bay, I would call Tony's Seafood Restaurant and ask the waitress, or whoever answered the phone, to look out the window and tell me what the conditions were like.

It was a great way to get the weather — until someone in the Sergeant's Office eventually got tired of my calling. "Besides," they told me, "it always blows here."

Dennis Olson
Santa Rosa

↑↓ THE CUP AND THE FLEET

According to the news media, the America's Cup officials are proposing to combine the America's Cup World Series competition on San Francisco Bay with Fleet Week on October 4-7. Though there are doubtless many more reasons that this would be a horrible, terrible, very bad idea, I can think of at least three:

1) Combining the two events will overload the infrastructure, making traffic, access to food vendors, and possibly accommodations a nightmare that will degrade the experience of everyone who attends.



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2) San Francisco merchants will lose out on one weekend of mega business opportunities.

3) Conflicting overlaps of the real estate used by each event will cause many frustrations and delays.

I get the feeling that the America's Cup folks want to combine the events because they are worried that as a stand-alone event, the America's Cup won't draw the size of crowds the sponsors want to see. I think they underestimate the interest the sailing community and the public-at-large have in the America's Cup.

As much as I love Fleet Week, and look forward to the stimulus that the 34th America's Cup will bring to the local sailing community, if this proposal comes to pass, it almost makes me glad that I will be in Mexico during the resulting fiasco.

Bill Crowley
Clarsa, Venture 23
Napa

Bill — Fleet Week on the Bay has always struck us as being sufficiently chaotic in its own right, so at first whiff we have to agree that combining the America's Cup with it doesn't seem like the best idea. We also agree that it feels a bit as if the America's Cup is trying to hitch a ride on the more broadly popular Fleet Week.

↑↓ DIFFERENT EVENTS, BUT SAME TIME AND PLACE

If the people running the America's Cup were in charge of scheduling the San Francisco Giants and San Francisco 49ers games, they would probably schedule the last game of the World Series and the season opener for the 49ers for the same day at the same time. And both at AT&T Park! I'm looking forward to both Fleet Week and the 34th America's Cup on San Francisco Bay, but combining them would be like chalk and cheese.

Griff Taylor
Emeryville

Griff — As we stated in our previous response, our inclination is to be skeptical about this idea. But who knows, maybe they've got some nifty plan to make it all cool. We'll withhold judgment until some proposed details are available.

↑↓ DON ANDERSON'S PASSING

I'm sad to have to report the passing of Don Anderson, who was known to cruisers in Mexico and the Pacific for his many years of free weather forecasts on HF radio. Don's body was found on his Valiant 47 *Summer Passage* by fellow members of Oxnard's Pacific Corinthian YC who hadn't seen him in a week.

I was lucky to be a part of the original Amigo Net, which was created to assist boats taking the Clipper or Offshore Route home from Mexico in '01. Back then Don gave us the weather on the newly organized Amigo Net, which was run by a Canadian woman named Kathy aboard her boat *Morning*. It was then and there that Don discovered what seemed to be an innate need to provide weather forecasts for cruisers. Over time it became a much larger endeavour than he ever could have imagined, covering not only the sailing routes within Mexico, but also to the South Pacific and Hawaii as well as the Baja Bash back to the States.

Don broadcast from his office at the back of his house using a specially erected tower that utilized a galvanized fence as its ground. Don's neighbors fought to have his antenna removed — until the City of Oxnard honored him for helping children and young adults learn about HF radio.

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For what might be called the 'Decade of Don', many cruisers in Mexico didn't start their morning or plan their sailing agenda until they had heard Don's weather report. I, for one, appreciated hearing his side information on how weather systems formed and what one would expect if certain variables were to occur. Yet Don could be a bit intimidating, as he would ask and answer his own questions, as if his listeners should have known the answers from all the times he'd given them before.

Don and his precise forecasts will be missed by all.

Jim Barden

Ann Marie, Morgan Out Island 28
Santa Rosalia, Baja, Mexico

Readers — Don had a large audience, so we received many responses mourning his passing. He was so flamboyant with his forecasts that it's almost hard for us to believe reports that he was 90 years old. He sounded much younger on the radio.

↑↓DON'S FORECASTS WILL BE MISSED

Don Anderson's morning weather forecasts and lectures on the Amigo Net were always interesting and informative, and with his passing, will be missed.

But I'm not sure most listeners realized what serious bluewater cruisers he and his wife Joan were. Upon our return from Mexico in '04, we had the opportunity to have dinner with Don and Joan on three occasions, and I am reminded of a story he told that I think illustrates the real spirit of the man. Late one afternoon while on a doublehand-



COURTESY SUMMER PASSAGE

Don 'The Weatherman' Anderson passed away aboard 'Summer Passage'.

After getting the sail down and everything secured, Joan was quite concerned. But pointing out there was really nothing further they could do to improve their situation that night, Don said there was no reason to delay cocktail hour any further.

Without Don's guidance, I suppose the Mexico cruising fleet will simply have to make use of a method of weather forecasting Don always encouraged. "Within 10 miles of land, the only reliable wind forecast comes from looking out a porthole."

Jimmie Zinn

Dry Martini, Morgan 38
Richmond

↑↓A MIX OF MELVILLE, TWAIN AND ISAIAH

To those of us who relied on the weather forecasts of Don Anderson, he was something like a mix of Herman Melville, Mark Twain and Isaiah the biblical prophet. His forecasts sometimes had the flavor of hair-raising sea yarns, flecked with homespun humor and sometimes stiffened with moral jeremiads. Woe to those heedless mariners who neglected his predicted hazards, as they were headed "straight to Davy Jones' locker," Don would thunder. He'd giggle delightedly with the prospect of these fools, and we'd shiver in our skivvies at the thought of 60 knots of "Terror in the Tehuantepec," or of running onto the rocks at night at the reef offshore Punta Abreojos, which, he'd remind us with a bit of a righteous

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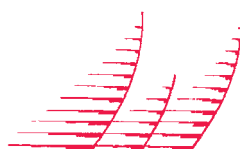
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LETTERS

cackle, means "Keep your eyes open" in Spanish!

We on *Wendaway* loved the way Don's beautiful mind was able to animate the complicated weather systems and physics into a visual narrative. Instead of throwing numbers at us — degrees, millibars, velocities and such — he'd interpret the mysteries of a living atmosphere interacting with the ocean and land, and we'd be rapt at our radios at the clarity of his vision.

Nearly every day he'd present his forecasts on the Amigo Net, the Southbound Net, the Baja California Net, and on weekends the Chubasco Net, too. He was always there, on time, and fully prepared to shepherd his wayward flock up and down the Pacific.

Don was thanked — profusely. I hope this knowledge will help his family and friends in their grief — and in the celebration of the life of Dr. Donald Anderson, friend of mariners everywhere.

Mark Schneider & Wendy Beattie
Wendaway, Norseman 447
Portland, OR

↑↓ "I'M VERY MUCH ALIVE"

I have discovered a website claiming Don Anderson's wife passed away a month ago.

I am very much alive, and I'm asking your help to correct this information and pass it along to the appropriate people involved.

Joan Anderson
Oxnard

Joan — Our sincerest condolences for your loss.

↑↓ BLINDED BY THE LIGHTS

In the April 18 *Lectronic*, the Wanderer asked if anybody else has been troubled by being unable to see cruise ship navigation lights because of all their other brighter lights. I sure have, in both the Northwest and Northeast Providence Channels of the Bahamas, where I have had as many as seven cruise ships around me at the same time! It was impossible to

tell where some of them were headed.

I remember one of the ships firing up strobes and flashing lights for a disco, making it really hard to see the navigation



DISNEY CRUISES

Bow, stern, up, down — It's hard to figure out which way is up when surrounded by cruise lights. I fortunately presumed correctly that the disco would have to be at the aft end of the ship, where there was less wind and the strobes would be less likely to blind those on the bridge.

My vessel's radar had tracking ability — but not for seven ships! I had a high pucker factor for awhile. This was pre-AIS, which made establishing VHF communications with the ship you were most concerned about hard to confirm.

I always wondered how these ships and their lights met Colregs!

Ray Catlette
Reno/Benicia

↑↓ A CLOSE CALL

I was in the middle of a two-hour business call on my



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LETTERS

Carver 36 motoryacht at Pier 39 in San Francisco the other day at about 5 p.m. when I went out on the flybridge to enjoy the beautiful view. Even though I had buds in both ears, I thought I could hear someone yelling. I took off one earpiece and looked around, but I couldn't see anyone or make out what they were yelling. Since there were a lot of people on the walkways, I didn't worry about it and went back to my call.

I kept hearing the yelling, so I took both earpieces off. But it was windy, so I couldn't tell where it was coming from. Then I noticed a large cruise ship backing out of a berth next to Pier 39. I assumed that the faint shouts must have something to do with the ship's departure.

After 15 minutes, I caught a glimpse out of the side of my eye of some water splashing about five slips from mine on the other side of the dock. Even though I only saw the splash for a second because of the effects of the tides and a 40-ft wooden boat moving around, I immediately sensed that it had something to do with someone calling for help.

"I see you, I'm on my way to help you!" I shouted as I bolted down off the flybridge to the dock. When I got to the scene I was shocked to see a man who appeared to be in his 70s clinging to a fender for his life. What made it difficult for the man is that the heavy tidal flow had him sandwiched between a very heavy wooden boat and the dock.

"Please help!" he pleaded, "I fell in and can't get out."

The docks at Pier 39 are fairly high out of the water, so it wasn't easy to get the man — who appeared to weigh about 200 pounds — out of the water. He was exhausted, so he wasn't really able to help. But I managed to get him on the dock and then secure his boat.

After a bit of recuperation, he explained that he'd been singlehanded his boat on the Bay. But when it came time to dock, he miscalculated when he tried to jump to the dock with a line, and fell in the water. He said the combination of the cold water and getting smashed between the boat and dock had confused him, or else he would have swum to a boat with a swim platform, got out of the water, and then tied up his boat himself. Given the height of the docks at Pier 39, the only way to get out of the water would be by the swim platform of another boat.

The man was not wearing a PFD, nor did he have a whistle. Both would have helped. He was lucky, because I don't think he would have lasted much longer.

Following the rescue, I got back on my business call for another hour. I'd had my phone on mute, and since the others had been talking the entire time of the rescue, they didn't even realize that I'd been gone. Pretty good multi-tasking.

Joe Harris

Spot, Carver 36

Pier 39, San Francisco

⚡TEST YOUR BATTERIES BEFORE INSTALLING THEM

I recently learned a lesson about buying batteries that I thought should be shared with *Latitude* readers. I bought two 6-volt, 370-amp-hour batteries from West Marine last year and installed them. I was disappointed in their performance, as they seemed to drop from 14.2 volts to 12.5 volts within minutes of my taking them off the charger. But since they were so big, heavy and awkward to put in and take out, I put off taking them out of the boat and back to West Marine.

I finally got around to returning them a couple of weeks ago. West Marine offers a one-year warranty on batteries — one reason I highly recommend buying from them — and when you return one, they hook it up to a battery tester to measure its strength. One of mine was down to 10% life, and

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LETTERS

the other down to 50%. That immediately explained their lack of performance. West Marine had two more batteries on the shelf, and were happy to replace my bad ones.

This is when the lightbulb came on in my head, and why I am writing. I recommend testing the batteries — each of mine weighs 120 lbs — before hauling them back to the boat. When we tested the replacement batteries I'd just gotten off the shelf, we found they were both at about 50% — basically dead already. So they ordered two fresh ones. When they came in, we tested them and found they were at 100%. Finally.

The moral of the story is to have the store associates test the batteries for you before you take them away. You'll save yourself — and them — a lot of trouble!

Tom 'Mr. Pink' Watson
Darwind, Pearson Triton
Sausalito
www.thepinkboat.org

Readers — Just last month we needed to buy two 4D batteries at Budget Marine in St. Martin for 'ti Profligate. While they only weighed about 75 lbs each, the staff tested them before we took them away. We second Mr. Pink's suggestion.

↑↓ **LOOKING FOR THE ALDEN YAWL FOAM**

Before I was born, my father owned the yacht *Foam*. She had been built by John G. Alden in '37 for Horace Dodge. I'm not sure when my father bought her, but he owned her until '85. I'm writing on his behalf because he doesn't know what became of *Foam*, and would love to know. I'm writing *Latitude* because he mentioned that back when he sailed, *Latitude 38* was the "premiere yachting magazine." So if anyone can help, I assume it would be you.

I personally have looked through yacht registrations and come up blank. But I would love to find out where she is because I feel my father would rest easier knowing that such an important part of his past is being well cared for. If possible, I would also like to get him some photographs from the current owners.

My father says that I'd be surprised at how tight knit the world of classic yachts is, so I have high hopes.

Peter Haglund Jr.
Peterpanik.ph@gmail.com

Peter — You haven't given us much to work with. According to John G. Alden records, they designed Foam, a 62-ft aft-cockpit, full-keel yawl for Donald Dodge, brother of automobile legend Horace Dodge. She was built by Goudy & Stevens in '37, displaced 66,000 lbs, had a beam of 14 feet, and drew just under eight feet.

It would be very helpful if you knew where your father sold her and what kind of condition she was in at the time. The sad story is that most yachts built that many years ago have — unless they'd been maintained in excellent condition — gone by the wayside. But keep your fingers crossed, and we'll see if any readers can help.

KURT ROLL



'Darwind's batteries were a pain to remove when Tom dis-



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LETTERS

IT'S NOT BECAUSE HE'S A RELATIVE OR ANYTHING

I was thrilled that *Latitude* got to host the *Gold Coast Australia* entry in the Clipper Around the World Race, in part



BRUCE SUTHERLAND/ONEDITION

'Gold Coast Australia' skipper Richard Hewson made such an impression on his crew that they chucked him overboard at the end of Leg 3 in Cape Town, South Africa.

because skipper Richard Hewson is my nephew. Putting my family pride aside, I firmly believe that Richard's is a name in sailing to be watched. As he continues to succeed in the Clipper Race — and get good publicity in such great rags as *Latitude* as a result — one hopes he'll find greater sponsorship to become an even bigger presence in international sailing.

Latitude may have also heard about the crossing of the Atlantic by the sail-powered raft *An-Tiki*, which crossed last year from the Canary Islands to St. Martin in the Eastern Caribbean. Made of water and gas pipes sealed at both ends, the raft is the brainchild of 86-year-old Anthony Smith, famous in the United Kingdom for ballooning. Smith's goal is to

call attention to the fact that over a billion people don't have access to clean water.

Anyway, Dave, my husband and Richard Hewson's uncle, was the sailing master for the trip across the Atlantic. I call him the tortoise, because they averaged only two knots, and Richard the hare, because his boat had a much greater average speed. In any event, the raft has continued on toward the Bahamas. If anyone wants to contribute to the fundraising, it's a good cause. You can find more at gasballoon.com/antiki.



COURTESY AN-TIKI

'An-Tiki' averaged only two knots on her trans-Atlantic crossing.

Many years ago *Latitude* was nice enough to help me track down an errant Northern California charter broker who failed to pay me for clients he'd put on my boat. So for that alone I am very much a fan.

Trish Bailey
Serendipity, Beneteau 50
British Virgin Islands

LEAD KEEL SALVAGE RIGHTS

In the May 26 issue of *Lectronic*, you wrote about the 218-ft R/P and Dykstra ketch *Hetairos* hitting the rock bottom just off the Groupers, which served as the leeward mark for the first race of the St. Barth Bucket. She reportedly lost a large part of the lead from the bottom of her keel, a fact that knocked her out of the last two races of the Bucket.

Given the price of lead — it seems to be about \$1 a pound — some of us got to wondering about the possibility of salvaging that part of the keel and selling it. So a few of us, including the owner of a catamaran — which doesn't have



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LETTERS

any lead — mounted an expedition to the Groupers see if we could find the keel, and if so, determine how difficult it might be to salvage.



R.H.

Do maritime salvage laws apply to hunks of lead on the bottom?

lbs, which if delivered to a scrap yard might fetch \$20,000.

We've been unable to contact the owner of *Hetairos* as yet, so we're wondering whether lead from a keel on the bottom of the ocean is a case of 'finders keepers', or if the owner of the boat still owns the rights to it. Or perhaps has the ecological obligation to remove it.

R.H.
England

R.H. — *Salvage rights to part of a lead keel on the bottom of the ocean? We're going to have to leave that question to the admiralty lawyers in our readership.*

But what we wouldn't give to be able to listen in on the conversation between the German owner of Hetairos and his insurance company! One of the interesting features of the Bucket is that all participants have to be equipped with GPS devices that record their courses, so presumably the owner is going to have to explain how prudent it was for him to come so close to the Groupers in what was a fun race — particularly after 81-year-old Caribbean legend Donald Street had just written how the surveys of the course waters were mostly based on soundings from more than 100 years ago and, if they existed at all, weren't very reliable.

There has also been speculation about where a boat as big as Hetairos can be taken for repairs. Ken Keefe of KKMI told us that he once did research for the potential owner of a large



COURTESY HETAIROS

'Hetairos' may not have all of her keel, but she has a unique pedigree.

In other words, it would seem that you'd have to lift the 218-ft boat nearly 40 feet in the air to drop the keel out the bottom. Obviously Baltic Yachts in Finland, which built the spectacular green ketch, was able to put the keel in, so presumably they would have the capability to get it back out. But it's not clear what other yards, if any, would have that same capability.

For the record, Hetairos was launched by Baltic Yachts in

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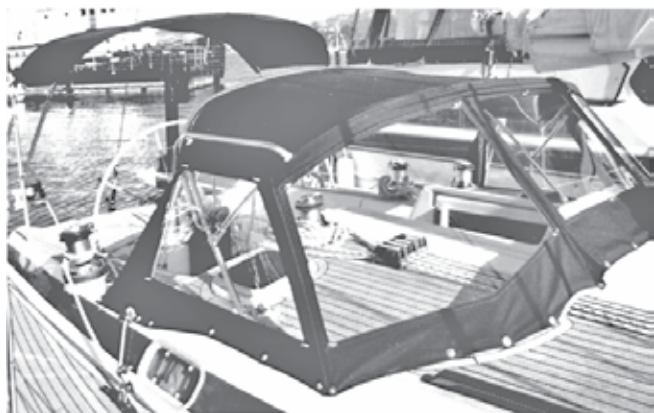
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LETTERS

July of last year, and is a curious combination of the old and new. A design collaboration of San Diego's Reichel/Pugh and Amsterdam's Dykstra & Partners, her plumb bow and sweeping transom are reminiscent of British pilot cutters of the late 1800s. Yet she was built of carbon, Corecell, and Nomex to make her light, strong and fast. She was previously known as 'Project Panamax' because her 205-ft tall mast is the tallest mast that — thanks to bridge limitations — can transit the Panama Canal. Including the captain's quarters, Hetairos — which means 'partner', 'mate' or 'comrade' in Greek — sleeps 10 guests and has a crew of 10.

A lot of people feel a sense of glee when an obviously very wealthy individual makes a mistake or experiences misfortune. We're not into that. We just hope the big ketch — which took honors in the Caribbean 600, during which she hit speeds of up to 23 knots — gets back in the game again as soon as possible.

Update: As we go to press, reliable sources tell us that Hetairos will be repaired at a yard in England, and that the insurance company will be picking up the entire tab. We can't help wondering what effect this gigantic claim will have on insurance premiums for us little guys.

↑↓ I'M WONDERING IF I COULD AFFORD ONE

I recently landed a good-paying job in the tech industry in San Francisco. As I already have a minimalist condo in the City and a nice bicycle, I'm wondering what I'd have to pay to buy one of the boats that participated in this year's St. Barth Bucket. At least as important, what would I be looking at in terms of monthly expenses?

Tom 'Techie' Tillotson
The City

Tom — There is a large range of prices in the Bucket boats, which varied in length from 90 to 214 feet. You might be able to pick up one of the older 100-footers for \$5 to \$10 million. If you want something mid-size, the 154-ft ketch Scheherazade, which was built by Hodgdon in Maine and did the Bucket a year ago, is being advertised for a seemingly reasonable \$20 million. Keep in mind, however, that she's now nine years old. In the larger sizes, the Kiwi second captain whom we gave a dinghy ride one night told us the 200-ft schooner he was on took four years to build and came in just shy of \$100 million. So as you can happily see, there's a Bucket boat for every budget. Assuming, of course, that you have the budget of someone in the top 1% of 1%-ers.

If you're interested in buying now, may we suggest the original Hetairos, a spectacular Bruce King 141-footer that was



COURTESY HETAIROS

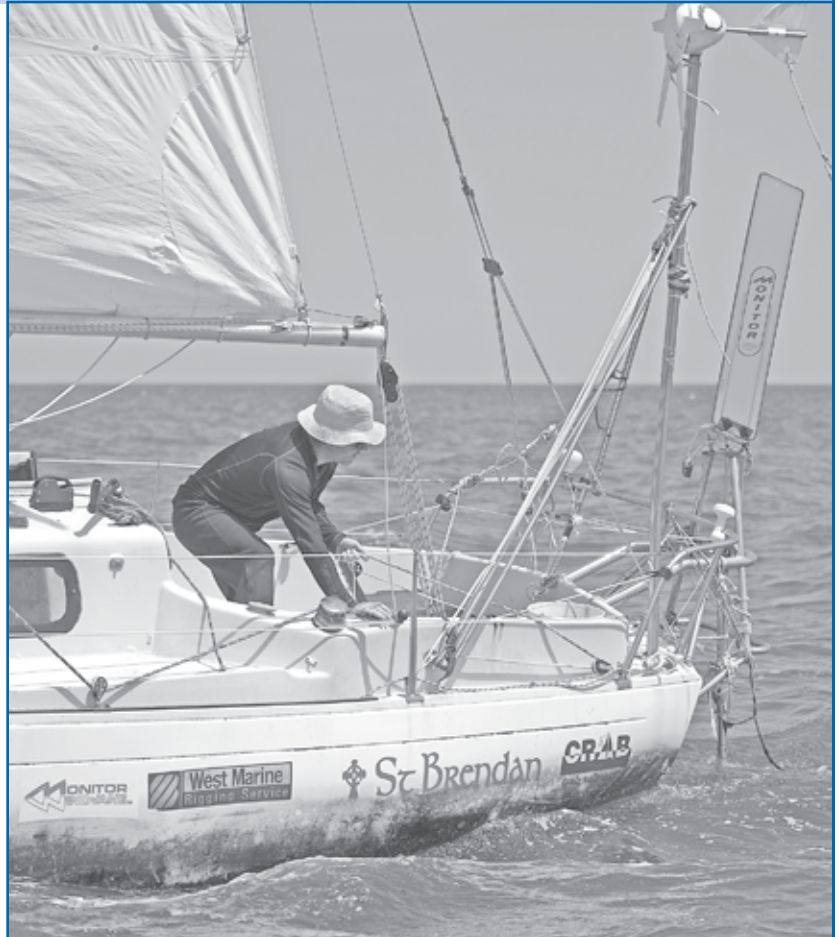
The original 'Hetairos' is for sale for a cool \$13 mil. Does the tech industry still pay that well?

launched by Germany's Abeking & Rasmussen in '93? To our eye she's not only more beautiful than the new Hetairos, but was the last large yacht to have been built entirely of mahogany. Still owned by the original owner — whose newer boat is in need of some attention, as noted above — you might get a favorable response on a cash offer below her \$13 million asking price.

As for expenses, you need to figure on 10 to 15% of the boat's value

Matt, you are now in the record books – CONGRATULATIONS!

Your 10-month circumnavigation of the Americas is fantastic:
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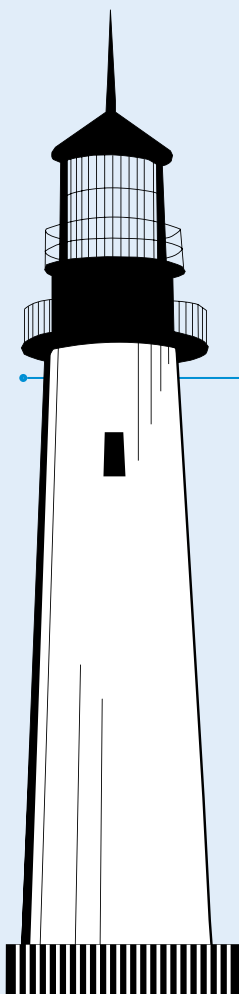
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LETTERS

a year. Assuming, of course, you don't hit bottom too hard or often.

↑↓IT'S COUNTERINTUITIVE, BUT BACKWARD WORKED

In a recent *Lectronic*, the Wanderer reported that on sloppy nights it didn't work very well to string the Olson 30 *La Gamelle* about 100 feet behind his catamaran *'ti Profligate*. The problem is that the rocking motion propelled the light Olson forward and into the back of the catamaran.

We used to have a similar problem with our Catalina 30 banging into large mooring balls she was lying to. Since wind and waves try to propel monohulls forward, and no mooring angle or mooring line length solved the problem, we decided to try mooring our boat stern-to to the mooring ball. The boat then tried to sail downwind away from the ball — problem solved!

A side benefit was that lying transom-forward meant the wind was blowing onto the boat from astern, making it much easier to get cooling breezes down the main companionway on hot, sultry evenings.

Dave Hironimus
No Mas, Catalina 30
Hidden Harbor

Dave — Great suggestion. We'll give it a try.

↑↓DID LA GAMELLE MAKE IT TO ST. BARTH?

In the last issue a lot of people speculated on how much



fuel the Olson 30 *La Gamelle's* outboard would need to get by the lees of Martinique, Dominica and Guadeloupe while on the way to St. Barth. Did *La Gamelle* make it? If so, how much fuel was used?

Dennis Dotson
Fresno

'La Gamelle's outboard, which was rarely used, 'automatically' kicked out of the water when sailing at over seven knots.

Dennis — La Gamelle did make it to St. Barth. It was a terrific adventure that we recount in excruciating detail later in this issue. She burned only about two gallons of gas, meaning she arrived in St. Barth with eight gallons left over.

↑↓IPADS AND APPLE STOCK

My kids gave me an iPad for my last birthday, and it sure has been a game-changer in my life. I even told my 88-year-old dad about your quip that if your iPad had a vagina you might think about getting married again. Funny!

You mentioned that you read *Business Daily*. I've been reading it a lot over the years, and the best move I ever made was six years ago when I bought Apple (AAPL) after reading about it. And I've been adding more to it over the years. How about you?

P.S. I own *Gladys Knuckles*, Myron Spaulding's old sloop.

Jim Kennedy
Weekender (ex-Gladys Knuckles), S&S
Sausalito

Jim — Business Daily? We read the Financial Times, as the Weekend edition is as much about international culture as it is about finance.

We owned a bit of Apple, but certainly not enough for a company that's gone up over 80% in the last year. So when it

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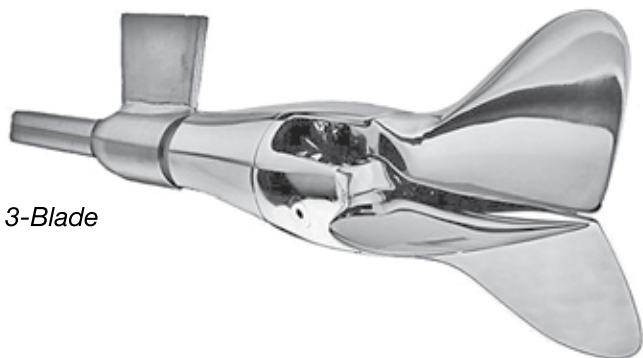
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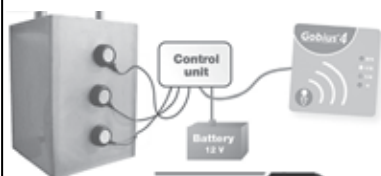
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LETTERS

hit \$600 and some analysts said it could easily go to \$1,000, we naturally doubled our bet. It's tumbled about 10% since then. Not wanting to lose any more of our own money, we've decided to go into portfolio management as a part-time job. So if anybody is interested, all we take is the standard 2% off the top and 20% of all profits. (Whoever came up with that 'can't lose' formula is a bloody genius!)

While it's true that we've lost our Apple ass short term, we can take solace from the fact that we love our iPad for navigation. In fact, 'ti Profligate, the Leopard 45 catamaran we have in a yacht management program in the British Virgins, may become the first bareboat to be equipped with an iPad rather than a chartplotter.

↑↓↓ iPADS AND NAV SOFTWARE

I just read your March issue letter response regarding the Navionics navigation program for iPads. Lately I've been toying with the idea of purchasing an iPad to back up my Garmin chartplotter, and also to use for reading.

Then I read an article in *Practical Sailor* about the latest and greatest in nav programs, and I searched cruiser forums for 'real world' experience with these programs. I've come away confused about the licensing fees for the Navionics program. It appears to me that their charts require an annual Navionics licensing fee because you're not purchasing them outright. In addition, you're limited to how many devices you can download them to.

The explanations given in a cruiser forum obtained from a Navionics rep didn't clear things up either. I would be interested in your real-world experience with this company, along with an explanation of how the licensing really works.

P.S. *Latitude* has an excellent way of providing this kind of information in a way that even the most dense person — i.e. me — can understand.

Lani Schroeder
Balance, Endeavour 43
Seattle

Lani — We've been a bit confused, too. Up until early April, we were huge fans of Navionics navigation apps, as we had used them almost exclusively for our navigation on Profligate in Mexico and California, and on 'ti Profligate and La Gamelle in the Caribbean. The apps were so fast and easy and always worked great, even when there was no internet, so why wouldn't we love them? (Doña de Mallorca, however, continues to prefer the more complicated and sophisticated Nobeltec on her computer.)

But as of early April, we ratcheted down to being mere big fans of Navionics. What happened? When we got to the British Virgins to start the season on 'ti Profligate, we fired up the Navionics app on our iPad to make sure it was working fine. Well, it wasn't working. The charts were there, but the red arrow that indicates our boat position and heading wouldn't show up. We tried over and over, but it wouldn't appear.

A few minutes before that, the guy sharing the picnic table with us at BVI Yacht Charters decided he wanted to download the Navionics Caribbean app, based on the rave review we'd just given him. But much to our surprise, there was no Navionics Caribbean app available in the App Store as we had on our iPad, just a combined Caribbean & South American app — and at nearly double what we paid for just the Caribbean app. What the heck? He bought the new 'double' app anyway, and it worked great.

Left somewhat up a tree because 'ti doesn't have a chartplotter, we grudgingly forked over \$49 more to Navionics for



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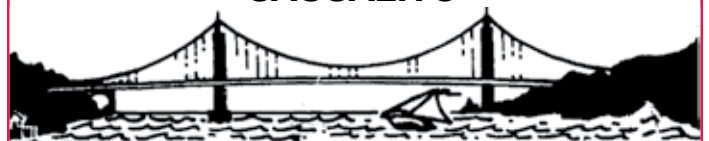
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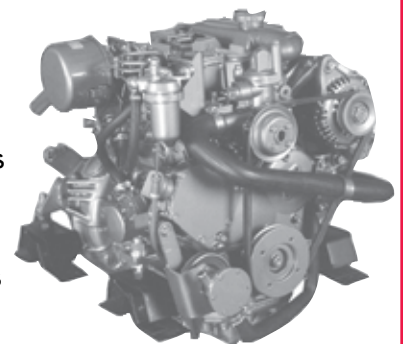
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the Caribbean & South America combo app, the latter half of it something we really didn't want cluttering up our iPad. The new app has, however, worked flawlessly.

We nonetheless wrote Navionics to grouse about the following: 1) Our Caribbean app had suddenly stopped working without any warning, something that was potentially very dangerous; 2) Since the Caribbean app no longer worked, it appeared that we were leasing rather than buying the app information, but hadn't been told that; and 3) We now couldn't buy the Caribbean without having to include South America, which we didn't want, and at almost double the price.

The following is the Navionics' response: "The Marine Caribbean & Central America HD app has been discontinued due to the release of the new Navionics Mobile single apps (example, Caribbean & South America HD). Please be advised that the original apps are no longer being supported, and will no longer receive updates. The new Navionics Mobile single app is not an update to the previous regional apps, but an entirely new app product. This app will feature a much larger coverage area, updated chart data, as well as many new features that were not possible to include with the build of the original apps. If you would like to continue to get the most updated information and features, Navionics recommends upgrading to the new single app. The single app will require an additional purchase.

"Please be aware that Navionics does not suspend the use of the mobile apps, even if they are discontinued. These apps should still load and operate on your device. However, the original regional apps may not be compatible with the current iOS versions. Since these apps are no longer supported and no longer being updated, these app titles have not been optimized for use with the current iOS versions. We have not tested these apps, and cannot guarantee their functionality with the current iOS versions." This was signed by the Navionics Mobile Team.

Based on our other software experience, it's a fact of life that software — including apps — eventually becomes incompatible with newer operating systems. So we can accept that. But there are things we can't accept. First, the business about bundling two entirely different areas, then charging nearly double the price. We think that's baloney. Second, if the app we paid for no longer works, even with the original operating system, we think that's baloney, too.

But here's where it gets weird. After repeatedly trying to get our original Navionics Caribbean app to show the red arrow indicating our boat's position and direction, we gave up and grudgingly bought the new Caribbean & South America app. But a month later, while we were attempting to confirm that the old Caribbean app didn't work, it started working perfectly again. Can we get a refund on the Caribbean & South American app that we never wanted? Probably not. But at least it would seem to put to rest the theory that we're only leasing the app.

As for sharing the app between your iPad and your iPhone, you can do this with many apps, but not the Navionics apps. For one last bit of weirdness, the iPhone app for Caribbean & South America costs \$14,99, while the iPad version costs \$49.99.

Enough backstory; here are our real-world recommendations: First, buy an iPad no matter what. Even without a vagina, it will become an essential part of your life, and for far more reasons than just reading books and navigation. If you have wi-fi and an iPad, you have all the knowledge of the world at your fingertips. That's important to us. Second, buy the Navionics navigation program for the area you need. Even though Navionics might force you to buy a bundled package, each bundle contains thousands of dollars' worth of charts and

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LETTERS

a great navigation program, and is thus worth it.

That said, Navionics has stomped all over our inclinations of customer loyalty. We hope someone gives them some competition to keep them honest.

↑↓NATURAL BORN SAILOR

I've been sailing out of South Beach Harbor with my granddaughter Isabella since she was two. A precocious child, she



DENNIS NEAL VAUGHN

The adorable Isabella shows all the signs of becoming a

has always wanted to drive the boat. Previously I've sat behind her with my hand on the tiller. But on a beautiful day last November, she took the helm of a Santana 22 by herself for the first time. I asked her to steer for the highest point on Angel Island, and she held the course straight and true! In a lifetime of sailing, I have never seen a comparable expression of pride and joy, and I will always be grateful to Dennis Neal Vaughn for capturing it with his camera. It just goes to show there is nothing better than sailing with family and friends.

Mark Wheelles, Head Instructor
Spinnaker Sailing
San Francisco

Mark — It's a very nice photo. But please, please, please, don't tell us that you have dreams that she'll be the first 10-year-old to sail around the world singlehanded.

↑↓SINK FIRST, ASK QUESTIONS LATER?

I think it's possible — although barely — that some



PO2 BRANDON THOMAS

'Ryou-Un Maru' averaged one knot across the Pacific before meeting her fate off Sitka, Alaska.

people may have been able to climb aboard the Japanese ship that was a victim of the tsunami but has been drifting west, and have survived as she made her way across the Pacific. So I hope the Coast Guard, which plans to sink her, will inspect the vessel before sending her to the bottom. The same would apply to all sizable pieces

of tsunami debris expected to be showing up on our shores.

Paul Brogger
Mid-Life Cruises, San Juan 28
Olympia, WA

Paul — We suspect that the Coast Guard used good judgment before using the Ryou-Un Maru as target practice on April 5. The derelict ship — which was moored off Hokkaido waiting to be scrapped when the tsunami carried her away a little over a year ago — caught fire and sank in 6,000 feet of water about 180 miles southwest of Sitka, Alaska.

↑↓SOME SOCIAL SUGGESTIONS

As this is my first time writing to *Latitude*, I want to offer my sincere thanks to you and your team for providing such thoughtful and entertaining stories about sailing. I really



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LETTERS

enjoy them, and often marvel at such lucid and well-styled prose — something that is truly rare these days.

Last year I met with Managing Editor Andy Turpin, and discussed my desire to participate in the '11 Baja Ha-Ha. Alas, family health issues put a damper on such plans. So I'm hoping for this year or, at the latest, next year.

That brings me to your proposed SoCal Ha-Ha. My family and I will absolutely participate in such an event, and look forward to details being finalized. You have put some good thought into an itinerary that spans a fair distance and has a variety of stops. But since you asked for comments, here are a few:

Beginning a SoCal Ha-Ha in Santa Barbara and routing each leg to be a reach/run is a terrific idea. However, after such a grand start to Santa Cruz Island, spending only one night at such a magnificent place just doesn't seem quite enough. The next 50-mile leg to Paradise Cove would be a bit of a letdown, at least based on my experience. The last several times I was at Paradise Cove, beach landings in a motorized dinghy were impossible, and everyone in a kayak or inflatable was dumped multiple times. Furthermore, it was roly, there were lots of lights on shore, and it's not an anchorage where one would plan on going ashore.

So I suggest the following itinerary, one that spends more time at Santa Cruz Island and skips Paradise Cove entirely:

Sunday — Meet up in Santa Barbara as you suggest.

Monday — 30 miles to Santa Cruz Island. But head toward the west end of the island in order to visit Painted Cave that afternoon. I think it would be a shame to come so close to the largest sea cave in the world and not organize a visit. Anchor overnight near there at Diablo, Fry's, Pelican or Prisoner's, depending on weather.

Tuesday — 15 miles to Smugglers/Yellow Banks, and hike the east end of the island on Tuesday.

Wednesday — 60 miles to Catalina is a true downwind sail, and because there are no islands to interfere, it can be a fast sail, arriving at Emerald Bay to spend the night. True, the fleet would pass fairly close to Santa Barbara Island, a State Park and sea lion rookery, but as there is only room for a couple of boats to anchor safely, it wouldn't be an ideal stop for a flotilla. And moorings at Emerald Bay would allow shore cocktails and a gathering at Corsair YC facilities. Those who wanted could skip Emerald Bay and go directly to Two Harbors.

Thursday — Spend Thursday morning enjoying Emerald Bay, one of the most special places at Catalina. It has a great public beach, access to trails, and some of the best snorkeling around. Then leave about noon for 2.5-mile-distant Two Harbors. There would be afternoon hiking and so forth, plus dinner ashore or dinghy round-ups on boats.

Friday — This could be a Two Harbors Day, with a big BBQ, and everyone being able to enjoy the patio bar and the very active dancing there on Friday nights.

Saturday — 25 miles northwest to King Harbor, which starts as a beam reach and often turns into a broad reach. (For what it's worth, King Harbor to Two Harbors requires tacking into the wind for the first five miles until the Vicente Buoy is rounded.) Saturday night could be an awards dinner at the King Harbor YC. If boats anchor behind the Redondo Breakwater and Med-tie at the club docks, there should be room for everyone. And it should all be at no cost if you work with the yacht club and the Harbor Master's office.

Sunday — Breakfast at the King Harbor YC. After that, folks could enjoy the marina or kayaking, and then get ready to depart for their homeports. Water, fuel, and pump-outs are

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all available. We belong to the King Harbor YC and would be happy to help organize things there.

There are pros and cons to both itineraries, but one item in particular caught my attention. Mooring in Catalina can be a real trick now that they have an online reservation system where you can make reservations 90 days in advance for Sunday through Thursday. For Friday and Saturday, you can only request a reservation beginning at 12:01 a.m. on the Friday you want a mooring. Thus it would be pretty easy to guarantee a mooring Wednesday and Thursday. Plus, if you arrive midweek and pay for three days, and the last day is a "weekend," you have a very good chance of securing a mooring for that Friday. But note that we have been turned away on a Friday evening in September, and it is very deep and difficult to anchor any more than a few boats. Not being with the powerboat and camping crowds on Saturday evening is usually desired by the cruisers. Lastly, having KHYC as a last stop would allow people some 'mainland time' before returning to their home ports.

As there are many ways to do this, I would like to hear your thoughts. But whatever the itinerary, we're in!

Jim Anderson

Thalassa, Beneteau 49

King Harbor YC

Jim — Thanks for the very kind words and offers of assistance. Since we expect there will be a group of 30 to 50 boats, we don't think it would be appropriate to include Painted Cave as part of the itinerary. There would be too many people at one time.

Having done the Santa Barbara to King Harbor Race many times, we're very familiar with the sail from Santa Cruz / Anacapa to Pt. Dume and essentially Paradise Cove. Most boats sail above the rhumb line to get the strongest winds near Pt. Mugu, then gybe down the shore to Dume. It's a blast, and oftentimes features the best sailing of the race. As for going ashore at Paradise Cove, we didn't think anybody would even consider doing that. To our thinking, the essence of a Ha-Ha is getting away from civilization and enjoying life aboard for a precious few days.

The weekend we're thinking about is also the Beer Festival Weekend at Two Harbors. Given their busy calendar, there simply isn't any way to avoid such event conflicts. SoCal Ha-Ha participants who don't want to run the risk of being refused a mooring on the face of Catalina and/or not wanting to anchor out can always go to Cat Harbor. Yeah, it's a little longer to the back side, but there will certainly be a lot of open space, even though it's also the Summer Splash Weekend for multihulls. Indeed, Mike Lenahan and his group have no objection to perhaps combining festivities.

We've always had a great time at the King Harbor YC, and have stayed there many times with Profligate. But once again, our goal is to get away from civilization, so if we had to be at King Harbor, we'd rather do it on a less busy Thursday night than a busy weekend. Besides, we assume that the yacht club has plenty going on that weekend already. True, it can be hard to lay Two Harbors from King Harbor. But as the wind rarely comes up until the early afternoon, we could have everyone motor out to just west of Pt. Vicente and start from there at 1 p.m.

That's our current thinking. The last link in the chain is getting the blessing from the folks at the Harbor Patrol office in King Harbor. If that doesn't happen, we'll just have to adjust the itinerary, as everyone else seems enthusiastic. We will have a final announcement by the middle of May, so keep an eye out on 'Lectronic Latitude.

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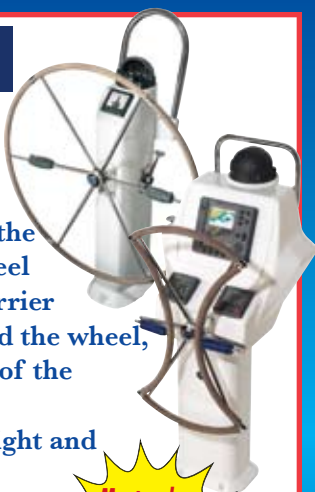
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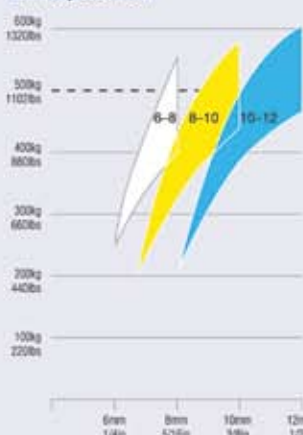
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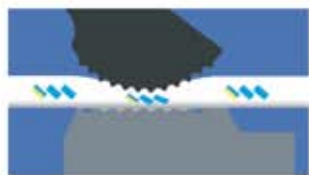
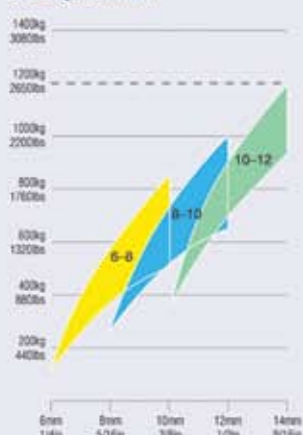


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LETTERS

↑↓ EIGHT BELLS FOR JACK WOIDA

My husband Jack Woida, a longtime broker at Passage Yachts, passed away on April 11. He was born and raised in Milwaukee, Wisconsin. While in college, he enlisted in the Navy, which did him double duty: it trained him to fly and paid for his education. While in the Navy he was stationed in Alaska; Barbers Point, Hawaii; and Pensacola, Florida. After leaving the Navy, he joined United Airlines. He ended his career with United as a 727 captain, based in San Francisco.



THOMASINA WOIDA

Jack Woida was known as one of the nicest guys in the industry.

Jack was an adventurer of sorts who loved sailing, skiing, biking and golf. He was gifted in most of the sports he played. However, his love of sailing took over his waking hours for many years, when he raced *Mai Sai*, his Santana 22. He won many races, and even the YRA Santana One Design Championship for a couple of years.

After his flying career ended, Jack first went to work for John Beery Yachts, but he found his home dock at Passage Yachts. From 1983 until April 11, 2012, Jack worked with Ben and Debbie at Passage Yachts, selling, sailing and at times just shooting the breeze. He enjoyed himself.

He was a kind and honest man. He will be missed by many, but most of all by his wife.

Thomasina Woida
San Francisco

Thomasina — We didn't know Jack personally, but we've heard from many that he was a really terrific guy. We're sorry for your loss.

↑↓ SEAMANSHIP BY VIRTUE OF ECONOMICS

I don't believe that the problem with the Volvo Race boats is with the design or build of the boats. What we're seeing is an artifact of pressure to finish first, whether that pressure is self-inflicted or put upon the crews by sponsors. I also suspect that if the skippers/crews were not paid professionals, and actually *owned* the boats they're jockeying around the planet, you'd see somewhat different/more conservative decision-making. In other words, it would be 'seamanship by virtue of economics' as opposed to the 'drive it like you stole it' mentality we're witnessing.

We all know that any boat and/or ship can be broken if you drive it hard enough in bad enough conditions. So the Volvo has become a race of attrition, largely because these are very fast boats being pushed to their limits — and apparently beyond — by their crews. It's merely a case of playing launch pad chicken, as the boat that wins is going to be the one that: 1) Blinks first and saves the boat, risking finishing last by sailing more conservatively; or 2) Blinks last and finishes first by keeping the throttle down, and risking finishing last if they break the boat. The downside is exactly the same; the method by which you get there is completely different.

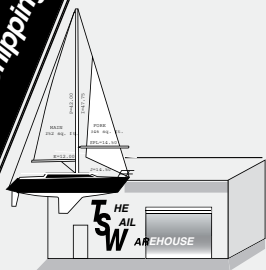
As for being under-provisioned, if the bastards would sail faster, they'd be hungry for a shorter period of time.

Nick Salvador
Finn, USA 1109
Richmond

Nick — We're confident your last remark is facetious. Speaking of the crews, Hong Kong's Frank Pong, a serial buyer of large boats, complained to Scuttlebutt on their behalf:

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LETTERS

would appreciate the way the Volvo Open 70 crews' getting completely soaked and buffeted causes the crew to succumb to fatigue much more so than the rough seas and strong winds. Rather than passively building a pilothouse, it would be better to shape the boats to be less susceptible to getting so wet. And we're not talking about the occasional waves splashing the people sitting on the windward rail, but two to three cubic meters of water burying the whole length of the boat. It may appear to be good, exciting stuff on videos, but it is wrong. As a spectator, I feel it is irresponsible of people behind the scenes and ashore to allow this to happen. Boats meant to be raced hard in rough seas and cold weather should be made to protect the crew from this kind of constant torture."

For those curious about the "torture" Pong is referring to, visit youtu.be/UrKQgJykdO4.

↑↓ MONEY WARS DON'T MAKE FOR GREAT RACING

The problems this year's Volvo Race boats are having call to mind the old sailing adage that "to finish first, you have to first finish." Similarly, you can't have a race around the world if none of the boats make it around.

In the early years, when what's now known as the Volvo was the Whitbread Round the World Race, they regularly had large



YANN RIGOU/GROUPAMA

fleets of nearly 20 or more boats. This time around there are only six, only five of which are at all competitive. To my mind, that just doesn't cut it. After all, it's barely enough to get one-design status from the Yacht

Would pride of ownership curb the breakages seen in extreme racing such as the Volvo Ocean Race?

Racing Association of San Francisco Bay!

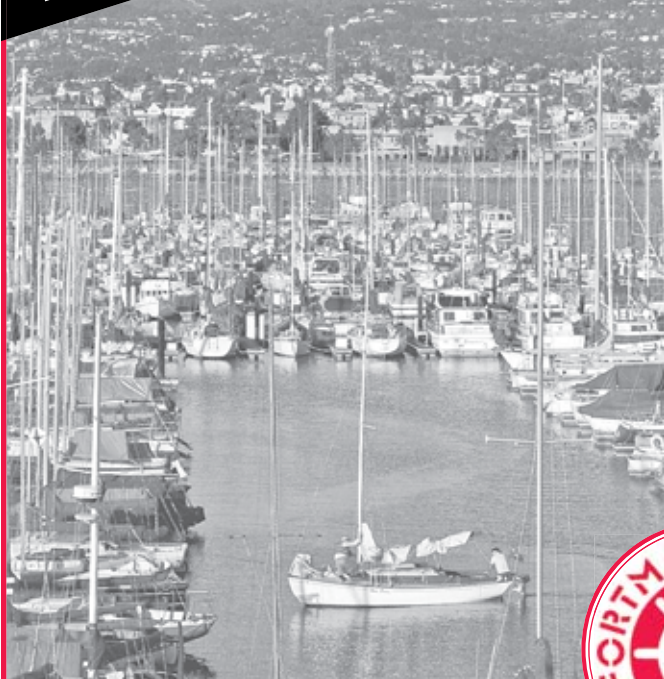
If this great race is ever going to get more boats on the line, and is going to have a future, the boats need to be stronger and the costs of competing need to be reduced.

Dan Knox
Luna Sea, Islander 36
San Francisco

Dan — Looking at yacht racing over a period of nearly 40 years, we have trouble thinking of a single instance in which turning events into money wars has increased the participation or popularity. For example, back in '73 there were 57 boats from 19 nations competing in the Admiral's Cup in England, then arguably the pinnacle of competitive racing. Sure, some of the 'national teams' might have been a little bogus, but the event had a real international flavor. With so few boats from so few countries now — sort of like the limited number of the teams in the Ladies Lingerie Football League — it seems to us that the potential built-in audience for the Volvo has been dramatically reduced.

Similarly, we always thought that even in the modern heyday, the America's Cup never did itself any favors by being a design competition. Had the event been competed for in one-design boats with real limits on sails and budgets, the boats might have been a hundredth of a knot slower, but there might well have been teams from twice as many nations competing, building a larger audience base. As we all know, it got so bad

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LETTERS

that there were only two boats a couple of years back, and it isn't that much better now.

As for making the Volvo boats stronger and more durable, one solution would be to require that all boats be required to get to the next starting line on their own bottoms.

↑↓ A LESS TRAGIC ACCIDENT IN THE FARALLONES RACE

My crew for the Crewed Farallones Race — Jared Brockway, Rich Holden and Paul Martson — are saddened by the terrible loss of the sailors on *Low Speed Chase*. Our condolences to their families and friends.

We had a bit of trouble, too, but nowhere near as serious, and would like to share the experience with others. We were racing aboard my Corsair 37 *Transit of Venus* about eight miles outside the Gate when the carbon fiber mast failed catastrophically. According to the Lightship Buoy, which was a few miles in front of us, it was blowing 22 knots with 13-ft seas. We'd just put a reef in the main and were doing 10 to 11 knots to windward on starboard tack. It looked as though we might be able to lay Southeast Farallon on that tack, so were settling in for a nice sunny sail on the ocean. All of a sudden we heard the unmistakable crack of a carbon fiber mast failing.

The initial break was about four feet up the mast. After it landed on the port netting, it broke again about four feet farther up. I immediately checked to see that nobody was injured, and used my cockpit handheld VHF on 16 to call the Coast Guard to inform them about our situation. It seemed like only five minutes later that there were two Coast Guard 47-ft motor lifeboats roaring up to us. They know all about the Farallones Race, and were out there watching for problems.

With the rig hanging out to port on the starboard shroud and backstay, my crew and I assessed the situation. Cut the rig away? There were far too many high-tech lines to do it quickly. So Rich and Jared scrambled for lines to pull the rig up onto the port aka, while Paul and I got the engine running. Alas, we sucked our spinnaker into the prop, as it had fallen through the port netting when the mast landed on it. Paul cut it away and we got the Honda started.

As Jared was communicating with the Coast Guard, and Rich was finding more clever ways to secure the rig, we got underway back toward the Gate. Motoring slowly against an ebb, we continued to secure things. After 2.5 hours, we were back in what seemed like more-lovely-than-ever San Francisco Bay. It was fun to see all 10 of the 72-ft Clipper boats tack out under the Golden Gate bound for Panama. The mess they saw on our boat couldn't have been a good omen.

When we got to the dock in Oakland, Guy Stevens, my expert rigger, showed up to help us sort things out. I was happy enough to have made it safely back to port, but the entire crew must have had some additional adrenaline coursing through our veins, so Guy directed us in sorting out the mess. After several hours we were able to get the sails off, and the boom and mast onto the dock. I cannot thank all of them enough for their diligent, safe work.

Lessons learned? Unfortunately, we don't know why the mast failed, but we were sailing conservatively with a reef in and not in the process of a maneuver. It was good to have a handheld VHF near the cockpit because the masthead antenna for the main VHF went into the water. Having plenty of extra line around helped secure things. I keep a knife at the maststep, but that went into the drink during the dismasting. The cockpit knife and a good tool kit made up for its loss. Larger bolt cutters, even if we have only one stainless rigging line (forestay) to cut, would be nice.

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LETTERS

The Coast Guard has seen it all, and seemed to always ask the right questions while standing by. They offered to tow us several times, but they left the decision to our crew. Then they were called away to *Low Speed Chase*.

Next up for *Transit of Venus*? The insurance settlement, a new rig and sails, some minor fiberglass repairs, and getting back sailing as soon as possible.

Rick Waltons
Transit of Venus, Corsair 37
 Saratoga

↑↓ TAKING RESPONSIBILITY AS A DELIVERY SKIPPER

Since I was doing a mainland-to-Hawaii yacht delivery at the time, I did not get to read your February issue in a timely fashion, including the business about the fateful delivery of the catamaran *Cat Shot* in '06 and the subsequent court ruling on responsibility. In my opinion — and I am a delivery skipper — the skipper of the *Cat Shot* was 100% responsible for the vessel he was commanding, as well as for the crew. The skipper should be responsible in every case.

Many a time I have told a boat owner or a delivery company that they will just have to wait until I have a proper weather window to move the boat. Most are just fine with that, and actually make financial accommodations for myself and my crew when storms keep us in port. Adam Jenkins was the owner of the Yachtlogic delivery company. He was a fine example of the delivery company owner backing up delivery skippers. When we delivery skippers told him, "No, it's not a good time to roll," he backed us up. This is the kind of company that should have succeeded.

In my opinion, it's the yacht delivery pencil pushers sitting in their warm cubicles, far from the wind and waves, who push delivery skippers and crews to move when it's not safe. I only had to deal with such a company once. They wanted me to keep a 90-ft trawler moving out of Newport, Oregon, north into gale force winds and 20-ft plus headers. With a week's worth of the same kind of weather in line, and with a final destination of Anacortes, Washington. I studied the weather for hours trying to find a way to do it. Then I looked at the boat, and even more importantly at the crew. My decision was to pay the crew, fly them home, and sit on the boat alone through the storm. When things calmed down, I finished the delivery with a local crew and the boat in fine shape. Yes, she was late getting to Anacortes, but she was in fine shape and everyone was alive. Needless to say, I've never gotten more work from that company.

My bottom line is simple. If I take the job as skipper, I take the responsibility.

Rory Kremer
 Samantha, Santana 30
 Los Angeles

Rory — We can't see it any other way. The problem with more than one person being responsible is that then nobody is really responsible.

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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SIGHTINGS

the bay greets clipper fleet

The Clipper Round the World Race fleet stopped in San Francisco Bay last month on their way around the world, and their timing couldn't have been more perfect. Arriving just days before the start of the Strictly Sail Pacific boat show, the fleet finished a grueling 6,000-mile passage when they passed under the Golden Gate Bridge. (Read more about the epic 27-day trip from Qingdao, China starting on page 82.) Leading the charge, and winning the leg, was overall race leader *Gold Coast Australia*, which pulled into the docks at Oakland's Jack London Square on the

evening of March 30.

Prior to the fleet's arrival, a welcoming committee of sorts organized official marine industry greeters for each boat, one of which was *Latitude 38*. The pairings were randomly selected and *Latitude* was matched with *Gold Coast Australia*, so we conspired with The Fat Lady Restaurant and Linden Street Brew-



Hundreds of people watched the 10-boat Clipper fleet cast off their docklines at Jack London Square on April 14.

ery to make sure the crew had some grub and suds while they waited on the boat to be cleared by Customs. More than 100 people turned out to welcome the boat, including Oakland Mayor Jean Quan, past and future crewmembers, families and well-wishers who'd been following the blow-by-blow of the harrowing leg.

The rest of the fleet trickled in over the next few days, with the battered *Geraldton Western Australia* limping in on April 3. As you'll read later in the issue, *Geraldton* had a run-in with a rogue wave 600 miles off the coast, ending with four injured crewmembers, two of whom had to be taken off the boat by the Coast Guard for medical treatment. But within a week or so, the Clipper folks had *Geraldton* repaired and ready to start the next leg to New York via the Panama Canal on April 14.

After offering two days of boat tours to Strictly Sail Pacific attendees, the racers were bid 'bon voyage' that sunny Saturday by hundreds of dockside show-goers and a veritable flotilla on the Bay. The start off Golden Gate YC at 2 p.m. saw the 10-boat fleet bound out the Gate in spritely conditions that bore them to warmer climes, well-deserved after the punishment they'd endured on the previous leg.

We'll post updates on the race to *Lectronic Latitude*, or you can keep up with all the daily goings-on at www.clipperroundtheworld.com.

— ladonna

don't procrastinate, join the ha-ha

It's human nature to procrastinate. We all do it. Even when it comes to things we really *want* to do, like going cruising south of the border.

Poll a hundred Baja Ha-Ha vets, and we bet at least half of them will tell you that one of the best things about doing this annual San Diego-to-Cabo San Lucas rally was that its concrete starting date forced them to quit procrastinating and finally get 'out there'.

This year's event could do just that for you, too. Dates for Baja Ha-Ha XIX are October 28 - November 10, and online registration will begin May 1 at www.baja-haha.com. For the uninitiated we should explain that this 750-mile cruise features two rest stops along the route, at Bahia Tortugas and Bahia Santa Maria, and includes various parties and other fun-filled shoreside activities. (You'll find a complete schedule on the website.) The Rally Committee has always

continued on outside column of next sightings page

a record for

We were intrigued by the ad for Gold Coast Yachts that appeared in the April issue of *All At Sea Magazine*. It's not the fact that co-founders Richard Difede and Roger Hatfield's St. Croix, U.S. Virgin Islands-based company is about to build its 100th boat — most of them large charter cats — in the last 25 years, although that's very impressive. But rather that one of the boats, the canary yellow-hulled 65-ft *Wadadli*, has done over 2,000 circumnavigations of the island of Antigua in just last 13 years. That would mean a 43-mile circumnavigation about every 2.5 days, no matter if it's high season or low season.



The Clipper Round the World Fleet were greeted by spicy conditions outside the Gate when they headed for the warm waters of Panama.

circumnavigations?

Let's see, 2,000 times 43 miles equals 86,000 miles of sailing, packed with who knows how many dozens of charter guests, sober and otherwise. The mind reels at the abuse the cat has endured.

But Difede says that's nothing. A couple of their motor multihulls, the Gold Coast 60 WP *Edge* and the Gold Coast 83 *Fastcat II*, have both done over 250,000 miles. But perhaps most impressive is *Terero II*, a Gold Coast 42 sailing trimaran that has done 10,000 snorkel trips from Charlotte Amalie in the U.S. Virgins to nearby Buck Island and back. And she's still going strong. That's durability.

— richard

ha-ha — cont'd

strived to make the entire event G-rated, meaning kids of all ages are welcome.

Entry is open to any boat of 27 feet or larger that was designed for, and has been maintained for, offshore cruising. The entry fee is \$375 per boat — a bargain compared to other U.S. and international rallies. (But if your boat length or your age is 35 or less, you'll pay only \$325.)

It's important to note that while cruising in the company of dozens of other boats obviously adds a measure of security, the Ha-Ha is not a hand-holding event, meaning that skippers should not enter unless they would feel comfortable making the trip on their own.

That said, why would you want to travel alone when you could sail in the company of hundreds of fun-loving adventurers? It's no exaggeration to say that it would be almost impossible to do the Ha-Ha and not make a boatload of new friends. If you need to find additional

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ONEDITION / ABNER KINGMAN

SIGHTINGS

ha-ha — cont'd

watch-standers before entering, or would like to find a ride, check out the cruising section of *Latitude 38's* online Crew List, and be aware that you can scrutinize potential crew and/or captains face-to-face at our annual Mexico-Only Crew List shindig, to be held September 5 this year at Berkeley YC (6 to 9 p.m.).

For thousands of sailors who've Ha-Ha'ed in previous years, the event has served as the initial stepping stone on their much-anticipated path into the cruising lifestyle — and many of them are still out there living the salty life they formerly only dreamed of. Could this be your year to cut the docklines and break away? (For a detailed look at the fundamental issues involved in cruising Mexico, download our free First Timer's Guide to Mexico from the Ha-Ha site.)

—andy

do these shorts make

Who cares, because when you buy clothes for sailing, they should be more about function than looks. Although we don't suppose the two should have to be mutually exclusive. Do you know how often we at *Latitude* write about sailing clothes? Right, about every 20 years. But we've been so happy with some tropical sailing kit that we're compelled to recommend it.

Number one in our book is a pair of Columbia brand Omni Dry Titanium



my ass look fat?

shorts that our daughter picked out for us at the West Marine store in Marina del Rey just before we headed to the Caribbean. They have six pockets, stretch for comfort, and fit fine even though they're two sizes smaller than we normally wear. But most important, they are made out of 100% nylon Omni Dry fabric, whatever the heck that is. All we know is that the material has excellent wicking properties to move moisture — be it saltwater from

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Fatty and Carolyn Goodlander splurged on iPads and, in St. Barth, pricey cups of joe.

what about the first-ever socal ha-ha?

It's 95% on! The plan is to start with a picnic on the waterfront at Santa Barbara on September 9, a Sunday, which will give people most of the weekend to get to Santa Barbara from points south. It will end with a departure sail from Two Harbors, Catalina, on September 16. Based on our experience — and we've sailed these waters a lot — most of the sailing should be off-the-wind. You know, as it should be.

We're still fine-tuning the middle of the itinerary, but participants need to assume that while there will be 'lay days', and the legs will likely be no more than 25 miles each, there will be a considerable amount of sailing. (Although as in the Ha-Ha, motoring will be allowed.)

Participants should also assume that, like the Baja Ha-Ha, the SoCal Ha-Ha is mostly going to be an anchor-out adventure rather than a harbor-hopping adventure. For instance, berths in Santa Barbara are likely to be on a first-come-first-served basis, and it's likely that more than a few boats will have to anchor out. If that is a problem, the SoCal Ha-Ha is not for you, as the idea is pretty much to extricate ourselves from urbanity for a week.

The one hoped-for exception might be Thursday night for a mainland stop we're trying to finalize. It'd be nice for friends of participants to join them easily for the last two days, which will be a sail out to Two Harbors, two festive nights with slide shows of the SoCal Ha-Ha and Baja Ha-Ha and other fun, and a sail back to the mainland. A mini-SoCal Ha-Ha, as it were.

Like the Baja Ha-Ha, the SoCal Ha-Ha will be open to boats over 27 feet in length that were designed, built, and have been maintained for offshore sailing. There may be dispensations for sailors and boats that have demonstrated a history of considerable offshore experience. At least two of the crew — and there must be at least two crew — must have overnight navigation experience.

Not only is the SoCal Ha-Ha going to be a Baja Ha-Ha-like event, it's going to be put on by the Baja Ha-Ha team, with *Profligate* being the mothership. It's even going to have the same motto: No whining! The entry fee will be \$200, but there will be the normal swag. And if the SoCal Ha-Ha shapes up to be anything like the Baja Ha-Ha, there will be more than enough discounts on berths coming and going, and other things, to offset the entire entry fee.

We've received emails from many sailors who say they are absolutely 'in', but you never know. Originally, we said we'd hold the event only if there were a minimum of 30 entries, but we've changed our minds. It's such a great course and has the potential to be so much fun that we're going to do it even if no one else wants to.

At the other end of the spectrum, if there is more interest than we expect, we're going to limit the event to 50 entries. To give everyone an equal entry opportunity to become part of SoCal Ha-Ha history, we're not going to accept entries until June 1 when *Lectronic Latitude* posts. And if we get more than 50 entries by June 15, we're going to pick participants based on the lottery system used for *Latitude's* always oversubscribed-in-the-first-few-hours Delta Doo Dah rally. If you want to be kept apprised of the details, and to be reminded of the day to enter, email richard@latitude38.com, with 'SoCal Ha-Ha' in the subject line.

— richard

two things we never thought we'd see

First, Fatty Goodlander, the author of countless sailing articles and eight humorous books on sailing, and his long-suffering wife Carolyn, in a place as ritzy as the Bar de l'Oubli in St. Barth. You could search the world and have difficulty finding a more upscale and expensive bar/cafe. What's so weird about it is that Fatty is known as much for being a world-class cheapskate as he is for being an author. Indeed, when we bumped into him earlier at the Le Select Bar, he was comparing notes with David Wegman of the Virgin Islands-based 32-ft

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goodlanders — cont'd

Cowhorn schooner *Afrigan Queen*, Fatty's only competition for the title of Intergalactic King of the Cheapskates.

About to start a third circumnavigation with his hurricane-salvaged Hughes 38 *Wild Card*, Fatty says \$15,000 is all he and Carolyn — or anyone else — need to circumnavigate. "Although you might want another \$5,000 if you want to keep your boat from falling apart." If you have \$24,000, he says you can circumnavigate like a prince — although Fatty admits it depends on what route you take. "I tell my trophy wife that we can either cruise the Chagos for one year or we can spend a week in St. Barth."

The second thing we thought we'd never see is Fatty and Carolyn both embracing technology — and expensive technology at that — in the form of iPads. "The nice thing about having iPads is that we don't have to speak to each other anymore," explains Fatty, "we just send each other emails." And yes, they use their iPads, with Navionics apps, for their navigation.

It's quite an improvement on the navigation gear they had for their first circumnavigation. "I'd bought a compass that was smaller than a golf ball," says Fatty, "although it did come complete with a little rubber suction thing so you could stick it on a dashboard. I wanted something better for the second time around, so I returned to Wal-Mart and asked if they didn't have something better. They did, and that's when I bought the golf-ball size compass for \$6."

And now navigating with iPads — it makes us wonder what the world is coming to. Fortunately, Fatty tells us in a mini interview that will appear in next month's *Latitude*. He also tells cruisers and cruisers-to-be about the fabulous money there is to be made — almost as much per hour as a fry cook at McDonald's — in writing about sailing.

— richard

vallejo yc scores london letter

Vallejo YC members have long known that one of America's most famous writers, Jack London, was a fellow member — a photograph



Matthew Ceryes proudly shows off his extraordinary find: a letter from Jack London.

of London playing cards with Judge John Browne at the club hangs in the bar — but that was the only piece of evidence in the club's possession to prove the claim. Until last month, that is, when Club Manager Matthew Ceryes spotted an eBay auction for a YVC membership application letter from the scribe to Browne.

The letter, written on November 25, 1910, was offered for \$1,850, and Ceryes wasted no time in taking a collection from members to secure its purchase. "We're proud to have this legacy item," he said. "To me, this is

the Holy Grail for the club." Ceryes says the original will be kept safe in storage while a copy will be on display in the club.

London was a member of the club, and berthed his 30-ft yawl *Roamer* there, until his death in 1916. And now there's proof.

— ladonna

the truth of the matter

With multiple long-distance races under his belt — Bermuda 1-2, Ida Lewis Distance Race, Marblehead-Halifax Ocean Race, and several other notable East Coast races — Diablo's Alex Mehran, Jr. has little to prove . . . except to himself. Which is exactly why the 30-year-old entered this summer's Singlehanded TransPac, a biennial 2,120-mile

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shorts

the sea, fresh water from tropical squalls, or sweat from your body — away from your skin. That eliminates chafe, boat butt and annoying wet ass when flirting with a lady at the bar or sitting down to host a victory dinner.

The only complaint we have is that the bottom of the fly starts so high that it's hard to get your equipment out when visiting the urinal. You darn near have to get undressed, which is both inconvenient and, depending on what head you're at, potentially dangerous.

It would also be nice if Columbia made Omni Dry underwear. Because if you're



Alex Mehran may just break down the barn door aboard the Open 50 'Truth' in the Singlehanded TransPac.

— cont'd

wearing 'rotten cotton' briefs beneath your Titanium shorts, and the briefs get wet, it doesn't make any difference if your shorts are Omni Dry, because your damp briefs will cling to your ass and give you the familiar chafe, boat butt and chill. We suppose that the easiest and least expensive solution is to go 'commando' but sometimes a guy just wants a little support.

We're not on the Columbia payroll, and weren't given any kit by them, but we also want to put in a good word for their PFG Tamiami model short sleeve shirts. We

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truth — cont'd

solo race to Hanalei Bay, Kauai.

"I don't love being by myself," Alex notes, "but I try to see if I can accomplish these types of things. That's my motivation for doing the race." We suspect his lifelong passion for sailing might have a little something to do with it as well.

Having grown up in St. Francis YC's junior sailing program, Alex says he continued sailing through high school and college, competing in a number of Junior Olympics and national championships. "I sailed a ton in college and got a little burned out so I stopped for a while," he recalls. But it wasn't long before he got the itch again and partnered up with a friend to buy the Class 40 *Cutlass*, with which they won the aforementioned races.

Fed up with working in Manhattan, Alex took a year to campaign *Cutlass*, with some cruising in Bermuda with his lady love Maggie

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SPREAD: SHARON GREEN / WWW.ULTIMATESAILING.COM; INSET: LATITUDE / LADONNA

SIGHTINGS

***truth* — cont'd**

thrown in for good measure. But soon it was time to return home, so he moved back to the Bay Area, married Maggie, and settled into his family's real estate development and management business.

Then last March, Alex got wind that Philippe Kahn was donating his Open 50 *Pegasus* to Cal Maritime, and that it would be available for charter. "My friend Merf Owen designed it, as well as my last boat, and Philippe had had it fully refitted at Goetz Boat Yard in Bristol, Rhode Island," says Alex. "I knew it was well-prepared and figured it would be a waste of an opportunity to not do it."

By July, Alex and his crewmember Jesse Naimark-Rouse were on their way to Honolulu in the TransPac Race aboard the newly renamed *Truth*. Fate undoubtedly played a role in their winning the Gary Jobson

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shorts

had a number of the old Columbia tropical shirts with the vents in the back, and they were decent, but they were heavier and didn't have the superior wicking properties of the Tamiami PFG shirts. (Columbia makes similar shirts of cotton, so be careful what you buy.)

The only problem is with the long sleeve version, as the material is so light and pliant that the sleeves won't stay rolled up — even if you button the button on the sleeve. It's annoying when the sleeves fall down, which they do



Matt and Pam. Nice guys — er, couples — really do finish first . . . over and over and over again.



— cont'd

constantly, so we highly recommend the short-sleeve version.

We realize that lots of other companies probably make similar products that might be as good as or better than Columbia's; we just don't know about them because we're not that into clothes. But if you have any sailing togs you think are great, we and our readers would love to hear about them.

That's our sailing clothing review until about 2032, so we hope you enjoyed it.

— richard



'Dorade' is not only a head-turner, she's also a winner.

truth — cont'd

Perpetual Trophy for doublehanders when the other doublehanded entries dropped out — “Of course we won it,” he laughs, “we were the only ones to finish!” — but there's no discounting the fact that anything can happen on a long ocean race, and a win is a win.

Since *Truth's* return to San Francisco Bay, Alex and project manager Zan Drejes have been working out the boat's very few bugs — adding a sat phone and removing the air conditioning, for example — and sailing, sailing, sailing. In fact, if you flip over to *The Racing Sheet*, you'll find reports on *Truth's* fantastic — if not quite record-breaking — performances in the Doublehanded Lightship and Doublehanded Farallones races.

Speaking of records, it's not gone unnoticed by Alex that the Singlehanded TransPac's monohull elapsed time record is a little on the soft side. Set by the Bay's Stan Honey way back in '94 aboard his Cal 40 *Illusion*, the 11d,10h,52m,21s record is quite ripe for the picking. “Depending on the conditions, I expect to reach Hanalei in 9-10 days,” says Alex, quickly adding, “but just getting across the finish line is the big thing.”

For most Singlehanded TransPac racers, sailing into Hanalei Bay is the coda of a dream, but for Alex, it's just the beginning. “When you do shorthanded races, you have a bucket list,” he says. “This race, the Route du Rhum (a singlehanded TransAtlantic race), the Sydney-Hobart Race, and more importantly, the Melbourne-Osaka Doublehanded Race.” So within days of *Truth's* finish at Kauai, a delivery crew will set off for Auckland to prepare for the latter two races.

Alex isn't sure what will happen after the 5,500-mile Osaka race a year from now but suspects *Truth* will be too much boat to handle for his newest crewmember: Alexander Mehran III, born in November. “We're thinking we might get a powerboat so we can run up to Tomales Bay or the Delta to go swimming,” Alex says. “I tell my wife I'll never do a singlehanded race twice. But if I *did* do this race again, it'd have to be on something a little less stressful, maybe a Cal 40”

See you in '14, Alex!

— ladonna

three for three for dorade

Make it three in a row for Matt and Pam Brooks' St. Francis YC-based 52-ft yawl *Dorade* in the Caribbean! As reported last month, the delightful couple have undertaken one of the most romantic and ambitious international sailing campaigns that we can recall. Having meticulously

restored the 80-year-old *Dorade* — the skinny boat that 'made' Sparkman & Stephens and ushered in modern yacht design — they are now in the process of retracing the yacht's historic victories, which over the next few years will have them visiting Newport, Bermuda, Honolulu and England.

Matt, who holds climbing and aviation records, and whose last boat was a 25-ft Northstar Quarter Tonner, decided to start out *Dorade* with some warm-up races in the Caribbean, events that didn't exist 80 years ago. In early March, he and his *Dorade* team took class honors in the competitive Heineken Regatta in St. Martin, which was a heavy air event. In April, Matt and *Dorade* took class honors in the unusually light airs of Les Voiles de St. Barth. We wouldn't read too much into that victory because the only



No matter the angle or point of sail, 'Dorade' looked good and appeared to be sailed very smoothly.

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dorade — cont'd

competition in the Classic Division was Carlo Falcone's Antigua-based 79-ft beauty *Mariella*, a sweetheart of a yacht, but one not comfortable in light breezes. However, based on our firsthand observation, *Dorade* was sailed as beautifully as she's been restored, and that's saying something.

As we go to press, *Dorade* just competed in the biggest classic event in the Caribbean, and one of the biggest in the world, the four-race Antigua Classic Regatta. The competition was stiff, but *Dorade* proved her mettle by once again snagging class honors. Next on her schedule is this summer's Newport to Bermuda Race, followed by next summer's TransPac, and the TransAtlantic and Fastnet Races in '15. Brilliant!

Also participating in the Antigua Classic was *Lone Fox*, the Robert Clark 65 based out of St. Barth that is owned by long-time Bolinas resident Ira Epstein. His having gone Bartian for quite a few years now, the pressure was on Ira, as last year he bounced back from a winter of seemingly endless problems to take overall honors in the Classic. In the end, *Lone Fox* took second in class.

The Classic entry list also featured *Stormvogel* — which placed just behind *Lone Fox* — the legendary Van de Stadt 74 ketch from South Africa that way back in '65 staged one of the epic TransPac battles for line honors with the even more legendary Herreshoff 72 ketch *Ticonderoga*. *Stormvogel* became the prototype for the Ocean 71, to say nothing of starring with Nicole Kidman in the murder-afloat flick *Dead Calm*. Regatta registration indicated that *Stormvogel*'s owner or skipper is John Cummings of San Francisco. We're going to have to look into that.

— richard

lifesavers or potential killers?

The *Latitude* crew found themselves with a couple of old liferafts recently so we popped over to Sal's Inflatables in Alameda to see if they were worth recertifying. Owner Sal Sanchez did his best to let us down gently: "That Bombard (in the white case) will be garbage,

I guarantee it. The other probably won't be any better. Look at it, it's wrapped like a burrito!" Sure enough, within three minutes of inflating the Bombard, Sal and his crew had pulled it apart at the seams — easily! The yellow Toyo raft fared better, but Sal still condemned it because the adhesive was fried, the zippers corroded and the canopy torn. "To get it up to code would cost more than buying a new one," said Sal.

The lesson Sal would like readers — especially anyone considering buying a used raft off Craigslist or, even worse, borrowing one from a friend — to take away is that an old, out-of-date liferaft is rarely worth what you pay for it . . . even if it's free. Say you have an old raft and your buddy's doing the Pacific Cup this summer. "Hey, friend,

get my raft recertified and you can use it for the trip," you generously offer. Your friend takes it to Sal, who then puts it through a strenuous series of tests, essentially imitating the beating it might take if ever used in the real world. What would your reaction be if your friend brought back the black mess in the photos to the right and handed you a bill for \$100, the cost of the test? "I've seen so many friendships ruined over a liferaft," Sal lamented.

Sal suggests that if you find a good deal on a used liferaft, to make the sale contingent on the raft's passing the test, and to have the seller at the shop so there are no surprises. If a raft tests well, the certification process will likely cost a minimum of \$1,200. "All the goodies — flares,

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america's

The 24th running of the America's Schooner Cup race in San Diego on March 31, hosted by Silver Gate YC, brought out a fleet of 12 of these beautiful yachts, several from ports as far away as Los Angeles. Starting inside the bay at buoy 19, the fleet sailed past the length of Shelter Island to the open ocean, rounded San Diego's entrance buoy, and returned to finish where they had started.

The schooners ranged in size from



The necks of inflation cylinders can corrode if wet.

schooner cup

Jerry Newton's 50-year-old 30-ft *Maid of Kent* to the 63-ft *Curlew*, a John Alden design built in 1926 and owned by Bob Harrison of Dana Point. Dennis Conner's 40-ft gaff-rigger *Fame* was the oldest schooner at 102 years, and Brian Eichenlaub's recently built 42-ft *Witchcraft* was the youngest. *Fame* took this year's Bristol Boat Award but had tough competition from *Curlew* and Tim O'Brian's 50-ft *La Volpe*.

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liferrafts — cont'd

water, food — will have to be replaced as well," Sal noted. By contrast, a decent quality new raft would set you back about \$3,000.

"Nobody wants to prepare for a disaster," Sal continued, "but you really need to purchase the right equipment and keep it maintained. Can you imagine what would have happened if you'd tried to use that Bombard raft in an emergency?"

It gives us chills just thinking about it.

If you're preparing for one of this summer's Hawaii races, Sal also rents certified rafts for \$500 per month (www.salsinflatables.com). That could be the perfect solution to saving not only money and lives, but also your friendships!

— ladonna



A tale of two liferafts — Clockwise from bottom, it only took Sal (left) and his crew about 10 minutes to turn our raft into a donut; the seams were so bad you could poke a hole in them with your finger; (center) the PVC raft had a number of leaks, as evidenced by the bubbling soapy water; the top tube just pulled right off; the Toyo's zippers were unusable; the Toyo stayed inflated but was still condemned, while the Bombard was just a mess; the burrito; the white PVC case allowed UV to break down the raft hidden inside. Scary!



ALL PHOTOS LATITUDE / LADONNA

SIGHTINGS

solo & nonstop around the americas

At 10:48 a.m. EDT on April 18, Annapolis' Matt Rutherford crossed his outbound track, closing the loop on his record-setting nonstop solo circumnavigation of North and South America. The 31-year-old sailor set off from his hometown on June 13 aboard his Albin Vega 27 *St. Brendan* on a route that took him over the top through the Northwest Passage, down around Cape Horn and back to Annapolis — 27,077 miles in total — in just under 310 days. (Rutherford didn't set foot on solid ground until three days later at a party held in his honor.)

Throughout his journey, Rutherford suffered through terrible weather — including a knockdown in his final approach — innumerable gear breakages and serious bodily injury to reach his goal. His perseverance was, in part, to help a cause close to his heart: Ches-

continued on outside column of next sightings page

schooners

On the race course *Curlew* has long been a rival of Paul Plotts' 61-ft *Dauntless*, also designed by John Alden and built in 1930, and this was their first meeting in several years. The race was divided into two classes, six boats in each, all eligible to win the coveted Schooner Cup, which is awarded to the overall winner on corrected time.

The wind was light and fluky at the start but, as the boats headed out of the bay, it filled in nicely, giving the schooners a chance to stretch their legs. It



Chris, Holiday and their kids, Mia (9) and Larsen (5), aboard 'Ka'iulani' shortly before their departure last month.



— cont'd

was a perfect schooner day: the 12-mile course gave them a nice reach out past Point Loma to the entrance buoy and a close reach back in.

On the last leg, the real race started as the lead boats began closing in, giving them a chance to outmaneuver each other. First across the finish line was Byron Chamberlain's beautiful 51-ft *Rose of Sharon*, followed very quickly by the rest of the fleet.

The Class A trophy and the Schooner continued in middle column of next sightings page

'Ka'iulani' will return to the Bay next year for the America's Cup.



americas — cont'd

peake Region Accessible Boating, an organization that gives sailing opportunities to mentally and physically challenged people. "I knew this trip would be hard for any captain on any sailboat," he said. "Although my boat was small and my budget meager, it was my unwavering determination and previous sailing experience that got me through. We are all capable of incredible things; all you have to do is believe in yourself."

What's next for the intrepid singlehander? No doubt a nice, hot shower was at the top of his list, but since then he's been fielding interviews from all corners of the mainstream media. After the hullabaloo settles down, we suspect Rutherford will start planning his next grand adventure — a return to the Arctic to shoot a documentary.

Check out his site at www.solotheamericas.org.

— ladonna



MARK DUEHMIG

Matt Rutherford is the first person to solo circumnavigate North and South America nonstop.

bon voyage, ka'iulani

It was clear, sunny and calm on April 7 when the Sausalito-based 86-ft gaff schooner *Ka'iulani* cast off her dock lines and headed for Tahiti. After more than a decade plying the Bay as a charter schooner, educational vessel, and more recently as a private yacht, *Ka'iulani* finally headed out for a year-long excursion to the South Pacific.

Ka'iulani is no stranger to bluewater — her original owner had her designed by Bill Crealock and built in 1984 to go around the world. During her voyage, the owner fell ill and passed away in South America.

Ka'iulani returned to California and soon after landed in San Francisco Bay. Her new owner was sailing entrepreneur Rob Michaan, who hoped to make her a successful charter boat. A marathon effort to certify the schooner as a passenger yacht was followed by years of struggle to make ends meet. Eventually Michaan sold the boat in '06 to Chris and Holiday Johnson of Sausalito.

The Johnsons were by no means novice sailors — they sailed their Sausalito-based Swan 46 *Bluefin* to South Pacific in '01, and cruised for three years while they filmed a documentary about sharks called *Stewards of the Reef*.

The Johnsons had hoped their three-year cruise on *Bluefin* would satisfy their appetite for cruising and allow them to get it out of their system, before returning to settle down and raise a family. But their cruise did the opposite; it whetted their appetite for more. So they returned to Sausalito, sold *Bluefin* and began looking for a boat that would not only accommodate their many friends and associates, but also the family they planned to have. A friend told them about *Ka'iulani* and it met their needs.

Fast forward to '12 and, after years of refitting nearly every inch of *Ka'iulani* — from rig to engine, deck to galley, as well as raising two children while doing it — Chris and Holiday finally decided they were ready for, well, a holiday. So they threw a 'standing room only' going away party at the Sausalito YC, complete with a South Seas motif, Tahitian buffet and Polynesian dancing, with Holiday herself — a former professional dancer — taking part. It was a way for the Johnsons to say thank you to all the local vendors, shipwrights, mechanics, riggers, sailmakers, and others who made their trip possible.

After goodbyes and good wishes, *Ka'iulani* departed with a crew of

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SIGHTINGS

ka'iulani — cont'd

seven local sailors led by Capt. Jim Linderman. Next stops are Hawaii, the Marquesas and Tahiti. The Johnsons plan to return next year for the America's Cup and make *Ka'iulani* available to local nonprofit sailing programs.

The Johnsons believe that no matter how big or small a boat you can afford, or for how long you can cruise, you should go when you can; don't wait. "It's all about fulfilling the dream," says Chris.

We couldn't agree with him more. Bon voyage, *Ka'iulani*.

— john skoriak

sailors rescue capsized kayaker

While the weather conditions the day before were as close to perfection as one could have hoped, Sunday, April 22 was a little brisker, with more typical summer-like winds. Those 25-knot+ winds are why Capt. Doug Workmaster, skipper for Captain Kirk's San Francisco Sailing's Sausalito-based *Santa Cruz 50 Bay Wolf*, was in the right place at the right time to save a young man's life.

Workmaster, out on a four-hour charter on Sunday, had already made quick work of a run up the eastern side of the Tiburon peninsula to Red Rock, and back to the lee of Angel Island, when he realized there were still two more hours to go in the charter. "I decided to make the same run for a couple of reasons," he explains. "First, Central Bay

was pretty foggy and cold, and also because I wanted to check our new sail plan."

As Workmaster and first mate Brian Coggan got *Bay Wolf* moving past Bluff Point at the eastern entrance to Raccoon Strait, they saw a partially swamped yellow kayak with no one aboard. Initially suspecting the kayak had simply been blown off a beach, Workmaster realized someone was most likely in the water when he

spotted a paddle floating about 20 feet away from the boat.

"The water was just starting to ebb, and there was about a two-foot wind chop," recalls Workmaster. "As we passed the kayak, we heard a very weak call for help." After spotting a young man in the water, he set to work getting the boat into a position to pull the man aboard. Once to windward of the swimmer, Coggan snagged the man with a boat hook, and with the help of Workmaster, pulled him aboard.

"Adam was dressed in only boardshorts, a lightweight PFD and glasses," Workmaster says. "He told us through chattering teeth that he and his friend Alex had paddled from Paradise Cay to Angel Island, and were returning when they got separated. He capsized and decided to start swimming for shore."

Workmaster estimates that Adam, 23, was about 400 yards from shore when *Bay Wolf* picked him up. "He left his kayak and paddle to swim for shore, but I don't think he would have made it. He thought he was in the water for about 30 minutes, but Dr. Art, the man who'd chartered *Bay Wolf*, and I think it probably wasn't any more than 10-15 minutes. Considering his level of hypothermia, he probably only had another 5-10 minutes left."

Adam was taken below, re-dressed in warm clothes, and wrapped in blankets while Workmaster and Coggan communicated with the Coast Guard about their suspicions that Adam's friend might also be in the water. *Bay Wolf*, the San Rafael fireboat, and Jim Lewitt's Sausalito-based Catalina 32 *Tahiti* all commenced searching for the

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schooners

Cup went to *Rose of Sharon*, beating *Fame* by a mere eight seconds on corrected time. Class B honors went to last year's Cup winner, Jack Giubliato's 38-ft *Mischief*.

The annual regatta has, over the years, become a fun-filled two-day affair. This year, Saturday's race was followed by a lively awards party, complete with a scrumptious barbecue buffet, prize raffles, a silent auction, and dancing to the rockin' sounds of the band Good Mojo.



Schooners at play — Spread, 'Rose of Sharon' sailed away with the Schooner Cup; I to r, 'Mischief' toyed with the competition; 'Fame' dodged the paparazzi; and 'Dauntless' showed her determination.

— cont'd

On Sunday's sparkling afternoon, folks were treated to a concert of tropical rock music on the yacht club's waterfront patio, where everyone enjoyed the spectacle.

Though the America's Schooner Cup is first and foremost a yacht race, it's also run to benefit a good cause, as all proceeds from the weekend benefit the Navy-Marine Corps Relief Society. Find out how you can help this worthy charity by visiting www.nmcrrs.org.

— paul mitchell

rescue — cont'd

friend, which was thankfully unnecessary. "For the next 20 minutes, we had an increasingly tense time as we searched in vain," recalls Workmaster. "Then the best phone call came in — Alex and his kayak were safely ashore. Sweet!"

In the meantime, Adam had improved significantly, and Dr. Art believed he could easily make the trip back to Sausalito, rather than try to dock *Bay Wolf*, which draws eight feet, at Sam's on a falling tide. "Once we got back to Sausalito, we put him into the care of his parents," Workmaster says. "I'm thankful for the support and teamwork of Brian, and that we happened to have a medical doctor onboard."

We bet Adam and his folks are even more thankful. Great job, *Bay Wolf* crew!

— ladonna



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