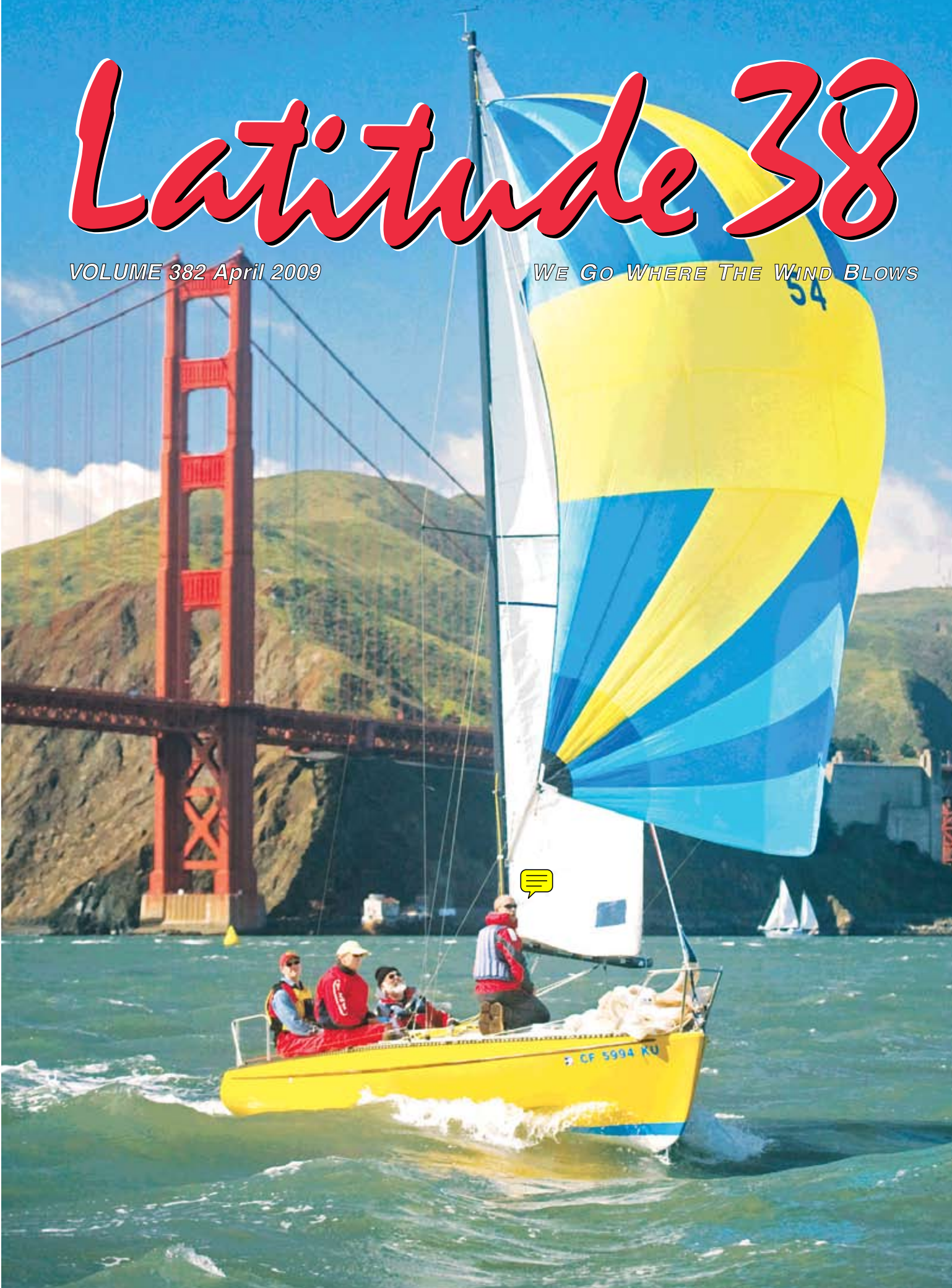


Latitude 38

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VOLUME 382 April 2009

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APRIL 2009

VOLUME 382



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Glenn Isaacson in *Q*, his Schumacher-designed 40-ft daysailer, was the winner of Golden Gate Yacht Club's 24-boat PHRF 1 Fleet.

Richard von Ehrenkrook in his Cal 20, *Can o' Whoopass*, won his division at Corinthian Yacht Club, and over at Berkeley Yacht Club, won his class for the Saturday series and the Champion of Champions race as well.

George Ellison with *Shameless*, a modified Capo 30, placed first in Berkeley's Champion of Champions race in Fleet 2.

And Bill Riess's Express 37, *Elan*, beat the rest of his one design fleet in Corinthian Yacht Club's series.

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Cover: The sunshine-yellow Moore 24 *Sunshine* sails into spring.

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

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Ebb Tide is truly a go-anywhere design. This one-owner Mexico veteran has proven herself to be a safe and durable vessel in all conditions.



42' CATALINA TRI-CABIN, '92 \$112,000
A beautiful example of the Tri-Cabin Catalina 42. She's been well maintained and shows pride of ownership. She won't be on the market for long.



40' CHALLENGER, '73 \$64,500
She's a very strong vessel with great living accommodations. These sturdy boats are not easy to find, so give us a call - she won't last long.



39' C&C LANDFALL CC, '86 \$84,900
Well-insulated interior made her comfortable during cruises in the Pacific Northwest and Canada, including 2 circumnavigations of Vancouver Island.



36' ISLANDER, '74 \$25,000
Spacious interior and excellent working deck and cockpit - and the watermaker, radar and windlass set her apart from the fleet. Sail your dream now!



33' NEWPORT, '86 \$38,000
This fun-to-sail sloop is all original with no modifications over its history. She is clean, clean, clean and offers a very well-equipped galley.



32' FEELING 326DI, '90 \$64,900
Amaruq has aged gracefully, as prior to 2006, she was sailed only four months each year in fresh water. Upgraded 28-hp diesel and good accessories.



31' TARTAN PIPER 3100, '93 \$69,000
This 31-foot yacht has been meticulously cared for by both its owners with a reputation as handsomely outfitted, sturdy, performance cruisers.



30' TORE HOLM, '60 \$55,000
Sweden-built sloop designed by a winner of six Olympic sailing medals is an absolute delight to see. Impeccably maintained throughout her history.



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~ Feature Attractions ~



41' COOPER US 42 Pilothouse, 1981...Asking \$78,000



38' SHANNON CUTTER, 1980...Price Reduction!

Size Brand / model	Year	Price
SAIL		
54 Custom DeWar cutter ketch	1983	149,900
54 Hunter sloop	1984	90,000
50 Hudson pilothouse ketch	1979	69,000
50 Kettenberg sloop	1962	128,000
46 Hunter 460 cutter sloop	2000	235,000
46 Morgan 462 CC ketch	1981	84,900
46 Denmark steel ketch	1966	69,900
45 Hunter 450 Passage CC	1998	179,000
45 Island Trader CC cutter ketch	1979	139,900
44 Hylas sloop	1991	199,000
44 Peterson KP44 cutter	1978	95,000
43 Irwin MK III	1989	114,000
43 Spindrift PH	1981	124,000
42 Johnson trimaran	1987	175,000
42 Whitby ketch	1975	140,000
41 Morgan OI 415 ketch	1979	69,900
41 Ta Chiao CT ketch	1977	120,000
41 Seawind cutter sloop	1977	39,900
41 Tartan TOCK	1976	86,000
41 Formosa Yankee Clipper	1974	92,500
41 Morgan 414 ketch	1974	42,500
41 CT ketch	1973	49,900
41 Tartan sloop	1973	75,000
40 Piver Victress trimaran	1965	35,000
39 Roberts cutter	1997	118,000
39 Cal	1980	74,900
38 Nauticat motorsailer	1983	100,000
38 Roberts Offshore ketch	1982	55,000
38 Hans Christian Traditional	1979	89,900
38 Bluewater Ingrid ketch	1974	35,000
38 Oriental Moore ketch	1963	24,900
38 Ericson sloop	1982	79,000
37 Pearson sloop	1989	44,900
37 Hunter Legend sloop	1988	69,000
37 Rafiki cutter	1978	80,000
37 Condor UK	1978	32,000
37 Irwin CC sloop	1976	56,000
37 Tayana ketch	1975	65,000
36 Union cutter	1987	65,900
36 Union cutter	1983	89,900
36 Pearson 367 cutter	1982	59,900
36 CSY Watkins sloop	1981	TBA
36 Islander sloop	1980	39,500
35 Wauqueiz Pretorian sloop	1985	82,500
35 Columbia Challenger ketch	1974	28,000
34 Hunter sloop	1986	36,900
34 Catalina sloop	1986	29,900
34 Hunter sloop	1985	44,500
34 Finnulf	1983	43,500
34 Hunter sloop	1983	31,000
34 C & C sloop	1978	40,000
34 Downeast cutter	1978	34,900
34 Tartan centerboard	1972	27,900
33 Hunter sloop	2004	88,765
33 Newport sloop	1982	19,900
32 Westsail cutter	1981	63,500
32 Dreadnaught ketch	1980	38,000
32 Morgan custom sloop	1979	37,500
32 Downeast cutter	1976	26,900
31 Pacific Seacraft Mariah cutter	1979	49,900
31 Brown Searunner trimaran	1978	32,000
30 Newport MK III	1984	16,500
30 Ericson sloop	1968	18,000
29 Cal 2-29	1976	19,900
28 Bahama Sharpshooter	1950	39,500
27 Corsair F-27 trimaran w/trailer	1991	43,000
20 Pacific Seacraft Flicka w/trailer	1980	24,000
POWER		
64 Woods trawler	1972	240,000
60 Gladding & Hearn pilot	1960	219,000
53 DeFever custom POC	1983	345,000
52 DeFever trawler	1970	125,000
48 Tollycraft motoryacht	1976	160,000
47 Santa Barbara Yachts	1964	75,900
45 CHB sedan trawler	1981	169,000
42 Betram convertible	1985	180,000
42 Californian coastal trawler	1979	99,500
42 Grand Banks trawler	1970	69,000
40 Hatteras trawler	1981	89,000
34 CHB sedan trawler	1978	54,900

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2005 TAYANA 48 DECK SALON

Like new with only 71 hrs on Yanmar. Raymarine electronics, air/heat, genset, Corian, LeisureFurl main, electric winches. **\$489,900**



2005 TAYANA 48 CC

Just back from Mexico in great shape with everything you need for this year's Baja Ha-Ha. **\$469,000**



1973 BREWER 43 CC KETCH

Custom center cockpit teak ketch properly maintained by a meticulous owner. **\$69,000**



1973 C&C 48 SLOOP

Great ex-racer refit at the factory with a new interior, wiring, rod rigging and Perkins MT 80. **\$175,000**



1988 FRASER 51 CUTTER

Wingstar is a Canadian-built center cockpit cutter. Great shape and ready to go again. **\$249,000**



1990 TAYANA 55

Well cared for and consistently upgraded. New teak decks in 2006. New engine 2008. Lying Turkey. **\$360,000**



1979 GLOBE 46 CC KETCH

Traditional full keel center cockpit cruising ketch in great shape. **\$95,000**



1978 TARTAN 30

Clean, well taken care of example of this timeless S&S design. **\$19,500**



1977 VALIANT 32 CUTTER

Classic Robert Perry design. Solid, basic platform to build your cruising boat and priced accordingly. **\$34,500**



1982 TAYANA 42 CC

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CALENDAR

Non-Race

Apr. 1 — Don't be a fool, go sailing!

Apr. 1-29 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$13.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

Apr. 4 — Opening Day on the South Bay. Info, www.southbayopeningday.org.

Apr. 4 — Pearson/Aeromarine Tritons and other Albergs will meet for a sail around the Bay, then to South Beach Harbor for lunch. Info, www.albergssfbay.memberlodge.com.

Apr. 4 — Blue Water Communication seminar at Anacortes (WA) Marine Electronics will explain options and equipment, and give hands-on training, 10 a.m.-6 p.m. \$200/person or \$300/couple. Info, (360) 293-6100.

Apr. 4-5 — Fifth Annual CharterFest at Squilicum Harbor in Bellingham, WA. Check out the boats you could be chartering this summer! Free admission, 11 a.m.-5 p.m. Info, www.portofbellingham.com or (360) 676-2542.

Apr. 5 — Berkeley YC Annual Swap Meet, 6 a.m. Info, Dave Douglas at ddouglas01@aol.com.

Apr. 5-26 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Apr. 8-May 27 — Sailing Skills & Seamanship course by USCGA Flotilla 17 on Yerba Buena Island on Wednesday nights, 7-9 p.m. \$75 fee. Info, dktalkton@comcast.net.

Apr. 9 — Howl at the full moon on a Thursday night.

Apr. 9 — 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, www.bbysc.org or (510) 233-1064.

Apr. 11 — Encinal YC's Nautical Flea Market, the largest in the East Bay. Breakfast, lunch and beverages available. 6 a.m.-1 p.m. Info, (510) 522-3272 or www.encinal.org.

Apr. 12 — Have an Around the Bay Easter Egg Hunt.

Apr. 15-19 — Strictly Sail Pacific & Power Boat Expo, Jack London Square. Info, www.strictlysailpacific.com.

Apr. 18 — Emeryville Marina's 2nd Annual Boaters Swap Meet, 9 a.m.-2 p.m. Info, (510) 654-3716.

Apr. 23, 1969 — Éric Tabarly wins the first solo race from San Francisco to Tokyo aboard *Pen Duick V* in 39½ days.

Apr. 23 — How the Tides Work for You presentation by Kame Richards at the Bay Model in Sausalito, 7 p.m. Space fills quickly for this popular seminar where you'll learn how to use the Bay's currents. \$15, cash only. Reservations, (408) 263-7877 or jimtantillo@comcast.net.

Apr. 23 — Line splicing class at San Jose West Marine, free. Only 20 spots available. Call (408) 246-1147 to hold a spot.

Apr. 24-26 — To celebrate Opening Day on the Bay, six Alameda-based yacht clubs are holding open houses, including food, casual racing, decorated boats and tons o' fun! Call for details: Aeolian (510) 523-2586; Alameda (510) 865-5668; Ballena Bay (510) 523-2292; Encinal (510) 522-3272; Island (510) 521-2980; and Oakland (510) 522-6868.

Apr. 25 — Opening Day on the Delta Boat Parade. Starts at noon in front of San Joaquin YC on Dutch Slough.

Apr. 25 — Stockton Sailing Club's Boaters Swap Meet, 8-11 a.m. Info, www.stocktonsc.org.

Apr. 25 — Sail a Small Boat Day at Lake Washington Sailing Club in West Sacramento. Info, www.lwsailing.org.

Apr. 26 — Opening Day on the Bay! Info, www.picya.org.

Apr. 26 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Apr. 28-May 26 — America's Boating Course by Santa Clara Power Squadron at Wilcox HS on Tuesdays, 7-9 p.m.

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42' Fountaine Pajot Venezia,
1995, \$199,000



36' Islander, 1972, \$25,000
36' Islander, 1975, \$38,500



32' Grand Banks Sedan, 1980
\$119,000



Bayliner 3218, 1987
\$28,700



27' Farallon, 1982
enclosed helm, \$35,000



37' Beneteau Oceanis 370
1991, \$69,800



35' Niagara, 1980
\$58,500



46' Moody, 2000
\$399,000

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CALENDAR

\$35 materials fee. Info, www.usps.org/localusps/santaclara or Steve at (408) 723-0619.

April, 1979 — It Was 30 Years Ago, from *Loose Lips*:

Moving ashore, even if only on a temporary basis, will create a horrible disruption in your living pattern, and it's more than likely you'll never be able to get accustomed to it. Our move ashore was particularly grievous since we ended up in an apartment on a busy street. In the afternoons, the smoke alarms go off, and at night the drunks whimper, snivel and throw rocks through windows. But mornings are the worst. Geez, we can so well remember the pleasures of taking a morning leak off the transom . . . but now try it even in the toilet and the old hag downstairs starts howling up the ventilator. It was enough to give us a complex, and our plumbing hasn't worked since.

After a friend from the old dock dropped by and noticed the symptoms of shoreside ailments — ring around the collar, hives and large tufts of our beard falling out — we decided to bring back remembrances of the good life aboard the boat. First off, we unplugged the refrigerator and shut off the hot water heater. If our spirits really need a lift, we plug up the toilet for a few days, rip out the phone, flicker the lights and sleep on some foam cushions on the floor.

All these things help, but they're really just cosmetic solutions to a deep ailment — akin to erasing the red spots on your face when you've got the measles. There's only one solution to the problem of moving off your boat — don't do it!

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

May 7 — Marine Mammal Center benefit at Sausalito West Marine — 5% of sales to MMC. BBQ from 11 a.m.-3 p.m. and talks by MMC staff all day. Info, (415) 332-0202.

May 9 — KFOG KaBoom Concert and Fireworks Show off Piers 30-32. See www.kfog.com for details.

May 9 — Cal Sailing Team Auction and Gala at SFYC Cove House, starts at 6:30 p.m. A fundraiser to help maintain the fleet. Check out www.calsailing.org for details.

May 9 — 'Suddenly in Command' class by USCGA at San Jose West Marine, 10 a.m.-2 p.m. Info, (408) 246-1147.

May 9 — 10th Annual Marine Flea Market at Anderson's Boat Yard in Sausalito, 8 a.m.-1 p.m. Benefits Sausalito YC Junior Sailing Program. Info, (415) 332-5432.

May 16-17 — Corinthian YC presents their annual Women's Sailing Seminar. Go to www.cyc.org for details.

May 17 — Nautical Swap Meet at Marina Bay Yacht Harbor in Richmond, 8 a.m.-noon. Info, (510) 236-1013 or info@mbyachtharbor.com.

May 23 — Peninsula YC Marine Flea Market at Docktown Marina in Redwood City, 7:30 a.m.-2 p.m. Info, (650) 369-4410 or www.pychoating.org.

May 30-31 — 11th Annual Catalina Owners Rendezvous at Tradewinds Sailing School & Club at Marina Bay in Richmond. Info, www.raft.c380.org or (925) 820-7370.

Racing

Mar. 30-Apr. 5 — BVI Spring Regatta, British Virgin Islands. One of the Caribbean's best regattas, which includes a huge bareboat fleet. A great way to spend a week-long charter. Info, www.bvispringregatta.org.

Apr. 4 — Spring Tune-Up Race, the mother of all beer can races. RYC, www.richmondyc.org.

Apr. 4 — Spring Fever Regatta. South Beach YC, (650) 552-9260 or www.southbeachyc.org.

Apr. 4-5 — J/Fest, one design and PHRF racing for the J/boat faithful. StFYC, (415) 563-6363 or www.stfyc.com.



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44' HARDIN KETCH, '78. Beautiful condition in and out. 60 hp Isuzu diesel, full cockpit enclosure. \$119,000



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New Yanmar diesel. Upgraded & equipped for cruising. Redesigned transom, keel. \$99,000



41' CHEOY LEE KETCH, 1979. Cruise equipped with Monitor windvane, radar, color GPS & chart plotter, cruising sail inventory. \$79,000



46' ERICSON SLOOP, 1973. Flush deck, Bruce King-designed, rare C-model cruiser. 2 staterooms, large salon, Perkins diesel. \$99,500



50' CHEOY LEE LAPWORTH, 1961. Strip planked wood construction, vastly upgraded, superb condition, turn key. \$249,000

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37' NAUTOR SWAN, 1971. S&S designed classic. Full LP paint, canvas for all wood, fresh interior varnish, updated 'tronics. \$89,000



40' MORGAN NORTH AMERICAN SLOOP, 1979. Perkins diesel, almost everything is new, tons of upgrades! Call for details. \$55,000



40' CHOATE, 1979. New Yanmar diesel in 1997, low hours, new fuel tank, sleeps 9. Great racer or fast cruiser. ~~\$47,500~~ \$37,500



36' CATALINA SLOOP, 1989. Popular family sailer with two private staterooms. Beautifully maintained in and out. Priced for quick sale at \$58,000



38' CATALINA SLOOP, 1982
Original owner, consistently upgraded. New genoa, re-wired and re-plumbed. \$49,500



38' HANS CHRISTIAN, 1986 High quality Telstar underbody cutter with 50hp Westerbeke diesel. World class cruiser. \$149,500



35' ISLAND PACKET CUTTER, 2001
Yanmar diesel, 2 staterooms. Ready for bluewater cruising. Only one for sale on West Coast. \$178,000



34' GEMINI 105Mc, 2005
Loaded! Extensive electrical upgrades, screecher on bow track. Like new. \$159,750.



32' ERICSON, '90. Very clean/well kept; nicest brokerage sailboat on market in this size/price range. New main, jib and cruising spinnaker. \$59,000



27' NOR'SEA SLOOP, 1978
Center cockpit, new galvanized trailer, new Yanmar diesel, Aries windvane. \$35,000



35' HUNTER LEGEND, 1987. Nice family boat. Low hours on Yanmar diesel, walk-through transom, new standing rig 2002. \$39,500



35' CHALLENGER SLOOP, 1974
55 hp diesel w/low hours. Dark green hull, beautiful upgraded interior. A must see. \$49,500

Some boats shown may be sisterships.

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CALENDAR

- Apr. 5** — Spring Series #3. SSC, www.stocktonsc.org.
- Apr. 11** — BAYS C420 Winter Series #4. Info, www.bayarea-youthsailing.com.
- Apr. 11** — SSS Corinthian Race. Info, www.sfbaysss.org.
- Apr. 11** — YRA-WBRA Races. StFYC, www.yra.org.
- Apr. 11** — Singlehanded Race #2, SeqYC. Info, John Draeger at jdraeger@sonic.net.
- Apr. 11-12** — Trans-Folsom. FLYC, www.flyc.org.
- Apr. 18** — Bullship Regatta, the annual run of El Toros from Sausalito to the Cityfront. Info, www.eltoroyra.org.
- Apr. 18** — Oakland YC Rites of Spring, the 1- and 2-handed, and women crews mid-Bay race. George Gurrola, ggurrola@comcast.net or (510) 843-9417.
- Apr. 18** — Don Wan Regatta, TYC. Gary Proctor, (415) 827-2622 or Meritime@gspcc.net.
- Apr. 18** — YRA-OYRA Full Crew Farallones Race. SFYC, www.yra.org.
- Apr. 18** — 1st Annual Westpoint Marina Regatta, a new long distance Bay race. Start off Yerba Buena, round Alcatraz and finish at Redwood Creek. Party at Sequoia YC (transportation provided). Info, www.sequoiayc.org.
- Apr. 18** — J/105 & J/120 Ocean Race, www.stfyc.com.
- Apr. 18-19** — Resin Regatta, for Melges 24s, Etechells, Express 27s, Alerion Express 28s and J/24s. SFYC, (415) 789-5647 or www.stfyc.org.
- Apr. 24** — 62nd Newport to Ensenada Race, one of the largest international yacht races. Info, www.nosa.org.
- Apr. 25** — YRA-WBRA Olympic Circle. Info, www.yra.org.
- Apr. 25** — Konocti Cup Regatta on Clear Lake. Info, <http://kbsail.com/cup> or email firesail@netscape.com.
- Apr. 25-26** — Finn/Flying Dutchman Regatta. BVBC, www.bvbc.org.
- Apr. 26** — Spring Series #1 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.
- May 2-3** — The 109th annual Vallejo Race, one of the biggest races on the Bay, which also serves as the YRA season opener. Info, (415) 771-9500 or www.yra.org.
- May 2-3** — Camellia Cup Regatta on Folsom Lake, for centerboards, multihulls and keelboats. FLYC, www.flyc.org.
- May 3** — Spring Series #2 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.
- May 9** — YRA-WBRA Knox. Info, www.yra.org.
- May 9** — Annual El Toro Flight of the Bulls, Foster City Boat Park. Info, morrillgreg@aol.com.
- May 16** — 32nd Singlehanded Farallones Race, a local rite of passage. SSS, www.sfbaysss.org.
- May 23** — Master Mariners Regatta, hosted by Encinal YC. A must for woody-philies. Info, www.mastermariners.org.
- June 29-July 5** — 45th L.A. to Honolulu Race, better known as the TransPac, starts. Info, www.transpacrace.com.

Summer Beer Can Regattas

- BALLENA BAY YC** — Friday Night Grillers: 4/3, 4/17, 5/1, 5/15, 5/29, 6/12, 6/26, 7/10, 7/24, 8/7, 8/21, 9/4, 9/18, 10/2, 10/16, 10/30. Info, (510) 523-2292 or race@bbyc.org.
- BAY VIEW BOAT CLUB** — Monday Night Madness Spring: 4/13, 4/27, 5/11, 5/25, 6/8, 6/15 (make-up). Peter McCool, (415) 864-4334 or bayviewracing@sbcglobal.net.
- BENICIA YC** — Thursday nights: 4/2-6/25 & 7/9-9/24. Mike Munn, (408) 671-1484 or mmunn88@sbcglobal.net.
- BERKELEY YC** — Every Friday Night: 4/3-9/25. Bobbi Tosse, (925) 939-9885 or bobbj_tosse@jfcbat.com.
- CAL SAILING CLUB** — Year-round Sunday morning dinghy races, intraclub only, typically in Laser Bahisas and JY15s. Email Gary and Alistair at racing_chair@cal-sailing.org.

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CORINTHIAN YC — Every Friday night: 4/10-9/4. Donal Botkin, (415) 497-5411 or racing@cyc.org.

COYOTE POINT YC — Every Wednesday night: 4/8-10/28. Torin Knorr, (650) 863-2570 or regatta@cpyc.com.

ELKHORN YC — Friday Night Otter Cup Series: 5/1-5/29. Luc de Faymoreau, (831) 566-2009 or lucede@gmail.com.

ENCINAL YC — Friday Night Spring Twilight Series: 4/24, 5/8, 5/29, 6/12, 6/26. Matthew Dean, (510) 406-0851 or rearcommadore@encinal.org.

FOLSOM LAKE YC — Every Wednesday night: 5/6-9/16. Steve Galeria, (916) 635-3911 or www.flyc.org.

GOLDEN GATE YC — Friday nights: 5/8, 5/22, 6/5, 6/19, 7/3, 7/17, 7/31, 8/14, 8/28. Mont McMillen, (209) 481-5158 or ggycracedeck@aol.com.

ISLAND YC — Friday Night Spring Twilight: 4/17, 5/1, 5/15, 6/5, 6/19. Info, (510) 521-7442 or www.iyc.org.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night: 5/20-10/14. Mike Robinson, (530) 713-9080

LAKE WASHINGTON SC — Every Thursday night: 5/7-8/27. Roy Pitts, (530) 908-7160, rpitts@ucdavis.edu or www.lwsailing.org.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night: 3/25-9/30. Ray Ward, (831) 659-2401 or www.mpyc.org.

OAKLAND YC — Wednesday Night Sweet 16 Series: 5/6-6/24 & 7/29-9/16. Sheldon Haynie, (510) 368-5427 or sheldondhaynie@gmail.com.

RICHMOND YC — Wednesday nights: 4/1, 4/15, 4/29, 5/6, 5/20, 6/3, 6/17, 6/24, 7/1, 7/8, 7/15, 7/22, 7/29, 8/5, 8/12, 8/19, 8/26, 9/2, 9/16, 9/30. Eric Arens, (510) 841-6022 or ericarens@comcast.net.

ST. FRANCIS YC — Wednesday Night Series: 5/6-6/27 & 8/5-8/26. Thursday Night Kiting Series: April-Sept. Friday Night Windsurfing Series: April-Sept. John Craig, (415) 563-6363 or racemgr@stfyc.com.

SANTA CRUZ YC — Wet Wednesdays, every Wednesday night during Daylight Saving Time. Larry Weaver, (831) 423-8111 or lweaver@cruzio.com.

SAUSALITO YC — Tuesday Night Spring Sunset Series: 4/28, 5/12, 5/26, 6/9, 6/23. John Mount, (415) 509-8381 or race@syconline.org.

SEQUOIA YC — Every Wednesday night: 4/15-10/7. Joseph Curtis, (650) 416-4129 or joseph.syc@gmail.com.

SOUTH BAY YRA — Summer Series: 4/5, 5/2, 6/6, 7/11, 8/1, 9/5, 10/3. Richard, rjgreenawald@hotmail.com.

SOUTH BEACH YC — Friday Night Series: 4/24 (practice), 5/1, 5/15, 5/22, 6/5, 6/19, 6/26, 7/17, 7/24, 7/31, 8/7, 8/21, 8/28. Nancy DeMauro, (415) 409-1071 or rearcommadore@sbyc.org.

STOCKTON SC — Every Wednesday night: 6/3-8/26. Phil Hendrix, (209) 476-1381 or phil.hendrix@excite.com.

TAHOE YC — Wednesday Night Spring Keelboat Series: 5/27-7/8 (Pre-Season Race: 5/20). Monday Night Spring Laser Series: 5/25-7/13. Darren Kramer, (530) 581-4700 or www.tahoeyc.com.

TIBURON YC — Every Friday night: 5/15-8/11. Gary Proctor, (415) 827-2622 or www.tyc.org.

VALLEJO YC — Every Wednesday night: 4/1-9/30. Gordon Smith, (530) 622-8761 or fleetcaptainsail@vyc.org.

Mexico and Beyond

April 1-6 — Sea of Cortez Sailing Week. Revived as a 'greener' event by only allowing 30 boats and 100 people. While there will be a large multihull fleet, any kind of sailboat is welcome. Fun races will be held when the wind is blowing.

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J/100, 2005, Hull #11, J Bird

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J/44, 1990, Phoenix

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77' Andrews, '03, <i>Glory, ex-Alchemy</i> **	\$950,000
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56' Andrews, '94, <i>Charisma</i>	\$364,599
48' J/145, Hull #9, '03**	\$700,000
48' Kristen, '01, <i>Trinity</i> **	\$629,000
44' J/44, '90, <i>Phoenix</i>	\$219,000
41' Passport, '90, <i>360</i> **	\$249,900
41' Bianca 414, '80, <i>Avion</i>	Reduced! \$43,500
41' J/124, 2007, <i>Gone Again</i>	SOLD \$349,000
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40' J/120, '95, <i>Attitude</i> **	\$189,000
40' J/40, '86, <i>China Cloud</i>	New Listing \$159,000
40' Sabre 402, '98, <i>Blow'n Away</i>	SOLD \$239,000
40' Tripp, '92, <i>Snake Oil</i> **	\$85,900
40' Catalina 400 Mk II, '07**	\$279,900
39' Dehler 39, '03, <i>Wild Redhead</i> **	\$329,500



J/100 2005 Hull #5 Reddie Freddie

Asking **\$125,000**

38' Sydney, '00, <i>Howl</i>	\$179,000
38' X-Yachts 382, '99, <i>XTC</i>	\$189,000
37' J/37, '88, Hull #30**	\$105,000
37' PSC, '89, <i>Zest</i>	New Listing \$129,900
36' J/109, '03, <i>Queen Bee</i>	\$215,500
36' J/36, '83**	\$57,900
35' J/105, '04, Hull #617, formerly <i>Chili Pepper</i> **	\$127,500
35' J/105, '02, <i>Breezy</i>	\$117,000
35' J/105, '01, Hull #382, <i>Anna Laura</i>	Reduced! \$105,000
35' J/105, '99, <i>Life Is Good</i> **	\$83,000

35' J/105, '99, Hull #255, <i>Roadster</i> **	\$105,000
35' J/35, '93, <i>Pegasus</i>	\$54,000
34' J/34, '85, <i>The Zoo</i> **	\$29,900
34' MJM 34Z, '05**	Reduced! \$384,000
34' Classic Hans Pederson Power Yacht, '63**	\$79,000
33' J/100, '05, <i>J Bird</i>	\$125,000
33' J/100, Hull #5, '05, <i>Reddie Freddie</i>	\$125,000
30' J/30, '84**	\$34,000
30' Sabre, '86, <i>Buena Vida</i>	Sale Pending \$49,500
29' J/90, '98, <i>Ragtime</i>	SOLD \$65,000
29' J/29, '85, <i>Masthead</i> **	\$28,000
29' Back Cove, '05, <i>Diamond Lil</i>	Reduced! \$179,900
29' Cobalt, '01**	\$69,000
27' Choate, '79, <i>Allegro Con Brio</i> **	\$9,900
26' J/80, '00, <i>Risky Business</i> **	\$32,000
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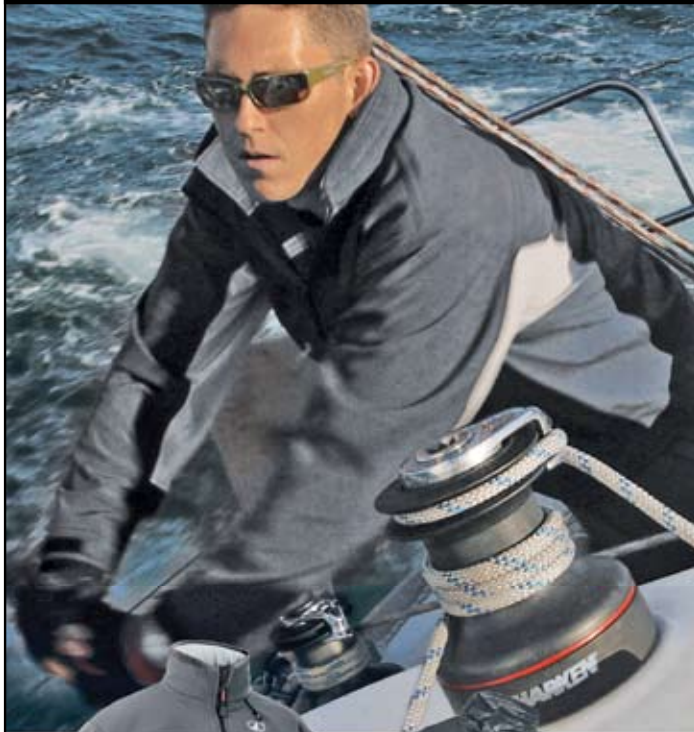
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CALENDAR

and plenty of potlucks are expected. The entry fee? A big smile and a great attitude. Confirm at richard@latitude38.com.

April 2-5 — La Paz Bay Fest. This will be the fifth year for this descendant of the (in)famous La Paz Race Week. An event for cruisers that includes races, potlucks, cruising seminars and other fun activities for the family. More info on Bay Fest 2009 can be found at www.clubcruceiros.org.

Apr. 30-May 3 — 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-travellers 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.

June 19-21 — 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.

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.

April Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
4/04Sat	0147/2.6	0735/5.3	1423/-0.2	2136/5.0
4/05Sun	0252/2.0	0848/5.3	1515/-0.1	2213/5.4
	HIGH	LOW	HIGH	LOW
4/11Sat	0050/6.0	0722/-0.6	1422/4.5	1910/2.2
4/12Sun	0121/5.8	0803/-0.5	1515/4.3	1950/2.6
	LOW	HIGH	LOW	HIGH
4/18Sat	0122/2.9	0630/4.4	1327/0.6	2055/4.4
4/19Sun	0219/2.5	0742/4.4	1415/0.6	2123/4.7
4/25Sat	0618/-1.0	1321/4.6	1803/2.1	
4/26Sun	0018/6.3	0702/-1.3	1415/4.5	1845/2.4

April Weekend Currents

date/day	slack	max	slack	max
4/04Sat		0044/2.0E	0404	0650/2.2F
	0932	1248/4.0E	1645	1957/3.6F
	2302			
4/05Sun		0146/2.7E	0504	0757/2.8F
	1041	1351/4.1E	1734	2042/3.8F
	2342			
4/11Sat	0232	0543/4.8E	0935	1234/3.7F
	1556	1813/2.6E	2128	
4/12Sun		0017/2.6F	0304	0623/4.5E
	1019	1318/3.3F	1646	1855/2.1E
	2205			
4/18Sat	0334	0604/1.3F	0840	1149/2.9E
	1602	1916/2.5F	2218	
4/19Sun		0049/1.8E	0429	0709/1.7F
	0947	1248/3.0E	1647	1954/2.8F
	2255			
4/25Sat	0128	0447/5.3E	0831	1133/4.1F
	1458	1719/3.0E	2021	2318/3.0F
4/26Sun	0202	0530/5.4E	0915	1219/4.1F
	1550	1805/2.6E	2059	

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LETTERS

↑↓ FULL BODY BURIALS AT SEA

Thank you for researching the legalities of scattering the ashes of cremated people at sea. But one more unasked question has been bothering me — is it still possible to do burials at sea the old-fashioned way? By that, I mean committing a full body, encased in a sailcloth shroud or casket, to the sea. We did this quite often from one of our charterboats when we lived in Christiansted, St. Croix, U.S. Virgins, in the '60s and '70s.

At the time, we worked with Wilhelm Samuel, the local undertaker, who would deliver the body to us, sewn in canvas, with a heavy weight at the foot. This was in the best tradition of the Royal Navy and, until recently, just about every seagoer. We'd place the body on a special board on the starboard side of our boat, which was loaded with family and friends, usually many flowers, and often musicians and clergy. Then we'd head out to sea. As I recall, Wilhelm used to specify that we go at least three miles out from land. These burials at sea worked out nicely. We usually knew the deceased, so we joined in the celebration of our friend's life, and a (reasonably) good time was had by all.

Burials at sea involve no embalming, cremating or other modern practices that are costly to the environment and pocketbook. In fact, I'd like to go to sea one last time that way myself. Can it still be done legally or do we have to do it illegally? Anticipating an unfavorable answer, I've been almost too afraid to ask.

Dick Newick
Sebastopol

Dick — Fear not, for it's still legally possible to do full body burials at sea. There are rules, however, which can be found in Section 229.1 of the Environmental Protection Agency (EPA) Regulations. Among the highlights: 1) The burial must take place at least three miles offshore and in at least 600 feet of water. 2) The body has to be prepared for burial according to the requirements of the Navy, Coast Guard or civil authority responsible for the arrangements. Indeed, what with there being such a lucrative trade in body parts, the trickiest thing might be getting a funeral director to release a complete body to a civilian. 3) Burials at sea are to be presided over by the captain of the vessel or a representative of the religion of the deceased. And finally,



WEBB LOGG

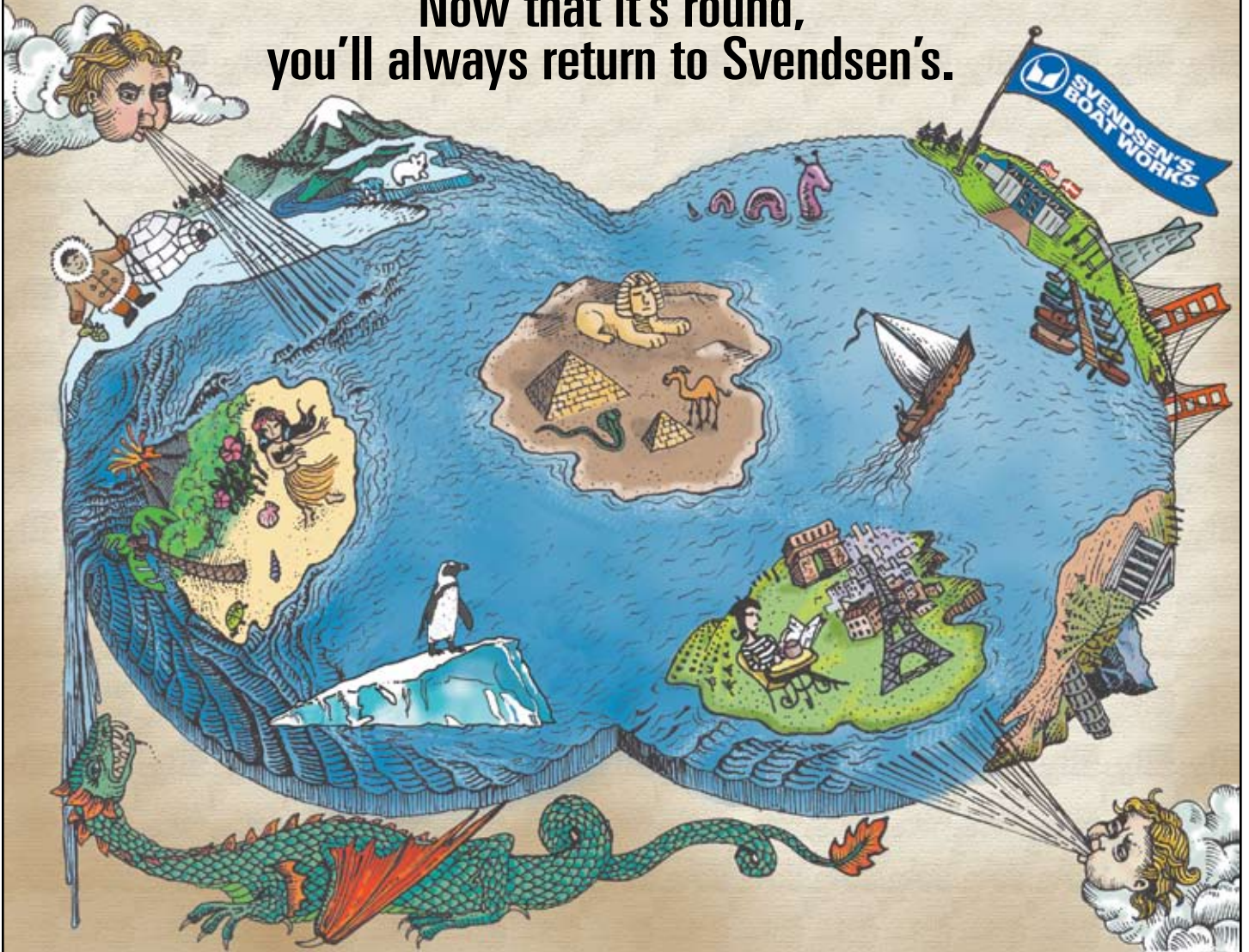
**Full body burials at sea are less complicated for
service members or their family.**

4) a burial at sea has to be reported to the Regional Administrator of the EPA within 30 days of the burial. Folks who were/are in the military — or who have family that were — can be buried at sea by the Coast Guard or Navy,

but with a number of restrictions on when and where. Points of departure for a U.S. Navy burial at sea are: Norfolk, Virginia; Jacksonville, Florida; Corpus Christi, Texas; San Diego, California; Bremerton, Washington; and Honolulu, Hawaii.

If anyone is contemplating a burial at sea, we'd recommend being buried in tropical waters. After all, the thought of spending eternity in cold water is hardly comforting.

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LETTERS

⇅ **BLACK BALLS IN THE RIGGING ARE A RARE SIGHT**

The maritime rules say that a boat anchored during the day should display a round black symbol. I've never seen anyone do this, especially when trying to hold against strong tide during races with no wind. Am I missing something?

Dan Borders
Rancho Palos Verdes

Dan — Except when in designated anchorages, all anchored boats are required to display a black ball in the forward rigging. In reality, about the only vessels that comply with this law are megayachts and commercial vessels. Heck, it's been our experience that lots of boats under 65 feet don't even show the required 360° light when anchored at night.

We've never heard of the Coast Guard or anybody else enforcing the black ball rule, which is probably why nobody complies with it. Of course, if someone slammed into your anchored boat and you weren't showing a black ball, it might be red meat for the defendant's attorney. If you anchor your boat during a race, we suppose you are technically required to show a black ball, but it's probably be the least of your worries.

⇅ **THAT WAS THE BEST LAUGH I'VE HAD IN 87 YEARS**

I alternated between guffaws and gagging after reading *Latitude's* contributions to the planet's best examples of *mal de mer* third-person journalism, while wondering if you have yet withdrawn your heads from deep within the sixes of Ted Halstead and Veronique Bardach. I'm referring to the February *Changes* about the Catana 52 catamaran *Verite*, and I'm still not sure if it was parody or a true story.

- They flew to France to take delivery of their \$1.5 million Catana 50 catamaran.
- They were total novices, having taken only a week of sailing lessons before buying the boat.
- They assumed all they'd have to do is pick the boat up in Canet, add fuel and oil, and enjoy themselves.
- They'd never flown a spinnaker before, and Ted had no idea what an impeller was.
- Even after they started cruising in the Med, Veronique was still asking what a boom was and the proper term for the left side of the boat.



MIKE HARKER

Ted and Veronique, in the flesh.

• They loved the cruising community, which they found to be unbelievably generous with their help.

• The first time they dragged anchor, other cruising skippers came over to help — maybe to protect their boats from Ted and Veronique's cat dragging through the anchorage?

• Ted had to attend a business meeting, so he left Veronique, who knew even less about sailing than he did, plus two other non-sailors, to sail the boat from Crete to France.

• Veronique normally drives the cat, but doesn't like to do the lines or trim the sails.

And then there was their close call: "We were motoring up

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April 15-19, 2009



Rich Wilson, sailing *Great American III*, finished 9th in the 2008-9 Vendée Globe. Rich is the 2nd American to ever finish the Vendée Globe.

PHOTO CREDIT: FRANCOIS VAN MALLEGHEM / DPPI

WHEN NOT FINISHING IS NOT AN OPTION

Rich Wilson knew he needed durable, fast sails when he registered for the 2008-9 Vendée Globe. In the most grueling Vendée Globe in history, Rich Wilson put Doyle Vectran inlaid fiber sails through 28,590 miles of extraordinarily hard use with no problems.

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LETTERS

a channel in Montenegro, and were naked because we like to sail that way. We were both inside, and because of the layout of the salon, there were some obstructions looking forward. We weren't aware that fast ferries charge back and forth across our path at high speed, and by the time I saw one, we were just feet from slamming into it. As I ran to the helm, which is way out on top of the hull, I could clearly see the alarmed expressions on the passengers on the ferry. I turned off the autopilot. We later learned that these ferry captains get their kicks by coming as close to other boats as possible."

Thank you, *Latitude*, for the best and most hilarious laugh I've had in 87 years. Are there really people like this out there cruising?

Ed Bynon

Aquarius 23, ex-Cal 20, ex-Catalina 30, ex-Westbay 45
Westminster

Ed — You're very welcome, we're glad that Changes brought you so much pleasure.

Ted and Veronique are not only real people, they aren't that unusual among the intelligent and adventurous cruisers that we come across these days. You might remember our report on Pat and Ali Schulte of the Chicago-based Wildcat 35 cat Bumfuzzle. Having gotten bored halfway through their first sailing lesson, they just flew to Florida to pick out their cruising boat. They spent all of about three hours before selecting their boat, in part because they didn't like the humidity in Florida, and in part because, if they made their selection quickly, they could fly back to Chicago in time to see the Fourth of July fireworks show. Yeah, it sounds crazy to veteran sailors, and indeed, they were halfway across the Pacific before they figured out the concept behind a two-speed winch. But hey, they made it around the world, and without too much trouble, on top of it.

Then there's Manhattan Beach's Mike Harker, another non-sailor who bought his Hunter 34 Wanderlust on a whim. After doing the Ha-Ha and a Baja Bash, he bought the Hunter 466 Wanderlust II in Florida, then singlehanded across the Atlantic and around the Med, then sailed back across the Atlantic, to French Polynesia, Hawaii and California. All this before completing his 11-month singlehanded circumnavigation aboard Wanderlust III, his Hunter 49. Harker, who still doesn't know the names of most of the lines on a boat, or much about the finer points of sailing, is about to take off on his second singlehanded circumnavigation.

While we feel strongly that folks new to cruising would be safer and enjoy themselves more if they took more sailing lessons and/or had a mentor along for the first couple of weeks of their cruise, many prefer to just buy a boat and learn as they go. And if the truth be told, there is plenty to the concept of learning as you go. If you read the Changes about Verite, perhaps you read the March Changes about Henry and Mattie McAlarney, who were just completing a 7.5-year circumnavigation aboard their Florida-based Corbin 39 2Extreme. Henry, who was a fine and experienced sailor before he took off, says the only way for them to learn about cruising — which he specifically said was an entirely different thing than sailing — was by doing it.

While it wasn't the laugh of our lifetime, we did get a chuckle when you said you couldn't figure out if it was parody or the truth that Ted and Veronique "flew to France to take delivery of their \$1.5 million Catana 50 catamaran." How else were they supposed to get there, by bus?

↑↓ NARCO GANGS AREN'T TARGETING TOURISTS

I found it very unusual that *Latitude* didn't run anything



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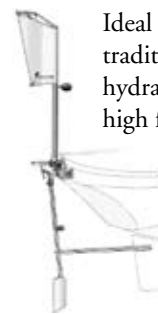
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LETTERS

about the attacks on the police in Zihuatanejo. I realize that *Latitude* has always been an advocate of Mexico's safety, and I usually agree. I've spent many years down there myself, and have never had an unpleasant experience. But with the recent outbreak of violence associated with the drug wars, I would think it a moral obligation on your part to reveal potential dangers that are becoming all too common for cruisers.

Stacey Dobson
Shaka, Blackwatch 26
Dana Point

Stacey — Had cruisers or even tourists been even indirectly threatened by those attacks, we would have reported on them. Normally we would have anyway, but it slipped through the cracks because our Cruising Editor was on assignment — cough, cough — in the Caribbean at the time. But as a rule, we don't try to hide the bad stuff about Mexico — or anywhere else.

In any event, here's what happened in Zihua, based on a report from the El Paso Tree, an online publication which seems to know what's going on south of the border. According to the Tree, among the hottest drug war zones in Mexico this year has been the so-called Southwestern Front, which includes the states of Michoacan and Guerrero, particularly in the Tierra Caliente and Costa Grande regions. The problem is that four cartels are fighting for control of areas that encompass opium poppy production, cocaine shipment corridors, methamphetamine maquiladoras, and local drug markets. There has been violence almost daily, although not in Zihua.

But on the weekend of February 21, two policemen and three civilians were injured after two grenades were tossed at the main police station in Zihuatanejo. The following Monday, the 345 members of the Zihuatanejo Municipal Police staged a 10-hour work stoppage for better protection, higher wages and improved working conditions. Days later, police headquarters was sand-bagged and resembled a military outpost.

Then on February 25, about 20 armed men in three SUVs ambushed a four-man squad of Zihua Municipal Police on the Acapulco-Zihuatanejo highway 15 miles from Zihua. The police



LATITUDE / ANDY

Tourism in Mexico, particularly the beach towns, is 'business as usual', despite the drug wars.

were killed by grenades and automatic weapons fire. The area between Zihua and 30-minute distant Petatlan was the scene of intense disputes between organized criminal gangs a couple of years ago, then calmed down. But violence began escalating last spring after a rupture within the Sinaloa cartel between Joaquin "El Chapo" Guzman, who Forbes magazine just listed as one of the richest men in the world, and Arturo Beltran Leyva and his "pelones." As a result of the rupture, police, many of whom are presumed to be on the take of one group or the other, are usually the targets of violence.

The Tree concluded its report as follows: "Although violence is on the upswing and many locals are unnerved, the narco-war

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has so far not significantly altered nightlife in the tourist destination of Zihuatanejo. Large numbers of people attend evening mass, turn out to nightclubs and restaurants, and show off at the Cultural Sundays program on the main beach."

In other words, Zihua and the rest of tourist Mexico is a lot like San Francisco, Oakland and Los Angeles. If you keep your nose clean, you'll have a great time and no trouble, because the fighting is between narco gangs for turf, and between narco gangs and the government. It's not between the narco gangs and tourists. It's been reported that there were over 6,000 drug war deaths in Mexico last year, a quarter of them in the border town of Juarez, with many more in Tijuana. To our knowledge no tourists have been killed, at least not in any coastal tourist areas. In addition, we've not received a single report from cruisers who said they are leaving Mexico out of fear for their safety. As for us, we're about to head to Banderas Bay for the Banderas Bay Regatta and then up to La Paz for the Sea of Cortez Sailing Week. We have no great concerns for our personal safety.

↑↓ LARRY'S UPCOMING 'SUMMER OF '69'

I appreciated the February letter from Bill Finkelstein and Mary Mack of the Valiant 50 *Raptor Dance*, who were kind enough to share their lifestyle change and the benefits of a way of eating that gives us older sailors the best chance of 'staying in the game'.

I will turn 70 in October, and although I did a marathon five years ago and have been an avid aerobic disciple since I was 29 years old, I was not exempt from the dreaded battle of the bulge. Three times a week I climbed 72 flights of stairs, but my potbelly persisted. I was maxed out on work-outs, and just didn't have the energy to put out more physical effort.

Then a friend introduced me to the *The China Study* by T. Colin Campbell. This is a 30-year longitudinal study conducted jointly by Cornell and Oxford universities, in conjunction with the Chinese Center for disease control and prevention. The relation between disease, especially cancer, and the Western diet was the primary focus. The guidelines in this study for a healthy, sustainable diet are nearly identical to that described by Bill and Mary.

By following the diet guidelines in *The China Study*, I went from 162 lbs to 154 lbs in three weeks, and yes, it was my belly that disappeared. I know *Latitude* is a sailing magazine, but for us sailors doing all we can to stay fit, such a diet would



LATITUDE / LADONNA

seem essential if we want to extend our sailing years with energy, vigor — and even a dash of reckless abandon.

Besides diet and exercise, you can't overlook the factor of attitude. For me, Reese Palley's

Organic purple kohlrabi anyone?

Call of the Ancient Mariner is full of good advice and humor for us relics. One of my favorite quotes is, "You are only young once, but you can be immature your whole life."

So don't give up. Decapitate your TV, encourage your wife or girlfriend — or both — to join you in a life that takes to

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the sea. When most of our contemporaries are cashing it in, we are still capable — with a flat belly — of taking a walk on the wild side. This summer you will find me sailing my dark blue Cal 20 *Laika* on San Francisco Bay.

Larry Patterson
Laika, Cal 20
Fresno

JUST SQUEAKING BY THE 30-YEAR MARK

I barely qualify for the 'Over 30 Club', since I bought my 1971 Cal 39 *Catch the Wind* in November of '78. That was only 30 years and 4 months ago.

I originally purchased my boat to do the '80 Singlehanded Transpac. It was on that trip that I discovered I was just an around-the-buoys racer. After the first few hours of that event, the adrenaline rush of racing could no longer compete with the sheer enjoyment I felt of just being on the ocean. And in those days before affordable SatNav and the almost unknown GPS, the necessity to learn celestial navigation before I sailed past Hawaii provided me with many hours of mental exercise.

I did have other adrenaline rushes after the first few days, such as when the main had to be taken down and repaired. The adrenaline petered out long before I got the main into the cabin for sewing. It was an eye-opener to learn just how long it takes to do anything when singlehanded. It took four hours to get the main back up.

In the late '80s and '90s I did charters on *Catch the Wind*, mainly between Point Sur and Trinidad Head. The majority of my charterers wanted the experience of going to sea on someone else's boat before doing it with their own. We practiced things like anchoring, piloting, sail handling at sea, making landfall — things that cruisers should know but might not get from sailing in the Bay. And we did it in an area often hit by very strong winds and big seas. Many of my students did make trips on their own boats, to places such as Mexico, Alaska, New Zealand and Australia.

During this time I also delivered other people's boats from Hawaii, Washington and Mexico to San Francisco. A few years ago I finally cut the Northern California umbilical chord, and my wife Susie and I have been cruising on *Catch The Wind* ever since, mainly in the Sea of Cortez.

Presently *Catch the Wind* is in San Carlos, Sonora, Mexico, and Susie and I are in Maricopa, Arizona, where she is recuperating at her parents' after having both her knees replaced in Mexico. We should be back aboard *Catch the Wind* before this issue hits the streets.

Sam Crabtree
Catch the Wind, Cal 39
Mexico

Sam — We're surprised you didn't mention that you fell down the companionway steps on that Singlehanded TransPac, breaking some ribs, and having to duct tape your chest back together to prevent further injury.

ANOTHER MEMBER OF THE 'OVER 30' CLUB

I'm also a member of the 'Over 30 Club', which is for folks who have owned the same boat for more than 30 years. My wife and I bought our Pearson 26 in October of '76 when she was brand new and sitting on her cradle in front of Sailboats, Inc. in Oakland. As the years went by, all of our sailing friends kept getting 'two foot-itis' and buying ever-larger boats, but we just kept sailing our little Pearson. Our kids learned to sail on her, and our son later spent his honeymoon on her.

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ings, going on and off the anchor, docking, and making every mistake possible. We even learned to reef when it was blowing hard in The Slot. We practiced and practiced sailing — and had fun doing it — knowing that it would pay off. It did more



BILL GRUMMEL

'Midnattsolen' at anchor on her first Delta excursion in 1983. She's still enjoying the warm Delta waters.

then once, too, when the engine — and our 30-year marriage — failed.

After many years of sailing on the Bay and visiting many wonderful spots, the Pearson 26 is now a happy Delta boat. My second wife Rose and I continue to explore the Delta waters during the warm summer months.

Bill Grummel
Midnattsolen, Pearson 26
Discovery Bay

JUSTICE POSSIBLE IN OREGON BOATING DEATH

I first want to say that I really enjoy *Latitude*. I've been a reader since it was first available in Redondo Beach, where I used to live.

Second, I'm a member of the '30 Year' club, having owned the Yankee Dolphin 24 *Acamar* since '74. I used to cruise her to Catalina and the Channel Islands, and made it as far up as Cuyler Harbor at San Miguel Island. I currently keep her on the Snake River in Washington.

Finally, I thought you might be interested in this article about a boating tragedy that occurred last June on the Columbia River, in which a person operating a powerboat under the influence of alcohol collided with a boat at anchor, killing the owner of the anchored boat and injuring his wife. It's about to come up for trial.

Alan Brothers
Acamar, Yankee Dolphin 24
Pasco, WA

Readers — According to the article Brothers sent, at 8 p.m. on June 14 of last year, Michael Nethercutt was operating his powerboat at approximately 40 mph at the confluence of the Columbia and Snake Rivers, when he slammed into an anchored boat owned by Edward Gilbert and his wife Patricia. Edward, 74, was killed, and Patricia, 72, suffered a broken rib.

There were four people in Nethercutt's boat: Michael, his wife Cynthia, friend Cathie Melde and her son Andrew Melde. Cathie, who deputies testified had a strong odor of alcohol on her when she was interviewed, claimed that Nethercutt had been drinking, but assured them that "he was not intoxicated at the time of the accident." She helpfully added that Nethercutt was "very responsible about drinking and operating his boat." No wonder Nethercutt later pleaded innocent to charges of homicide and assault by watercraft.

Despite Melde's claim about Nethercutt's sobriety, authorities went ahead and had Nethercutt's blood-alcohol level tested anyway. It might have had something to do with what detectives found in Nethercutt's boat — two empty bottles of Jack Daniels and at least 53 empty beer cans. As such, they probably weren't all that surprised when Nethercutt scored a

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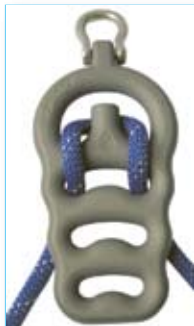
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blood alcohol level of 0.324, which is more than four times the legal limit — and in many cases would result in fatal alcohol poisoning. Responsible about drinking indeed.

The death penalty is legal in Oregon, and if the facts against Nethercutt are proven, we're Old Testament enough to believe he deserves the needle. Unfortunately, only people convicted of aggravated murder are good enough for the death penalty.

The story of a powerboat slamming into an at-rest boat and killing one of the occupants is all too familiar, isn't it? It reminds us of the ongoing legal abortion of justice in the death-by-powerboat case from Clear Lake in 2006. As most of you will recall, on that fateful and moonless night, Deputy Sheriff Russell Perdock foolishly decided to take his powerboat for a speed run on Clear Lake — despite knowing that there were often unlit boats and rafts on the lake. Driving his boat through the blackness, he slammed into the all but stationary O'Day 28 sailboat Beats Workin' II, at a speed even he estimated to be over 40 mph. Lynn Thornton, a just-retired law enforcement officer for the State of California, was injured so badly on the sailboat that she died a short time later.

In its infinite wisdom, the Lake County District Attorney's Office has filed no charges whatsoever against Deputy Perdock, the reckless operator of the powerboat. Yet they will soon be trying to convict Bismarck Dinius — the man who happened to be sitting at the helm of the idle sailboat — of vehicular manslaughter. Even the family of the deceased has written the judge telling them that the wrong man has been charged with the crime. There is no limit to the contempt we feel for the Lake County District Attorney's Office for trying the wrong man, and for State Attorney General Jerry Brown for not stopping this outrage more than a year ago.

For eight weeks at the beginning of this year we lived aboard at St. Barth, and during that time we made more than one nighttime dinghy ride of about a mile. In addition, we moved our 45-ft catamaran in the dark of night at least five times. Based on that considerable recent experience, we can unequivocally state that when there is no moon, or even just a little moon, you're all but blind when operating a boat at night. When we moved our cat in the proximity of other boats, even five knots was too fast. In these conditions, Perdock might as well have been driving his boat at 40 mph with a 55-gallon drum over his head for all the good his vision would do him. It is Perdock who should be charged and convicted of vehicular manslaughter.

By the way, if you'd like to help Bismarck Dinius with his considerable legal fees, send a check made out to Bismarck Dinius (writing "Bismarck Dinius Defense Fund" in the memo section) to Sierra Central Credit Union, Attn: Brian Foxworthy, Branch Manager, 306 N. Sunrise Ave., Roseville, CA 95661.

↑↓ ONE HAS STRIPES, THE OTHER HAS POLKA DOTS

The fish being held by Karen Vaccaro on page 150 of the March issue are sierra, not bonita. Bonita have stripes; sierra have polka dots. Sierra taste much better.

John Meyer
La Bellenita, O'Day 32
Point Richmond

John — Sorry, but our fish identification skills are limited to the barracuda and hammerhead sharks, both of which are quite distinctive.

↑↓ ACCOMPLISHED PROFESSIONALS

I very much enjoyed *Latitude's* February issue article titled *The Hidden Lives of Harbormasters*, and want to commend you for your choice of harbormasters that you interviewed.

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LETTERS

Sheila Chandor — or 'Her Majesty', as she is affectionately known — is a past president of the California Association of Harbor Masters and Port Captains (CAHM&PC). Jim Haussen-



LATITUDE / JR

Jovial Marina Village harbormaster Alan Weaver is always willing to lend a helping hand to boaters.

ger is known in the industry as the senior statesman of harbormasters, having also served twice as a past president of CAHM&PC. He is now the Executive Director of the California Marine Affairs and Navigation Conference (CMANC). Both of these associations are advocacy groups dedicated to advancing the issues of marinas, harbors and boaters at the state and national levels.

The other harbormaster in your article, Alan Weaver, has logged more bluewater miles than any harbormaster I know of, and is well-known and well-liked throughout the industry.

All three have demonstrated years of tireless efforts to improve and enhance boating in California, a distinction that should not go unnoticed. It has been my pleasure to be associated with these professionals during my career in marina management.

Although the article was meant to be lighthearted and entertaining — and it was — I feel it is well worth mentioning that the accomplished professionals you interviewed are so very honorable and distinguished, yet too modest to say so on their own behalf. I hope this letter accomplishes just that.

"And that," as the late Paul Harvey, the radio announcer, would say, "is the rest of the story."

Ted Warburton, Harbormaster
Brisbane Marina

↑↓ BEFORE YOU ASK, WE WON'T CHANGE THE DATES

One of my crew for this fall's Ha-Ha has a conflict with the October 26-November 7 dates. Are there any other groups of sailboats heading south about that time?

David Lott
Planet Earth

David — Sorry, but there really isn't anything else like the Ha-Ha. Other boats do start trickling south after November 1, however, so you wouldn't be entirely alone.

↑↓ FIGHTING BACK CAN BE DEADLY

The February 16 'Lectronic item on the two cruisers robbed near Chamela was very informative. I'm glad they only lost a little money, didn't resist, and weren't hurt.

As you know, there have been other attacks on sailors recently, and in cases where they did fight back, the sailors were sometimes killed. I don't think it pays to argue with thieves, particularly those who are armed with knives and guns. Let them take what they want, then report the incident.

Fighting back against thieves may be seen as heroic by some, but it isn't particularly intelligent. Especially the skipper of the megayacht in Antigua who was shot dead as he chased after a gunman who had tried to steal his wife's purse, grazing her toe with a bullet in the process.

Michael Gahagan
Flamingo IV, Catalina 30
South Beach Harbor

Michael — The most famous case of this type, of course, is

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LETTERS

famed Kiwi sailor Peter Blake getting killed after confronting thieves aboard his expedition sailing yacht when at the mouth of the Amazon River. Blake's gun jammed when he attempted to fire on the thieves, making them aware of his presence. Having upped the stakes and suddenly being helpless, he was fatally shot. Other members of the crew thought it was likely nobody would have been hurt if the thieves had just been allowed to take an outboard or two and other items of relatively insignificant value.

It's also difficult to second guess the actions of others when we weren't there, as there may have been cases where fighting back was the sailor's only chance at survival. Nonetheless, as a general rule we'd agree with you, it usually doesn't pay to get into knife or gun fights.

↑↓ **A HELPFUL PRESCRIPTION**

In his series of books on sailing and chartering, the late



EIRK WESTGARD

Nurse Sonia writing in her journal during a recent Sunsail charter in the Bahamas.

William F. Buckley, Jr. concluded that a vessel could only have one captain, and that it was best when he, Buckley, was it. Well, we've seen a lot of bossy male crew over the years, and have been leaving more and more of them back at the dock when we make our sailing trips. We've found that Swedish nurses, on the other hand, make excellent crew. We advise that anyone leaving on a voyage take at least one Swedish nurse with them.

Erik Westgard
Minnesota

Erik — We're a little fuzzy on the logical connection between William Buckley saying a vessel should only have one captain, preferably him, and you and the rest of your crew recommending that one or more Swedish nurses be brought along on all sailing trips. But whatever.

Ironically, Buckley, who often chartered Ocean 71s, sister-ships to Latitude's Big O, apparently wasn't the most careful of skippers. According to the captain of one of the Ocean 71s Buckley chartered, the author of *God and Man* at Yale not



Buckley earned his reputation as an arrogant skipper.

only drove the boat onto a well-charted reef but, along with his friends, spilled red wine all over the salon cushions. The ever imperious Buckley told the captain to just send him a bill, missing the point that there was no time to get the cushions cleaned or replaced prior to the arrival of the next charter party.

We editorially stuck it to Buckley from time to time because we thought his sailing books were pedestrian and because we thought he comported himself like an arrogant ass. As a result, we were pleased when Buckley, who suffered from delusions of erudition, and having missed our point entirely, referred to us as "dyspeptic" in one of his sailing books.

↑↓ **SAILNOT IS MORE LIKE IT**

I've bought many things over the internet over the last few

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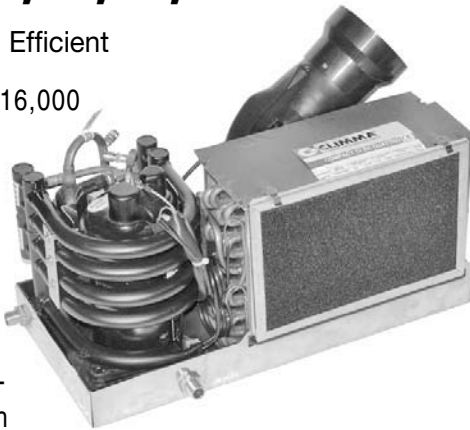
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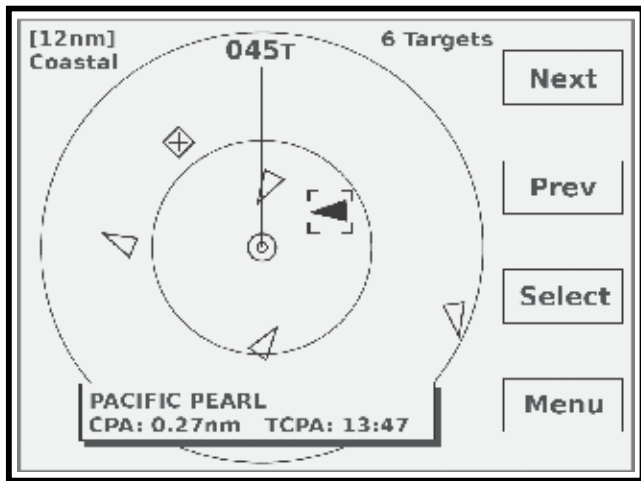


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LETTERS

years with little or no hassle, but a recent experience might be of interest to your readers. In February, I ordered a pair of binoculars from an internet company called *Sailnet.com*. After 10 days went by without a UPS truck stopping at my door, I made dozens of attempts to contact them on their 800 number but it was always busy. So I went to the 'Help Desk' on their website and inquired about my order. It was finally shipped two days later.

I got my binoculars 16 days after I placed the original order, but they arrived in a box without any cushioning material. When I opened the manufacturer's box, I found that the tube holding the objective lens had broken away from the main body! When I went back to the 'Help Desk' to complain, I got no response at all. After waiting three more days, I enabled scripts and found live help on the website. After some back and forth with a woman named Karen, I was required to ship the binoculars back to *Sailnet.com* — at my expense — in order to get a refund. All this because they'd neglected to properly pack my purchase for shipping.

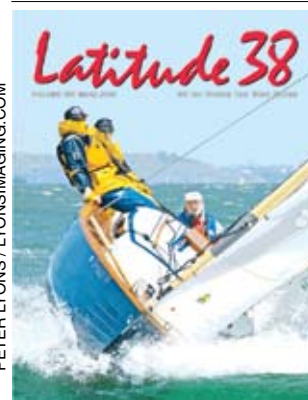
My experience is a good argument for buying at my local chandlery — or at least shying away from *Sailnet.com*.

Edward Kreps
Bisbee, Arizona

Readers — We contacted Sailnet.com for comment. We received an automated email response that they'd get back to us, but they never did.

↑↓ **DESPITE THE RIBBING, I LOVE THE SHOT**

Thanks for the great cover photo on the March issue of *Latitude*. The San Francisco Bay Folkboat Association appreciates any coverage that we can get, as we are trying our best to keep this classic design vibrant and healthy on the San Francisco Bay sailing scene.



PETER LYONS / LYONSIMAGING.COM

The San Francisco Bay Folkboat Association is thriving.

Despite having just completed a tack with the jib trimmer still down in the cockpit, you wouldn't believe how much grief I've gotten from other members of the fleet for having *Faith* overpowered. "Let down your damn traveller!" they say.

In any event, I liked the shot so much that I have a 2-ft x 3-ft dry-mounted copy hanging on the wall of my office. Peter Lyons, who took the photo, is certainly a top flight on-the-water photographer.

Brock de Lappe
President, San Francisco Bay Folkboat Association

↑↓ **THANKS FOR THE MEMORIES**

Wow! The January issue of *Latitude* had an International Folkboat featured on the cover. As an owner of an IF for 16 years, and having sailed in several other classes, I think she is one of the best small boats ever for San Francisco Bay. I wish I still owned one.

In the February issue, the editor made a couple of comments on IFs and their owners, among them that a minister from the Peninsula singlehanded his IF to New Zealand many years ago. So far as I know, I'm the only minister who lived on the Peninsula, sailed out of Coyote Point, and was a member

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LETTERS

of Coyote Point YC. My son Skip and I were season champions in our handicap division one year with our IF, and were also one-design champs for some five years. However, we never sailed our *Wind Song* to the South Pacific. The only one I know who did this was Henry Hotchkiss of the San Francisco YC, who sailed his *White Lightning* to Australia in the early '80s.

But as the former owner of an IF Boat, thanks for bringing back grand and lifelong memories.

Rev. Jim McAllister (retired)
Santa Rosa

Jim — We obviously got a little confused, so thank you for the correction.

↑↓ A LEAD IN THE CASE OF SEA RUNNER

In the February Letters, reader John Harrod of Lake Tahoe wondered if you had any photos of *Sea Runner*, "a gorgeous wooden boat" that he remembered from Monterey in the late '70s, and one that owner Bill Bacon apparently sailed around the world. I remember *Sea Runner*. In fact, I remember being on her and sailing wing-on-wing beneath the Golden Gate Bridge.

Sea Runner was a very pretty white-hulled 52-ft gaff schooner, a smaller version of Gloucester schooners such as *Bluenose*. In the late '60s and early '70s, she was owned by George and Judy Knab of Alameda, and took 3rd in class in the '71 Master Mariners. Later in the '70s, she was owned by Bob Wilson and kept on Pier 3 in Sausalito, next to *Freda* and *Mayan*.

I always thought that Bill Bacon owned her before the Knabs did, but I might be wrong. I don't know what's become of *Sea Runner*, but I'm still in touch with both Bob Wilson and Judy (Knab) Moore. If Mr. Harrod wants to contact them, he can get their addresses through me at www.howardrosenfeld.com.

Howard 'Howie' Rosenfeld
ex-Flirt
Friday Harbor, WA

↑↓ CARRY ASPIRIN FOR HEART ATTACK VICTIMS

I'm writing after reading the March issue *Cruise Notes* item about the British singlehander who suffered a heart attack in the middle of the Atlantic, seemed to do well for a number of days, but then died before he made it to shore.

I'm no medical expert, but I do know that most medical



LATITUDE / LADONNA

One crushed 325mg aspirin in half a cup of water could save a heart attack victim.

taking aspirin on a daily basis, which has a long list of pros and cons, and should be discussed with one's doctor.



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LETTERS

Aspirin is a salicylate, so it can be used after a heart attack to prevent clotting. During a heart attack, the heart is deprived of oxygen, which can result in significant damage to heart muscle and tissue. The main thing is to get the whole aspirin into the body quickly. After the attack, most patients require treatment soon to reduce and repair the damage, and to improve their chances of survival.

I was aboard a boat returning from Mexico when a female crewmember suffered a heart attack. During the response to our *mayday* call, the Coast Guard doctor said, "Grind up one 325mg capsule of aspirin, put it in half a cup of water, and have the person drink it." Putting the aspirin in water is suggested because people in pain may not be able to chew properly, and it's important to get past any coatings on the aspirin tablet.

When kept in humid environments, aspirin degrades in about one year, so date your bottle and replace it when the time comes, and keep it sealed until needed. The 24-pill Bayer bottles are ideal, but they are coated aspirin, so you have to grind them up.

I also liked the fine letter in the February issue on alternators and alternator maintenance by Michael Daley. It brought back memories of the alternator problems I've experienced myself and have heard about on the various Ha-Ha's I've done over the last decade. Having 'been there and done that', I ordered an exact replacement alternator for our boat. My wife Marylyn, who is completely non-technical, suggested that I should 'alternate the alternators' at the dock just to be sure there wouldn't be any problem if I had to do it at sea.

"Yes, dear," I replied. But when I tried to replace it, I found that the pivot bolt on the exact same alternator was 5/16" rather than 3/8"! It only took a five-minute run to West Marine to get the stuff necessary to fix the problem, but I'm glad I didn't have to do it offshore or at night.

There are two good reasons for following my wife's suggestion. First, physical access to many alternators can be difficult, depending on how and where they are located. And second, putting the 'alternate alternator' on is a good way to know what tools will be necessary to do the job.

Mike Chambreau
Impetuous, Cal 34
Los Altos

Mike — Many doctors suggest giving a heart attack victim an uncoated aspirin, as it will act more effectively. Aspirin should never be given to anyone suspected of having a stroke, because the aspirin might only make the patient's condition worse.

↑↓ANGELMAN DESIGNED A SLEEK OCEAN RACER TOO

In a recent *Latitude*, reference was made to a Hugh Angelman ketch. We all know what kind of a cruising ketch that was referring to, right? The beamy, gaff-rigged Sea Witch or something similar. But I thought I'd share some local history about an entirely different Hugh Angelman ketch, a design that isn't as well known.

In '65 I was looking for a sailboat that my wife and I could live on while we did our medical and pediatric internships in San Francisco. I made the case to her that it would not only be fun, but a cost-effective living situation as well. After all, why pay rent? Being as madly in love with me as I was with her, she went along with this proposition. Eventually, I found the *Nelly Bly*, a 42-ft Hugh Angelman "ocean racing" ketch for sale at the Berkeley Yacht Harbor. She was a mess. In fact, the halyards were still on the dropped sails, which were slatting about.

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LETTERS

The story was that she was owned by a UC Berkeley professor who decided to sail out to the Farallones in preparation for a cruise to the South Pacific. Apparently his singlehanded sail to the Farallones and back didn't go so well, for when he returned, he dropped the sails, tied the boat to the dock and simply walked away. He not only didn't remove any of his personal gear, he never stepped aboard her again! So for \$13,000 — and a lot of maintenance that needed tending to — my wife and I had a home. We donated the whiskey decanter to the boat broker who negotiated the transaction.

Angelman had drawn the ketch as a one-design ocean racer. In the accompanying photo, taken in the '60s by my friend Robert Van der Vegt, note the tumblehome and belaying pins — you can't see the cool stern boomkin. In all, three of these vessels were built by Wilbo, the Wilmington Boat Works in Southern California. They were actually pretty modern looking for having been built in the mid-'30s. After we bought *Nelly Bly*, my wife and I saw the two sisterships. One was in Southern California, the other in Honolulu.

Thanks to her low freeboard and narrow beam, *Nelly Bly* was a wet boat, but she was beautiful and fast — especially when sailing off the wind with her spinnaker and mizzen staysail set. Once her cloud of sail was up, she really pulled and was a glorious sight!

We enjoyed a wonderful year of living aboard *Nelly Bly* in the old Berkeley Marina, and did lots of evening sails after work. Initially the boat had some rats, but our cat quickly solved that problem. We sold *Nelly Bly* a year later for \$14,000, prior to being assigned overseas with the U.S. Public Health Service.

Years later, I saw an article about the *Nelly Bly* having become a charter vessel in Hawaii. Her provenance had been lost, so the owners had no idea of her history. I wrote a long letter to them explaining what I knew of their vessel. I never got a reply. I can't imagine that she's still afloat, given what it takes to keep a wooden sailing ship such as her intact. I would love to learn otherwise.

For the record, the boat's namesake was a fiery advocate of feminism in the earliest days of the movement. She was also

credited with becoming the first investigative reporter in the history of journalism. For in 1888, while working for Joseph Pulitzer's *New York World*, she posed as a mentally ill patient in order to expose the abuses and neglect in the Women's Lunatic Asylum on Blackwell Island. Her work created an uproar, major reforms followed, and investigative journalism was born. Bly went on to lead an active and fascinating life, including inventing and patenting the prototype of what would become



ROBERT VAN DER VEGT

The real *Nelly Bly* was as spirited as her namesake.

the 55-gallon drum. She did this while functioning as the only female industrialist of that time. She also set a world's record for circumnavigating the world à la Jules Verne.

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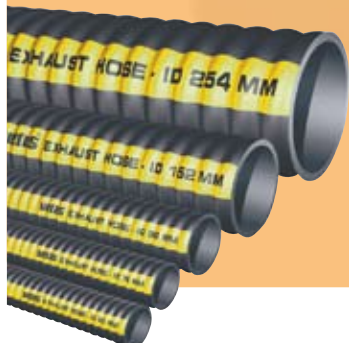


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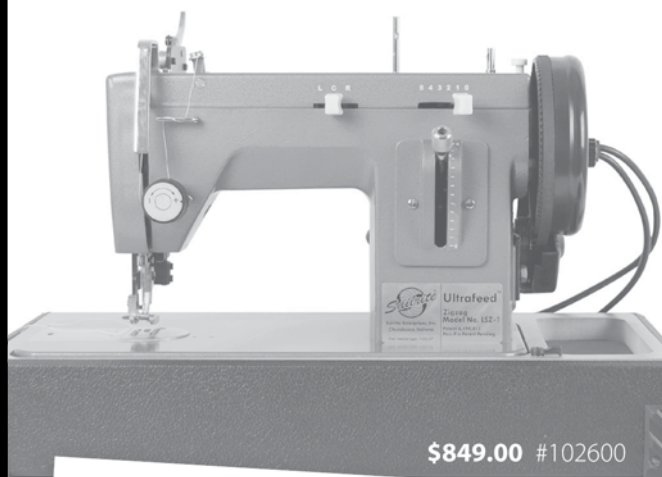


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LETTERS

I hope your readers find this additional information on Hugh Angelman ketches and *Nelly Bly* interesting.

O'Neil S. Dillon
Lagniappe, Ericson 38
Emeryville

O'Neil — Great stuff! To have owned a boat named after the inventor of the 55-gallon drum — that makes us jealous. As for that Angelman design, she looks surprisingly sleek for the '30s. We can imagine that she was at least as fast as she was wet.

↑↓IT'S BEEN DONE IN MUCH SMALLER BOATS

I just read the letter in the November issue about 'the right way to cruise', and *Latitude's* editorial response. I live up in the Delta aboard my Catalina 27. I sail the Delta during the summer, and also sail the coast. But I do the latter as skipper on my friend's O'Day 28. My sailing goal is to sail around the Pacific, then maybe continue around the world. In the November letter, the author seemed to grouse that some cruisers weren't really cruisers because they had one foot on their boat and one foot on land. I was offended by that attitude.

Let me tell you a story about my hero, who happens to be my father. He's almost 70 years old, and spent 26 years in the U.S. Navy. He went around the world twice in the late '50s and early '60s aboard the *USS Shangri-La*. He's now the owner of a Columbia 26 MKII. His boat sits in her slip a lot, but he's still a cruiser. He did it on a carrier.

And another thing: I look at all the cruising boats out there in which so much money has been invested. What happened to the days when a sailboat had rope for standing rigging, canvas for sails, and blocks made of wood? Is there any advantage to newer boat designs other than speed?

People talk about cruising funds. I don't have the funds, but I've got my boat, which is sound, although not well equipped. I'm going to have to get some safety gear and some navigation equipment, but I'll go cruising even if I have to do it with a sextant, compass, clock and charts. So am I doing it 'wrong'?

John Gardner
Serenity, Catalina 27
Owl Harbor, Isleton

John — You'd be doing it 'wrong' in the sense that you'd be much better off with a GPS — or two — than with a sextant, compass and clock. After all, a basic GPS not only costs a fraction of a sextant, but comes with a clock, a compass, and basic charts of the world built in. It will also give you your speed, so you don't need to spend money on a knotmeter, and tons of other information.

While we'd personally prefer to go around the world in a somewhat larger boat, if you did go around in a Catalina 27, it wouldn't be that unusual. After all, Berkeley resident Serge Testa once did it with a 12-footer, and different Northern Californians have gone around on a Columbia 24, a Contessa 26, a Cal 27 and other small boats. And there was a Virgin Islands-based sailor who did a circumnavigation with a Catalina 27 about 25 years ago. Prior to leaving, he beefed up the hull at critical areas such as the chainplates and bulkheads, and took extra care to make sure the rudder and rig were in good shape. So don't get the wrong idea, older boats such as yours have proven to be surprisingly capable. Many readers would be shocked at how little gear these people needed for long distance cruising.

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LETTERS

cheap, too. Our friend Jim Green of Martha's Vineyard left Panama for the Marquesas during the second of his three circumnavigations aboard his submarine-like 10 Meter Tango II with just \$150. He figured everything would somehow work out



COURTESY ACROHC AUSTRALIS

Serge Testa sailed the 12-ft 'Acrohc Australis' around the world in the '80s.

— and it did, because he salvaged the wreck of a new powerboat that the owner was attempting to deliver to San Francisco from Taiwan. While on a honeymoon in Bora Bora a few years back, we met a Greek guy named Thomas Grammatikos, who was three years into a six-year circumnavigation on a 23-ft boat. He was living on \$600 a year. He saved money by, among other things, never bothering to clear in and out of any ports or countries. Then there is Glenn Tieman of Ventura, who

spent 10 years cruising his 25-ft Wharram cat Peregrine to southeast Asia, and spending an average of less than \$1,000 a year. By the time you read this, Tieman should be part way across the Pacific toward the Marquesas aboard his new boat, a 38-ft cat he built from scratch for \$14,000.

Let anybody get the wrong impression, all of the above are moderate to extreme examples of sailing long distances or around the world, and would no doubt be a little more spooky and dangerous than if done on most larger boats. Similarly, if you're going to cruise on less than \$200 a month, you're going to have to give up a whole lot things most sailors would consider to be essential. Nonetheless, as a number of men and women — who have more balls and brains than us — have demonstrated, it can be done. It's just like the old adage, "It's not the boat, it's the sailor."

To answer your question about what happened to 'proper yachts', in general, only the very rich can afford them — or at least afford to keep them in fine condition. For unless you're a meticulous wooden boat expert along the lines of a Larry Pardey, who has the knowledge, skill, time and patience to properly maintain a wooden boat, or have an unlimited budget to hire other people to do the work for you, you're almost always better off with a plastic boat. Traditional wood boats — as opposed to wood/epoxy boats — require almost constant attention. Let a wood boat go for too long and she can rather quickly become all but worthless. Plastic boats, on the other hand, can be ignored for decades with little, if any, structural damage. In regard to sails, canvas can't hold a candle to synthetic materials when it comes to shape, durability and overall value. The same is true with natural fiber lines and wooden blocks.

The best way to appreciate the differences between wood and plastic boats would be to cruise on a wood boat — or just lend a hand in maintaining one. Find a wood boat that really appeals to you, then offer to give the owner a hand in maintaining her. You won't have to ask twice. Don't get us wrong, there is nothing more beautiful than a proper wooden yacht — as long as someone else is doing the work and footing the bills.

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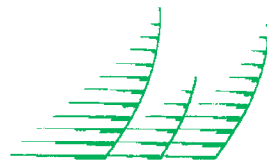
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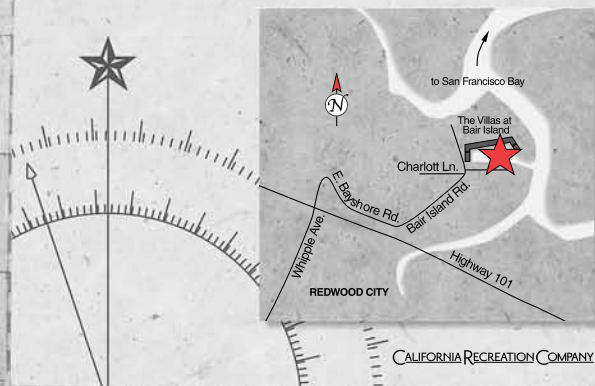
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LETTERS

the years, and they haven't been limited to speed. Most modern boats tend to have a much sweeter motion at sea and on the hook than older ones, in part because of more sophisticated designs and the use of plastic and/or composites in keeping weight out of the ends. Just the other day we were at an anchorage when a mild swell was coming directly in. Whereas all the more modern boats — most of which were typical charter boats — had a slight fore and aft motion, there was an old wood ketch that threatened to put her bowsprit under with nearly every swell. For any given length and budget, plastic boats tend to have more interior room and be more comfortable. This is true not only when comparing plastic boats with wood boats, but when comparing older plastic boats with newer ones.

With all due respect to your father, we'd categorize him as a 'local sailor'. We congratulate him for his service to our country, but we don't think going around the world on an aircraft carrier counts as cruising, at least as it's understood by most sailors.

↑↓ THE FRENCH THIEVES NEEDED NEW GLASSES

When I arrived on St. Martin/Sint Maarten in the French West Indies/Netherland Antilles for the Heineken Regatta in early March, I came across an interesting story about two thieves who were convicted as the result of some unusual evidence.

Guy and Christine, a Canadian couple, bought a timeshare on the Dutch side of the island years before they took delivery of *Princess of Tides*, their Knysna 44 cat in South Africa. Their delivery from South Africa to Florida was followed by a year of getting their boat fitted out the way they wanted her, as well as closing his law practice and her retiring from a radiology clinic. It all ended with *Princess of Tides* clearing Fort Pierce, Florida, for a cruise through the Caribbean.

In early January, *Princess of Tides* dropped her hook in Simpson Bay Lagoon. By coincidence, their Sint Maarten timeshare dates always put them on the island in early March, just before the Heineken Regatta. So Guy and Christine prepared to spend the first week of February in their timeshare, then move back aboard *Princess of Tides* to hang out on the hook during the Heinie. Guy is a hell of a chef, so half their boat galley gear had to be schlepped to their tiny rental car, driven to their timeshare in the resort, then carried 1,000 steps up to their condo. By the time they moved all their clothes, toiletries and dog paraphernalia, it had taken them six trips! And by the time it was done, they realized it hadn't been worth it for what was just going to be a six-day stay.

Two days after checking into their timeshare, Guy went down to check on *Princess of Tides* — and discovered she had been burgled. There was no damage to the any of the hatches, so the thieves had entered through the sliding glass door that separates the cockpit from the main salon. When the rollers on the bottom of such doors are out of adjustment, it's child's play to lift the slider enough to unlatch it, at which point the sliding door can be opened.

Guy was amazed to find that none of their big and expensive electronic gear had been taken, but rather just small and easily concealed items. He figures that the thieves just pulled the dinghy under the bridgedeck between the hulls where it couldn't be seen. Then one thief stayed in the dinghy while the other passed the stolen goods through the 12-inch by 12-inch Lewmar escape hatch in the hull to the guy in the dinghy. This way they had all night to empty the boat with little chance of being detected. Fortunately, things like the big, beautiful 52-inch flat screen LED TV and other large items wouldn't fit through the hatch. Unfortunately, small

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LETTERS

items such as jewelry, money, handheld VHF's, kitchenware, wineglasses, food and booze could be stolen.

Kitchenware, wineglasses, food and booze? Guy and Christine figured that no drugged-crazed West Indian would ever risk jail time or worse to steal equipment needed to prepare from scratch a béarnaise sauce, frozen daiquiris or serve a properly chilled pinot grigio. After all, these items couldn't readily be fenced at a San Francisco street fair, let alone a tropical island in cruiserland.

As soon as the couple discovered the theft, they moved back aboard *Princess of Tides* lock, stock and barrel — another



The stupid French thieves were caught red-handed with the loot from 'Princess of Tides'.

12,000 steps and six trips in the French mini-car. Then they began to catalog what was stolen, and clean and restock the cat. They didn't bother to notify the police, believing that it would be a waste of time. After a day or two, the distress of their boat being violated began to wear off, and routines on the cat resumed. Even the cruiser net traffic on the incident quieted down. The consensus was that it was simply another case of local West Indians breaking in and taking everything they could easily steal. End of story.

Not quite. You see, Guy and Christine have a dog named Princess, a once feral golden retriever that is not only the apple of their eye, but also their reason for avoiding British Commonwealth islands and the inspiration for the name of their boat. As it would turn out, the dog's need to poop would prove the downfall of the thieves. Two days after the burglary, Princess got into the dinghy with Guy, and they motored over to Great Cay (aka Explorer Island) for the dog's afternoon pooh-fest and stick chase. While strolling along the beach, Guy noticed two 30-something Continentals sunbathing and enjoying a bottle of chardonnay. Though the brand of wine was the same as had been stolen from *Princess of Tides*, Guy thought nothing of it. After all, it was the same \$3 stuff that half the cruising fleet had bought at the Match grocery in Marigot.

But then a familiar item caught his eye — a heavy, frosted, plastic, blue-green wine goblet. It was standing in the sand beside one of the Frenchmen. The other goblet was being drained by his friend. Guy and Christine had bought four similar goblets in Canada before they left, but one had been washed overboard at Grand Turk, leaving them with three. The stupid thieves had only stolen two of the three. Guy's attorney brain sprang into gear, and he played dumb, engaging the two men in casual conversation. As he did, he noticed that one of the men wore a watch identical to one stolen from *Princess of Tides*. But it was a Timex, and thousands had been made and sold. The brand of Chardonnay and the watch could be coincidences, but the unique goblets — not a chance!

Guy and Princess jumped back into their dinghy and headed

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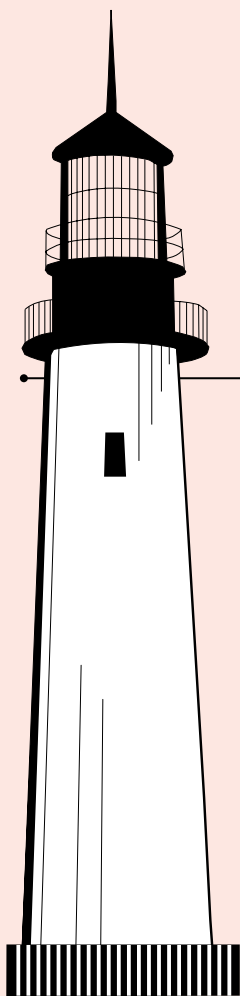


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for the *gendarme's* office on the French side of the lagoon. On the way, Guy stopped by *Princess of Tides* to tell Christine to get her camera. He then arranged for a neighboring cruiser to take Christine to the island in his dinghy for a photo shoot.

Guy expected nothing more than a big yawn from the cops, but they immediately sent a squad over to Explorer Island. When Guy identified his goblets, the two bad guys — much to their surprise — were arrested on the spot and taken to the *gendarmerie*. But the game wasn't over yet. Just because the two perps had made a frog walk into the station didn't mean the case was closed. All the crooks had to say was that they'd bought the watch and the wine, and were given the goblets by a couple of local druggies. In that case, the most that could be proven is that they were in possession of stolen wine glasses. The judge would say, "Sorry to bother you, but take this slap on the wrist and be on your way. Oh, and don't forget your new wineglasses."

While the two suspects were being questioned by the *gendarmes*, Guy hot-footed it back to *Princess of Tides* to retrieve the third goblet. In a scene out of *Perry Mason*, Guy arrived just as the suspects were being questioned about the goblets. He sat down in a chair against the wall in the back of the concrete block room, keeping the Coke-bottle green goblet in a plastic grocery bag while the cops grilled the two guys on the origin of the two goblets they had. The two Frenchmen kept to their alibi — they'd bought them on St. Barth a year before — confident there was no evidence to link them to *Princess of Tides*. Halfway through the fifth telling of their alibi, and in the best tradition of courtroom drama, Guy finally stood up and shoved the third goblet in their faces! Confronted with the evidence, the suspects melted and confessed. The two turned out to be French nationals who, after arriving from St. Barth, had been living aboard a derelict in Simpson Lagoon for a couple of months. One had a record, so he was definitely facing time behind bars.

Some things to think about: 1) Many cats have sliding glass doors. Make sure they are properly adjusted so they can't be lifted above the hatch. 2) During long stays, it's easy enough to rig a line or two between the bows of the hulls to stop bad guys from easily parking dinghies beneath the bridgedeck and out of sight. 3) If going ashore for a day or two, have a cruising buddy take you ashore so you can leave your dinghy tied to the boat, making it look as though you're there. 4) Leave on lights — a couple of LEDs will do — aboard the boat. And finally, 5) remember that it's not always the locals who cause the problems, so refrain from stereotyping.

Joe Russell

On Assignment in the Caribbean

Joe — In the March 9 'Lectronic, we reported that while in St. Martin, we recovered the dinghy and outboard that had been stolen from the W-76 Wild Horses in St. Barth. The thieves were French nationals on a ketch, not West Indians. So yes, stereotypes can be misleading.

↑↓ WHEN GETTING 'TOTALLED' IS A GOOD THING

I spent a week in a boatyard in Mazatlan in February while mechanics from Total Yacht Works replaced a leaking transmission seal on my 37-ft sloop *Xanadu*. A week later, while *en route* to Puerto Vallarta, I discovered that the new transmission seal wasn't doing its job, as oil was still dripping into the bilge. I fired off a message to the boatyard describing the problem.

Total Yacht Works responded quickly. "Return to Mazatlan. All work is guaranteed. You will not be charged for the repairs,



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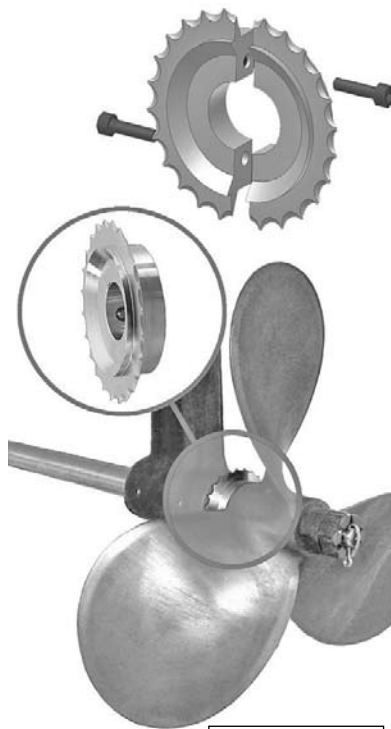
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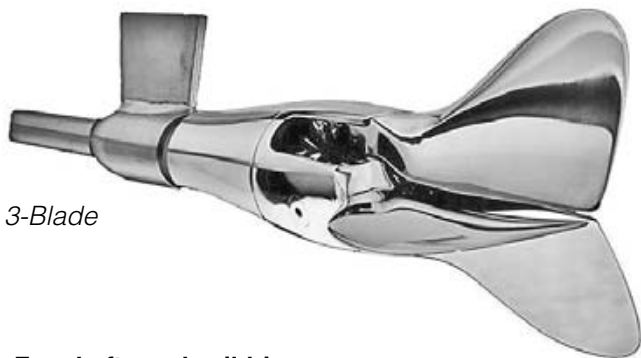
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LETTERS

slip or anything."

A lifetime of less-than-satisfactory dealings with ersatz 'Mr. Goodwrenches' has sharpened my cynical nature. Too often these 'good guys' have hemmed and hawed in an effort avoid responsibility and wiggle out of their guarantee. "Well, that wasn't part of our original repair," they would whine. "You only told us to replace the seal." But 30 miles south of Mazatlan, my pessimism went into overdrive. I was dubious, to say the least, but I felt we had no alternative than to return to the boatyard. Although not life-threatening, a leaky transmission seal is a problem that only worsens with time, and would foul the bilge with oily sludge.

Rafael Serrano and two other mechanics met us at the dock when we returned to Mazatlan the following morning. They quickly removed the transmission from the boat — luckily our boat has a V-drive — and discovered the problem. The sleeve that surrounds the propeller shaft had become badly corroded and pitted over the years, and prevented the seal from doing its job. Hence the oil leak.

Rafael offered no excuses. To the contrary, he apologized. "We should have seen this the first time. I'm sorry for the inconvenience. We will pay for all repairs as well as the dock fees." Whodathunk?! I offered to pay for the sleeve's re-facing, thinking it only fair, but he would have no part of it. An act of responsibility like Rafael's tends to ameliorate my otherwise cynical nature.

I thought *Latitude* readers ought to know that if ever they need marine mechanical work in Mazatlan, Total Yacht Works is a good place to go. They can be contacted on VHF channel 22 or via email at totalyachtworks@hotmail.com.

Paul Cahill

Xanadu, custom 37-ft sloop
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↑↓ TWO WRONGS FINALLY MAKE A RIGHT

I really enjoyed the March 9 *Lectronic* article about the dinghy being stolen from St. Barth and you guys finding and recovering it two days later in St. Martin. Good on you! That begs the question for many long time cruisers — what tactics and/or equipment should be used to prevent dinghy thefts. Perhaps you can collect the ideas and put them in an article.

George Backhus

Moonshadow, Deerfoot 62
Sausalito / Auckland, New Zealand

George — *The way we see it, protecting one's dinghy is complicated because you have to protect it in a number of different situations. For instance, in the 30+ plus years we've been sailing in foreign waters, we've had two dinghies stolen, but neither was the classic middle-of-the-night theft from the back of the boat. The first happened at Palm Island in the Caribbean, when we took our family to the resort for an evening jump up. The guard on duty at the dinghy dock told us not to worry, he'd keep a very close eye on the 15-ft dinghy with a 40-hp Yamaha that we'd got used at an incredible price. The problem was that the guard was actually a thief who was just posing as a guard. As soon as we walked away, he jumped into the dinghy and roared off through the night in the direction of Union Island. Although we chartered a small plane the next day, Easter Sunday, to search the mangroves for the dinghy, we never saw it again. We also had a smaller inflatable with a 15-hp Yamaha stolen from Big O when she was anchored about 200 feet off Club Nautico in Cartagena, Colombia. We'd been specifically warned not to leave our dinghy unlocked alongside*



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our boat. But one of our crew figured he need not bother to lock it when he'd gone in to just change his pants. Alas, in just the minute or two it took for him to change his pants, the dinghy and outboard were taken, never to be seen again.

When turning in for the night, the best anti-theft action boatowners can take is to lift the dinghy out of the water. This is



HEATHER CORSARO

An unidentified member of the International Dinghy Recovery Squad (IDRS) tows the 'Wild Horses' dinghy away from the thieves.

usually very effective, but not foolproof, as thieves in Costa Rica have been known to lower dinghies into the water from cruising boats in order to steal them. How do they do it without being heard? They wait until it starts rain-

ing like crazy, as it often does at night in Costa Rica. When the owner can't hear so well and isn't very inclined to check on odd noises, they strike. So to really be safe, we'd suggest lifting the dinghy out of the water, and then locking it to something solid on the boat. When tying a dinghy to a dinghy dock, we think the best protection is a heavy duty stainless steel chain, wrapped through the outboard, the dinghy and the gas tank, and secured with a big lock. It's a pain, but it's a lot more theft-proof than the more commonly used cable, which can easily be cut by thieves armed with only a hacksaw. Unfortunately, there are some places — such as the St. Martin YC in Sint Maarten — where locking dinghies to docks is prohibited.

In many cruising areas, it seems as if almost every dinghy looks the same — a grey inflatable with a dark colored outboard cover. Thieves love such pickings, as once the dinghy and outboard are stolen they won't be the least bit conspicuous. If, however, the dinghy is a red or yellow inflatable, and the outboard cover has been painted a bright color, it will be distinctive enough that it's less likely to attract smart thieves. Unfortunately, most thieves are too stupid, drunk or drugged up to know any better, so even that doesn't always help, as was the case with the Wild Horses dinghy.

None of these suggestions is new, but they are the best we can think of — short of keeping a pit bull in the dinghy at all times. Anybody else have some advice to share? Send suggestions to richard@latitude38.com.

↑↓STANDING TALL

I'm very interested in purchasing a sailboat. I'm tall, however, and therefore don't want to waste time searching and viewing boats that don't have enough headroom. Is there a way to find out how much headroom a given design has? I'm 6'9".

Jack Marshall
Novato

Jack — Sorry, but headroom height is rarely included in boat specs. We're not going to lie to you, it's going to be tough to find many boats that you can stand up in. If you gave us an idea of what size boat you're looking for and how much you're interested in paying, perhaps our readers could offer some suggestions.



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LETTERS

↑↓ A RANDOM ACT OF KINDNESS IN LA PAZ

A couple of weeks ago, I met and chatted with Dan, the owner of *Sea Venture* in Marina de La Paz. Dan has a business in San Diego, and comes down to La Paz to go fishing whenever he gets the chance. We talked about a lot of things, including



BOB WALKER

The folks on 'Sea Venture' generously donated 100 lbs of dressed marlin to FANLAP.

the local foundation *Fundacion Ayuda Ninos La Paz* (FANLAP) that helps poor kids attend school; something that can really improve their prospects in life.

A couple of days later, I got a call from Dan on the VHF, wanting to know if FANLAP could use some fish. We said sure, but were not prepared for the graciousness of his offer. Dan and the lads on *Sea Venture* gave us 100 lbs of dressed and frozen marlin. We took it out to the Colonia kitchen, from which 100 or so kids are fed most days. When the cooks saw it, their eyes lit up. They figured the fish would result in three or four dinners for each child.

So a big 'thank you' to Dan, his wife and the crew of *Sea Venture*.

Bob Walker
Cactus, Hunter Cherubini 37
Wofford Heights, CA

↑↓ IT'S NOT THE NURSE'S FAULT, IT'S THE SYSTEM'S

Regardless if our boats are drifting toward the rocks, a huge concern for the majority of people in this country is where our health care system is drifting. The last couple of months there have been letters in *Latitude* comparing care received by folks cruising with similar care here in Northern California. For example, in the March issue there was a letter about a reader's very short ambulance ride in San Francisco that cost \$1,300.

Latitude's editorial response was that you didn't know why health care costs so much, but suggested that one factor might be high salaries — and cited the exceptional salary — \$332,601 in one year — for a nurse working for the City of San Francisco. I agree. I would, however, like to point out that more than half of that money was for overtime, and that the nurse actually makes \$63.80 an hour. Rather than blame the nurse for making that much in a year, you might want to look at why so much overtime was available/required. Through my association with working nurses, I have learned that poorly allocated and managed personnel is the culprit in many of the cases where there are exceptionally high salaries. It would have been a lot safer, and saved us all money, if the City had hired an additional nurse.

There are many factors that contribute to the outrageous cost of health care in this country. I, and many others, would argue that the most significant is the interjection of for-profit health insurance companies between the patient and the care. Health insurance companies swallow up 31 cents of every dollar paid to them in administrative costs. That is roughly \$350 billion, which, in addition to the money we already contribute to health care through our taxes, would be enough to provide health care to all Americans, regardless of employment or economic status.

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LETTERS

The answer to keeping our health care system from going up on the rocks is to eliminate the insurance companies from our basic health care, and to go to a single payer system. Now, before you recoil in fear, this is not socialism striking a wooden stake into the heart of capitalism. This is the way, like all other modern (capitalist) countries, for you and me and all those who contribute to this society, to have the basic health care that we deserve. Single payer means that the money paid out to medical providers comes from one single source, not the myriad of insurance companies whose principal motivation is to keep as much of it as possible.

Maybe someday we'll be able to afford to go to doctors in this country instead of having to sail off to St. Barth to get health care.

Capt. Joshua Gordon
San Francisco

Capt. Joshua — Our intent in reporting on the difference in cruiser health care costs in the United States versus other countries was to simply report that it exists and that it's dramatic, not to ignite a rehash of the familiar arguments for and against single payer health care. But since you brought it up, we're going to share our thoughts.

Many are against single payer health care because they say it's 'socialism'. They note that former British Prime Minister Margaret Thatcher once said the only problem with socialism is that you eventually run out of other people's money to pay for the things you want for yourself. But the concept of socialism has never bothered us, as the United States has never been remotely close to being purely capitalistic. Our objection to socialistic schemes such as a single payer health care system is that they would be run by the government, and the evidence is overwhelming that all levels of our government are monumentally incompetent and corrupt, and getting more so by the minute. One only need to look at the fiscal disasters at the local, state and federal levels, and the fact that the Obama administration — to which we're very sympathetic, by the way — seems to have every bit as many corrupt players as the Bush administration. It's hogs at the taxpayer trough on part of both people in government and the ones in private industry — many of whom used to be in government — whom they collude with.

You couldn't be more right, Joshua, it wasn't the nurse's fault that he/she made over \$16,000 a month in overtime, it was the fault of politicians and public employee unions in San Francisco for creating and enforcing a system in which such atrocities against taxpayers — and patients — are allowed to thrive. Unfortunately, we don't think you can expect better from any branch of the U.S. government, which couldn't make a profit on a snow cone monopoly in hell.

Don't get us wrong, we think the problems with the health industry are no different than with the sub-prime credit industries, in that there are plenty of guilty parties in the private, public and non-profit sectors. So no, we're no great fans of the health insurance industry — nor are we of fans of the epidemic of medical malpractice frauds, disability frauds and all the rest. There is a mountain of money in the government's health industry, and there are way too many hogs at the trough seeking to profit inordinately and fraudulently.

We've come up with our own single payer health care system, one where each of us would be in charge of our own health care, and one which would be far more efficient than anything the government or private enterprise has been able to put together. It's a 'single payer' system in which those who want health care, pay for it themselves with the money the government and the health care industry are no longer allowed to take from them

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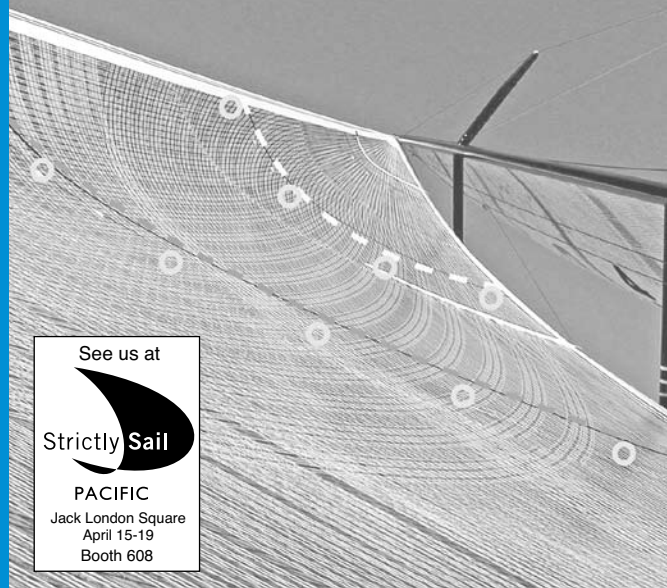
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LETTERS

to operate their overpriced and inefficient systems. Stop for a minute and ask yourself why should we pay for your health care and why you should pay for ours? If that's such a good idea, maybe you should have to buy our car and we should have to buy yours.

Wait a minute, let us restate the situation a little more accurately. Why should our children and grandchildren have to pay for your and our health care when there isn't going to be anyone to pay for theirs? Does anybody else find it ironic that Bernie Madoff has been sent to prison for life for his \$65 billion Ponzi scheme when, in the guise of the Social Security and Medicare, every President and Congress since the FDR administration has been working the identical fraud on American taxpayers? If people under age 45 had any realization of what was really going on, they'd overthrow the government — and with complete justification.

There are people who believe in 'nanny states' and people who believe in 'rugged individualism'. Since sailing is all about rugged individualism and personal responsibility, guess which philosophy we're partial to?

↑↓ ANOTHER ANTI-BIRD TIP

While reading the January *Changes*, I read your request for strategies to keep birds off mastheads. As the dockmaster at Cabo Isle Marina in Cabo San Lucas a number of years ago, I developed a strategy that worked pretty well — although better for masthead rather than fractional rigs.

As I walked around the marina, I would just give the genoa roller furling drums — which I could reach from the docks — a little spin. As little as a quarter of a turn, actually, since the furling lines and sheets prevented turning the drum any farther. But that quarter turn, transferred up to the swivel near the top of the mast, spooked the devil out of most roosting birds. Not only would they vacate immediately, they would often stay away for a few weeks.

Not to toot my own horn, but speaking of annoying 'wildlife', while cruising in the northern Sea of Cortez, I came across an utterly foolproof way of swatting flies. Using the technique, I almost couldn't miss. To my surprise and delight, I see that my old friend and writer Carolyn Shearlock shared the secret with the readers of the January edition of *Cruising World*. All you do is hold the swatter in one hand, putting pressure on the shaft with your thumb. With your other hand, pull the paddle end of the shaft back. Line it up with the fly from a good distance and let go, sort of like a catapult. The flies never see it coming and you can reel off a dozen hits in a row. I remember days spent in the upper Sea of Cortez where various boats compared their successful swatting streaks after having adopted this technique! There was abundant opportunity to use it.

By the way, I read your report about how the officials in St. Barth proposed to raise mooring fees dramatically, and that the publisher of *Latitude* and others were fighting it. Whatever happened?

Tim Schaaf
 Jetstream, Leopard 47
 Tortola, British Virgin Islands

Tim — Those birds at Cabo Isle must have been pansies, because down in Banderas Bay we often shook the living daylight out of one of Profligate's upper shrouds, causing the whole masthead to shudder, but the birds were still reluctant to budge. And even if they did, the bird — or one of his poop splattering buddies — would return to roost a short time later.

Speaking of flies in the Sea of Cortez, would you or anyone

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LETTERS

disagree with the assertion that Isla Ballena, right off Caleta Partida, is the fly capital of the world? On several occasions we've been stalled near that island in light air, at which point our boat was invaded by thousands of flies. We assumed that they'd quickly leave once the wind came up and we sailed away from their 'hood, but we were wrong. It seemed as though they wanted to get away as badly as we did.

As for the fees for anchoring — not mooring — at Gustavia's outer harbor, the proposal was to increase the price for boats such as our Leopard 45 to \$900 U.S. a month! Thanks to the efforts of Fafou and others, and a little encouragement on our part, the monthly rate is now, depending on the exchange rate with the euro, about \$240 a month for a Leopard 45. While we're not happy with the concept of having to pay for the privilege to anchor, we can live with it at that level. If we're not mistaken,



LATITUDE / RICHARD

it's still possible to anchor just around the corner at Shell Beach, or over at Columbie, for no charge at all.

Thinking of buying a medium-to-large powerboat? The captain of a 131-footer tied up at the quay in St. Barth told us that he pays \$10,000

Sure, anchoring here is beautiful, but is it worth \$900 a month?

U.S. for a stern tie. When our jaw dropped, he noted that the biggest yachts that can fit into the inner harbor, the 200-footers, pay over \$30,000 a month. "It's actually a bargain," he continued, "because over in St. Martin, I'd have to pay \$30,000 a month for a stern tie. The reason most boats go over there and pay the higher rate is that captains don't like the surge that we sometimes get here in St. Barth, and because the young crews prefer the more active nightlife on that island. I don't mind the surge, and I get better work out of my crew when we're here in St. Barth because they can't afford an active nightlife."

↕ MUTINY ON SAN DIEGO BAY

This really happened to me, and I'm sticking to my story. I hope you print it.

A neighbor who sails and her friend asked me if I would take them for a daysail on San Diego Bay aboard my boat. I said I would. As we were leaving the dock on a Sunday afternoon, one of them, a nurse, took the bow lines and threw them onboard.

"You need to help me turn the boat," I told her, so she grabbed the lines again and pulled. But when I motored off the dock, she wasn't able to climb aboard. She ran down to the end of the dock and waited for me to pick her up again. It was a bad place for me to have to stop, as it was between two large boats, but I still tried to get her aboard. Unfortunately, my top shroud caught on the big anchor of one of the large boats while she was climbing on. The snag turned my boat sideways. I tried going in reverse with my engine, then went forward again, nicking another boat. Finally, we got away from the dock.

'Nurse Ratched' told me that I'd damaged both my boat and other boats, and that we should return to report it.

"My boat's fine and I don't think I hurt the other boats," I told her, so I continued out onto the bay. But Ratched wasn't having it, and stopped me from putting up the main.

"That's mutiny," I told her. "My boat doesn't need two cap-



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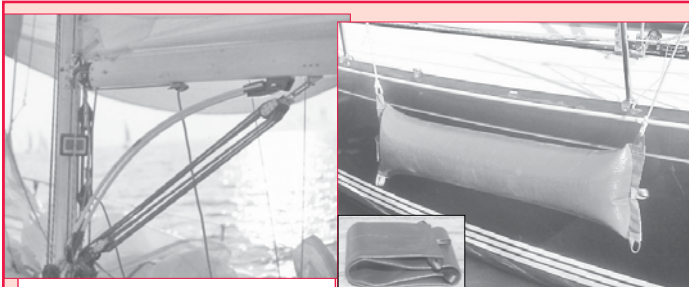
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LETTERS

tains." Because the two women weren't obeying my orders, I let them off at the fuel dock. Even though they abandoned me, I was able to take my boat out on the restful ocean because I know how to singlehand.

After a couple of hours, I started back. As I sailed into my slip, everyone was waiting for me, including the Harbor Patrol. They asked for my ID, so I got it for them. It checked out fine. They told me to be sure to let the other boatowners know about the accident in case there were insurance claims. But they looked over my boat for damages and found none.

Then I saw Ratched, and told her she'd never get on my boat again. A male friend of mine told me that Ratched was lucky. "In the old days they used to keel haul mutineers, and getting keel-hauled is no fun."

A female friend of mine was there, too, and told me that Ratched had also called my daughter and son to report me. After driving down to San Diego, my son met me in the parking lot. He told me to look at my car. I told him that someone had bumped into it in the parking lot and the fender had come apart, but that I'd had it fixed. He also checked the other boats I bumped, but couldn't find much wrong with them.

My son then took me out to eat and talk. He told me that he wanted to take me back home with him. This worried me, because I thought he might make me move away from the marina. I told him I'd move in with him, but reminded him that nobody had gotten hurt and that I loved living in the marina.

"I know you love living in the marina," he said, "but things are getting harder for you. I was very worried about you when I got the call about the accident."

After spending a couple of days at my son's place, he said he didn't want to see me unhappy and that I was hard to be around, so I could go back to the marina.

Once back in the marina, I saw my friend again who told me that Ratched had told the marina office and everyone else about the accident, and that she wished I would leave soon. But when I saw the owners of the other boats, they said everything was all right, and there would be no insurance claims. So it looks like I'll be around for some more sailing! But I now also realize what a big responsibility it is to be the captain of a boat.

M.F.
San Diego

M.F. — We're glad that everything turned out all right. But it seems to us that a lot of people care about your health and welfare — Nurse Ratched being one of them.

↑↓ THAT WAS SOME DRUNKEN WHIM

With the 62nd running of the 125-mile Newport to Ensenada Race coming up on April 24, I'm reminded of an incident from my youth. Back in the mid '70s, after a few too many cold beers in Blackies by the Sea in Newport Beach, two of us then-young surfers concocted a liquor-induced dare to sail the other guy's 18-ft Pacific Cat in the following morning's race to Ensenada.

So at about 1 a.m., we found ourselves standing in line at a supermarket to buy the following supplies: canned food, beer, water, more beer, a can opener and even more beer. It was then that it began to hit me that perhaps I wasn't making the best decision of my then-short lifetime. But since the other guy wasn't backing out, I was too drunk, stupid and/or stubborn to give up either. While it's true that I was an experienced Hobie and Pacific Cat beach cat sailor, I'd never sailed either offshore or at night, as we would have to do in

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LETTERS

the Ensenada Race.

When I was in the 6th grade, I worked for Carter Pile, the owner of Newport Pacific Boats, and Mickey Munoz, one of the top West Coast surfers in the era of *El Teléfono* and *El Quasimodo* surfing moves. My job was sweeping the floors and doing whatever for 25 cents/hour. And I was stoked at having the job. Among other things, I busted up the mold for the Pacific Cat, and watched Pile get a tear in his eye watching all the years and hard work that had gone into the molds pass by.

During my time working for Pile and Munoz, I more than once heard them tell stories about doing the Ensenada Race with beach cats. In fact, I clearly remember Mickey saying: "At this time of year, there's a full moon, and if you sail down the throat of the moon during the night, you'll be heading close to Ensenada. When daylight comes, you'll be able to smell Ensenada, so just follow your nose!" What I didn't find out until later is that neither one of them had ever made it past Rosarito Beach.

Anyway, my friend and I met at 7 a.m. on the day of the race, at which time it became obvious that he hadn't sailed the cat in several years, so she wasn't in the best shape. Nevertheless, we trailered her down to 15th Street, and launched her on to the beach to do some very quick repairs and updates. After that, we duct taped the shackles so they wouldn't come apart during the rigorous trip to Ensenada, and put the beers in the storage areas in the back of the hulls. As we were doing this, my friend's portable radio was blaring some cool surf music. We finally wrapped the radio in a trash bag then, while it was still playing, gingerly duct taped it to the masthead. We hoped it would work all the way to the finish. While we'd been drunk the night before, at the time we did this we were just hungover, stupid . . . and working on a new drunk.

We were late to the noon start of the race by about two hours. Once we cleared Newport Harbor, we headed — as per Carter and Mickey's instructions — to the Pacific Rim. We weren't so stupid as to have not brought a compass or have written down the course to Ensenada. Unfortunately, in the process of reaching for a cold beer as we passed the end of the Newport breakwater, I knocked the compass overboard. At this point I was inclined to give up on our mission, but since my friend didn't seem to want to give up, I decided not to either. Besides, two of the very best, Pile and Munoz, had given us all the directions not once, but twice.

Because she was a light cat, we were able to overtake most of the entries in the Ensenada Race during daylight hours. But as night fell, my friend and I realized that our best bet was to try to follow the masthead light on some boat in front of us. Assuming, of course, the white light was on a boat racing to Ensenada and not a ship headed to China. By this time it was wet, and despite having brought warm clothes, we were cold.

After many hours passed, we spotted what we were sure was a masthead light, so we headed toward that boat to confirm that we were on course. We thought we were, because the moon was out and, as per Carter and Mickey's instructions, we were sailing towards it. As we closed on the masthead light, we could see that it was on a beautiful schooner that looked to be about 80 to 100 feet in length. Once we got within shouting distance, someone looked over the side at us with a shocked look on his face.

"What in the hell are you doing out here?" were the first words out of his mouth. "Are you lost? Are you insane?"

As our beer had long been consumed, we soberly explained our mission had begun after a night of drinking, and that we just wanted to know that we were on course. After assuring

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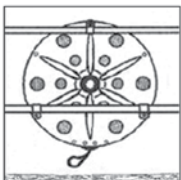
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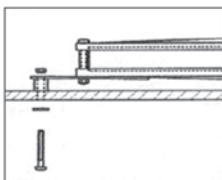


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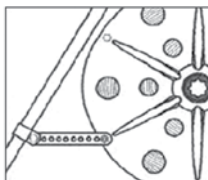
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LETTERS

us that we were heading in the right direction, he asked us to stay alongside for a moment. He went below, and all of a sudden we could see lights going on throughout the boat and people moving around inside. A few minutes later the entire crew of the schooner was clinging to the lifelines and looking at us, while the owner of the schooner was telling his crew to have a look at "true sailors." He continued to say that, while we were wet and miserable, we were nonetheless the epitome of tried and true sailors. As we left them behind, he was saying something about the chateaubriand and wine they'd had for dinner, and how he wanted us to come aboard for dinner when we all got to Ensenada.

Yes, it was a stupid drunken idea, but not only did we meet them in Ensenada and have dinner aboard the schooner, we met up with them again the following year when we yet again raced the Pacific to Ensenada.

It's been something like 30 years since we sailed the Pacific Cat in the Ensenada Race, so I can no longer remember the name of the schooner or the owner. Can anybody help?

Doug Rugg
Costa Mesa

Doug — Given your state of preparation — or more accurately, your lack of it — it's a wonder that you survived. Especially since you must have misunderstood the business about the moon. The date of the full moon changes from year to year, while the date of the Ensenada Race is relatively constant. Furthermore, sailing "to the throat of the full moon" would not take you to Ensenada, but would rather have you sailing a constantly changing course, and ultimately to the west. Surely Munoz, who went on to sail to victory in an America's Cup with Dennis Conner, knew better and you just misunderstood him.

As daring as your accomplishment was, beach cat enthusiasts have since pushed the envelope much further. Not that we recommend anybody else try any of the following, but in '86 Tony Laurent and Daniel Prada sailed a Hobie 18 some 2,500 miles from Senegal, Africa, across the Atlantic Ocean to Guadeloupe in the French West Indies in a time of 18 days. We can't be sure if they were the first, however, as every French offshore sailor worth his salt seems to have sailed a beach cat across the Atlantic at least once.

In recent years, the beach cat bar has been raised even higher. Singlehander Vittorio Malingri covered the same Senegal-to-Guadeloupe course in just 13 days, 17 hours with a 20-ft beach cat. Then a little more than a year ago, Frenchmen Benoit Lequin, 33, and Pierre-Yves Moreau, 35, did a 2,700-mile Atlantic crossing with a beach cat in a time faster than any of the 240 large boats in the 2,700-mile Atlantic Rally for Cruisers.

Of course, how can we forget Alessandro di Benedetto, who was not only the first person to singlehand a beach cat across the Atlantic, but then spent two months doing the same thing from Japan to San Francisco.

Once again, we do not recommend any such attempts for our readers.

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

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

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



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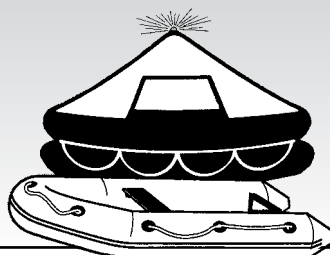
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LOOSE LIPS

How high's the water, mama. . . ?

The latest studies show that sea levels are rising twice as fast as scientists thought only two years ago. The news was announced at a conference on climate change held last month in Copenhagen. The discrepancy was reportedly due to a lack of definitive information in 2007 about how the polar icecaps are behaving. Since then they have been closely monitored and, well, the news isn't good. In '07, a UN Panel on Climate Change predicted that sea levels would rise 7 to 23 inches by the year 2100. The revised figures estimate 19 to 39 inches — a (high end) average of more than 4 inches a decade or not quite half an inch per year. Of course, that's assuming nobody does anything about it. The UN announcement is specifically aimed at politicians worldwide in hopes they will thrash out an international plan that will address this issue — sooner rather than later.

High return on investment.

In a time where you can lament pretty much everything about the economy, it may seem trivial to bemoan the lack of American sponsorship in big sailing events. So we won't. But we did think that a recent interview in the *World Yacht Racing Forum 2009* was worthy of mention. In the recently-completed Vendée Globe Race (solo nonstop around the world), Groupe Foncia, one of France's largest residential real estate companies, continued a long involvement in high-end sailing events by backing eventual race winner Michel Desjoyeaux. Roxy, a women's clothing company, also based in France, was a first-time sponsor. It chose to get behind British sailor Samantha Davies, the fourth-place finisher. Two very different sponsors, two very different competitors, two very different sponsorship goals. Take a look at these excerpts from interviews with Julien Benoist of Foncia and Maritxu Darrigrand from Roxy (edited from translations).

WYRF — Why did you choose to sponsor a boat in such an extreme race as the Vendée Globe?

Foncia (Benoist) — "The 'extreme' aspect of the race is just one of its ingredients. More important for us is that it is the biggest race in terms of participants, public and media. It is also one of the most competitive. The Vendée Globe provides great visibility in a very competitive environment."

Roxy (Darrigrand) — "Nearly every offshore sailor dreams of competing in this race. It is the Everest of sailing. This new challenge for us was triggered by our love for the oceans, respect for nature, a taste for adventure and travel, and interest in outdoor sports."

WYRF — How did you choose Desjoyeaux/Davies?

Foncia — "Michel's personality is in line with our past endeavors in sailing. He is a great ambassador for our company values. We appreciate his sense of detail and spirit of innovation. He is a perfectionist, and has strong willpower — like us."

Roxy — "Over the past 18 years, Roxy has become the number one brand for women's outdoor sports. 'Gliding sports' (surfing, skateboarding, snowboarding, etc) are the soul of our brand. That's why we decided to support a woman active in sailing. It was a natural decision that we do it with Samantha Davies."

WYRF — What were your objectives in sponsoring a boat?

Foncia — "Our main objective was to increase our brand awareness, and make sure people understand our business. We also used the race to rally our employees around a common project. For example, we took 350 employees to the start and finish of the race."

Roxy — "Our goal, as well as Samantha's, was to participate and finish the race in the top 10. We supplied her with all the tools necessary to share this formidable adventure. Her talent, the quality of her team, the reliability of her boat and her passion



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LOOSE LIPS

did the rest. We also wanted to bring in some freshness, color and femininity to the sport of sailing. During her three months at sea, Sam showed that it is possible to ally sport with pleasure and personal achievement, and to share this with the public."

WYRF — Do you feel you achieved your objectives?

Foncia — "Although the final report isn't ready yet, we are obviously extremely happy. We wanted to have good visibility before, during and after the event and have achieved this goal. It has also been a great internal success. During the race, people walked into our offices just to ask how the boat was doing, and our sales agents ended up talking about the race. This helped create a special relationship with our customers."

Roxy — "The results have exceeded our expectations. Samantha is capable of sailing against the greatest while always keeping her *joie de vivre*. She is the perfect ambassador for our brand: fun and alive, naturally beautiful, confident yet daring."

"The media coverage has also been outstanding. Print, radio, TV and web coverage have been exceptional. Of the tens of thousands of messages sent to all skippers during the race, Sam received the most — more than even winner Michel Desjoeaux."

Pete slows down.

British sailor Pete Goss became famous in 1996 when, during the Vendee Globe race, he turned around and sailed upwind in storm conditions for two days in the Southern Ocean to rescue competitor Raphael Dinelli from his capsized boat. In 2000, Goss became infamous for losing the radical, multimillion-dollar, 120-ft catamaran *Team Philips*, which broke up during seatrials before she had a chance to compete in The Race, a crewed, round-the-world competition for maxi-multihulls.

Goss has kept sailing through all the ups and downs. His latest accomplishment was to sail *Spirit of Mystery*, a 37-ft replica of a 19th-Century fishing boat, nearly 12,000 miles from England to Australia to commemorate seven Cornish fishermen who did it in 1855. Goss and his crew — brother Andy, son Elliott, and brother-in-law Mark Maidement — departed Cornwall last October and, using only sail power and traditional navigation methods, made their landfall at Melbourne on March 9.

Abby's advice.

Recently emailed to us . . .

Dear Abby: My husband, "Mike," and I have been married for 18 years, but for the last few we have been growing apart. Mike has recently expressed a desire to quit work and sail around the world. He bought an expensive sailboat, took lessons, and is teaching our kids to sail. I tried it, but I'm afraid of the water. I have, however, been supportive of my husband's dream.

I knew Mike was looking for a "crew" for the boat because he couldn't sail with just the kids. Today he told me he has found someone. This crew consists of a married woman and her two kids. Mike invited her to crew after she first asked her husband. He did not ask *me* first. He simply announced he had found a competent sailor.

I expressed vehemently that I am against this. I have never met the woman or her kids, and I'm hurt that I wasn't consulted. Mike says he is hurt because I "don't trust him."

By the way, the sailboat is only 37 feet long, and they're planning their first two-week trip this fall. What do you think?

— *Landlocked in Northern California*

Dear Landlocked: I think you should start taking sailing lessons immediately. For the sake of your marriage, I advise you to remember that *you* are first mate, so haul anchor and get moving. If you think you and Mike are drifting apart now, it will be nothing compared to when he starts living his dream and sets sail without you.

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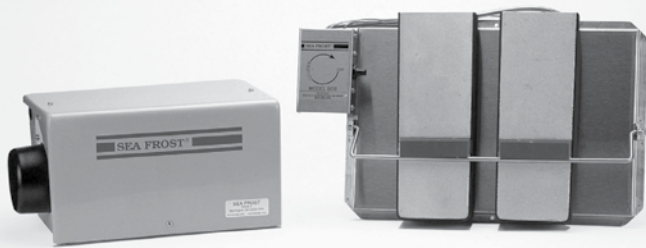
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message in a bottle

Readers old enough to remember a young Dustin Hoffman in *The Graduate* will recall the single word of advice one character gives to the recently-graduated Benjamin Braddock: "Plastics." If only they knew then what we know now. Plastics are everywhere these days, and we don't mean that in a good way. The vast majority of litter that fouls habitats, kills wildlife and pollutes nearly every ecosystem on the planet is made of discarded plastic.

The nice thing about plastic is that most of it can be recycled or, in the case of this particular story, reused — given a second life in

its present form. Nowhere will that be brought to public consciousness more dramatically than when the 62-ft catamaran *Plastiki* sets sail under the Golden Gate later this spring for an ambitious 7,500-mile voyage across the Pacific. The ketch-rigged cat will be made almost entirely of plastic recycled from pop bottles — and its flotation will be provided *entirely* by the 2-liter bottles themselves — about 12,000 of them.

The project is the brainchild of British-born David de Rothschild, who most of you might correctly guess is a member of the famous Rothschild family of bankers and financiers. Befitting that lineage, he's reluctant to say how much the *Plastiki* project is going to cost, but you have to admire

that the man feels strongly enough about the environment to plan such an adventure in the first place.

"Our philosophy of throwing everything away has to change," explains the tall, bearded expedition leader. "I want to use *Plastiki* as a platform to help people think of waste as a resource."

The idea of this boat — and de Rothschild's commitment to the environment — began long before the first plastic bottle was strapped to *Plastiki*'s hull. In fact, something like this boat has been in the talking stages since de Rothschild formed Adventure Ecology back in 2005. AE's goal, in the words of one writer, is "to use the romance of adventure, and the power of the internet, to unite the world's schoolchildren in the fight against global warming and environmental degradation." So far he's done pretty well. Just 29 years old this year, de Rothschild has already trekked to both the North and South Poles — the youngest person ever to do so — and via the internet, thousands of school kids were right there with him.

Plastiki — whose name pays homage to Thor Heyerdahl's 1947 trans-Pacific crossing aboard the raft *Kon Tiki* — may be Adventure Ecology's most ambitious project ever. The upcoming expedition will be sailed by a crew of six mostly revolving crew, including two to three scientists at any one time. Onboard for the whole trip will be de Rothschild, professional sailor/skipper Jo Royle and one other experienced sailor who has not yet been chosen. (Though distantly related to the French-Swiss branch of the de Rothschild family who sponsor a stable of top-end sailing craft under the *Gitana* name, David admits to only limited sailing experience.)

The proposed route has the boat stopping first in Hawaii, then making a circuitous tour of the Pacific — Midway, Bikini Atoll, and Vanuatu are among the other stops. The expedition is scheduled to end in Sydney this September. Along the way, de Rothschild hopes to highlight the Pacific Gyre (a Texas-size area where floating trash can swirl for years), the effects of mass pollution, nuclear armament, coral bleaching, the sinking islands of Tuvalu and the effects on local

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boatyard

It's likely you've heard the rumors about two of the Bay's busiest boatyards. Well, they're no longer rumors: The lease for Anderson's Boat Yard in Sausalito was not renewed and, come November, the Richmond-based KKMI Boat Yard will start doing business at the central Clipper Yacht Harbor location.

Anderson's was started by Ron Anderson back in 1967. Today it's run by his son, Tom. KKMI — Keefe Kaplan Maritime, Inc. — was started in 1996 by Ken Keefe and Paul Kaplan on the site of the old Sanford-Wood yard. They are two of the largest yards in the Bay Area and offer everything that 'full service yard' implies: top-notch service and repairs to boats of any size, on-site chandleries, EPA-friendly painting sheds, rigging shops, metal fabrication shops, specialized wooden

LUCA BABINI PHOTOGRAPHY NEW YORK



David de Rothschild.

An artist's rendition of 'Plastiki' under sail. The unusual way the headsails are rigged — two headstays and two jibs for each mast — will allow the crew to use different sail combinations to best advantage.



shuffle

boat repair, engine repair and repowering services — and much more. When the big boys bring their big boats to town, such as for the Rolex Big Boat Series, the two main yards they haul out at are Anderson's and KKMI.

It's important to clarify that Anderson's is not a victim of the recession. "We've paid our bills on time for 42 years and continue to do so," says Anderson. "And even the way the economy is, you come down here right now and the yard is full." What's happened is that their landlord, Clipper Yacht Harbor, chose not to renew the yard's five-year lease.

"In this economic climate you have to look forward and we felt that it was in our best interest in the long term, to find another tenant," says Clipper Yacht

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bottle boat — cont'd

communities of overfishing.

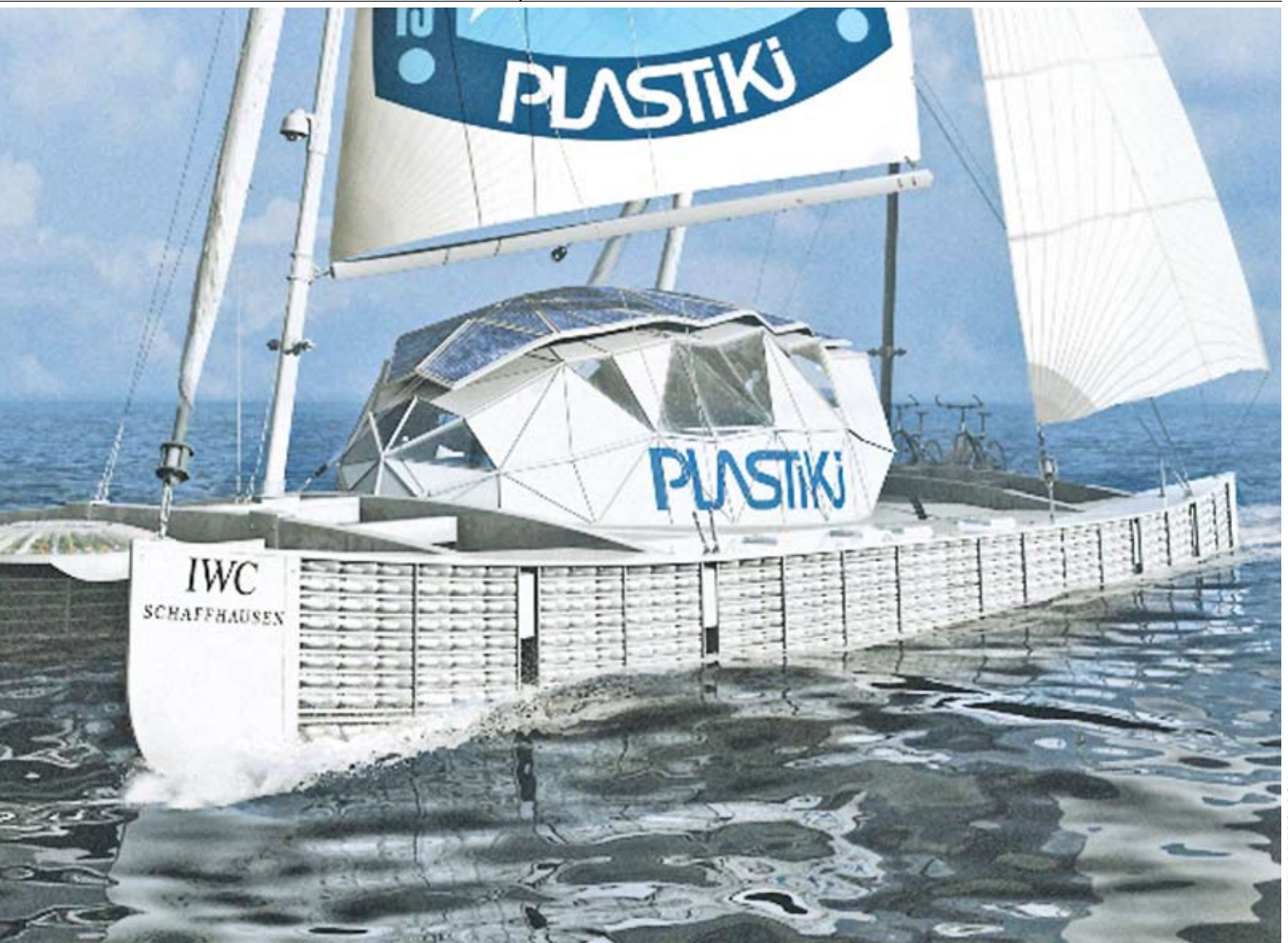
But there's a lot of work to be done before all that. Right now, most of it involves building the boat. As you read this, that process is underway at the far end of an otherwise deserted Pier 31 in San Francisco. There, the temporary lighting is complemented by natural lighting provided by the Pier's old skylights. During our visit, the shafts of diffused sunlight from above seemed to cast a heavenly highlight on the goings-on.

One of the main things it illuminated was the 1/3-scale prototype of *Plastiki*. A bit over 20 feet long, the 'mini-*Plastiki*' is festooned with proportionally smaller bottles, and made liberal use of sails and other parts scavenged from several Hobie cats. It was launched last fall and test-sailed in protected local waters. The results were mixed. When it sailed as intended, it did pretty well and was actually quicker than expected. However, without traditional rudders — more on that later — the boat also seemed just as happy to sail backwards.

But as with all prototypes, much was learned from the smaller boat that will be incorporated into the large one.

The recycled plastic components used in the construction of *Plas-*

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SIGHTINGS

bottle boat — cont'd

tiki come in three different forms. The first and most obvious are the bottles themselves. They are the same clear-plastic 2-liter bottles that populate row upon row of supermarket shelves filled with Pepsi, Coke, and other soda pop. A crew at the building site transforms them from mashed junk to boat-ready by dropping a bit of dry ice in each one and screwing the cap back on. As the ice vaporizes, the bottle expands until it is literally rock hard. You can stand on one without deflecting it. The estimated 12,000 bottles used on the boat will be attached to the central hull structure by tying and netting bunches of them snugly between the 'frames'. In theory, the boat can endure many punctured bottles and even the loss of a few sections-full of bottles and still keep going. And of course, they can be replaced relatively easily while at sea — again, in theory.

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shuffle

Harbor President Ken Pederson, adding, "Anderson's has always done quality work and I've always had the greatest respect for Tom."

While the move has been portrayed in some local media as a rivalry or even a 'hostile takeover', those are rumors that Pederson and Kaplan both say are not true. "In the past I've had many boats serviced by Anderson's and they've always done a wonderful job," says Kaplan. "We hope to continue to serve the maritime community in the same timely and efficient manner as they have for all these



LATITUDE / JR

PHOTOS LATITUDE / LADONNA EXCEPT AS NOTED

— cont'd

years.”

KKMI's move to Sausalito will constitute a new 'branch' of the main yard, which will continue operations in Richmond.

What will become of Anderson's?

“Don't count us out yet,” says Anderson, noting that the company is looking at other locations and has some things in the works. “Until then, we're hitting on all eight cylinders. We'll keep giving customers top service until the day we're out of here.”

— jr



A whole lotta looking good goin' on — Counter-clockwise from above: Getting moody in a *Santana 22*; 'Makoa Kai Hele' must be Hawaiian for 'Looking Good'; the crew of 'Juno-esque Jones' know how to get their mugs in the mag; spume flies from 'Pendragon's nose'; Beverley Bryant, 66, who's been sailing for 60 years, joyfully 'took the con' of the Sausalito-based Beneteau 43 'Sijambo' on a fine March day.



DIANA DEMEO

bottle boat — cont'd

The other building material is srPET — self-reinforcing polyethylene — in both 1/2-inch thick sheets that look like foam, and as a cloth that looks just like fiberglass. Using heat, pressure and a resin made of sugar and cashew oil, the building team of students and volunteers forms large slabs of cloth-foam 'sandwich'. Like the more familiar foam-carbon (or glass) sandwich construction used in boatbuilding, the resulting sheets are both rigid and strong, although demonstrably heavier than foam. And despite the candy bar image it evokes, the sugar-cashew glue has proven amazingly strong and watertight.

The only parts of *Plastiki* not made of recycled material will be the aluminum masts, rigging, dacron sails and the actual hardware needed to sail the boat. Underway, *Plastiki* will have a full array of navigation and communications equipment, and will rely on small electric motors in each hull for docking and in-port maneuvering.

The original departure date for *Plastiki* was the end of March. As with all boatbuilding projects, there have been a few delays. Now they're aiming to launch toward the end of April, with local sea trials and departure not long after.

If all of this sounds vaguely familiar, there have been a few sort-of similar projects over the years. For example, 10 years ago, Ken-Ichi Horie sailed from San Francisco to Jap on a 33-ft catamaran whose hulls were made of aluminum beer kegs. And just last summer, *Junk* — a raft made of 15,000 plastic bottles, old sailboat masts and part of an old Cessna fuselage — successfully 'sailed' from Long Beach to Hawaii. Both voyages had similar ecological themes.

In that vein, *Plastiki* seems like a decent-enough craft to carry the message that we need to clean up the planet — a message we personally feel can't be repeated enough. Although we're no naval architects (and not sure it would help if we were), the construction process so far seems well-thought out and tested. The design itself is by Australian Andy Dovell, a Berkeley-educated naval architect whose work with the the New South Wales firm of Murray, Burns and Dovell has given the world, among other things: the Sydney 38 and several other production boats; design work on three America's Cups; and a super-efficient fin used on high-end surfboards.

There are many other smart, creative, free-thinking and downright cool people working on the project.

But when we heard that the boat would use no rudders, instead 'steered by sail trim' . . . well, you know that sound an old record player makes when you mash down the needle and the music comes to a squawking halt? Our mind did that.

Fortunately, skipper/sailing master Jo Royle cleared it up. She says the boat will not have 'traditional' rudders hung off the transoms because of the anticipated flex of the hulls. However, there are plans for a steering system, fixed possibly to a crossbeam or other more rigid structural part of the boat.

As with most aspects of the construction, the *Plastiki* folks are taking everything one step at a time and learning as they go. We're confident the boat will sail out under the Golden Gate in fine form this spring to carry her message near and far.

— jr

oh, to be young again

Decades ago, parents issued the same command to their kids almost every day: "Go outside and play until dinner's ready!" But back in the '50s, '60s and '70s *outside* was where most kids wanted to be anyway — riding bikes, playing ball, hiking in the hills or, if you were really lucky, goofing off at the beach. Being inside was boring. In the pre-cable days, even TV programming was, like, 'dullsville'.

But somewhere along the line, things changed. When home computers and electronic gaming devices became prolific, spending active time

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SIGHTINGS

youth sailing — cont'd

in the great outdoors became a foreign concept in many households. Add to this the fact that many parents nowadays are understandably paranoid about letting their kids go outside without supervision. It's no wonder that an ever-increasing percentage of American kids are physically unfit, if not obese.

Fear not, though. We've got the perfect solution to this sorry state of affairs. To our way of thinking, the ideal antidote to the 'adolescent couch potato syndrome' is for more kids to get out sailing and



'Pegasus' is just one of several community access youth sailing programs on the Bay.

revel in the glory of Mother Nature. Luckily, here in the Bay Area there are a wide variety of opportunities for kids from age 7 to 18 to do just that — in some cases at no cost. Here's an overview of the many options, and an invitation to do further investigation on your own.

Yacht Club Programs — As you might imagine, many Bay Area yacht clubs have instructional 'junior' programs for kids, particularly during the summer months. There are more than a dozen Bay Area YCs that offer summer programs and almost that many that offer them during the school year, making the sport accessible to any and all Bay Area kids, regardless of their familiarity with watersports or socio-economic status. Now is an ideal time to check out their various offerings and sign up well before summer begins, as most programs have limited space.

Although most YC summer sessions charge a fee, many offer scholarship programs for folks who can prove financial need. It's important to note that parents usually *do not* have to be club members. At YCs where youth membership is required to participate, kids are typically offered a youth membership rate between \$15 and \$55. The idea, after all, is to bring new blood to the sport, not set up deal-breaking obstacles. Most clubs require that young trainees know how to swim, but don't require previous boating experience.

At YCs, the focus is almost always on dinghy sailing, as the idea is to build basic skills which will serve as a solid foundation for a lifetime of sailing fun. A wide range of boats are used in junior programs, and in most cases are provided at no additional cost. The vast majority of young sailors start out in El Toros or Optimist prams. Once they learn the ropes, they're likely to move up to Lasers, and eventually to two-person FJs or 420s (both jib-and-main boats). Some clubs also work with nearby high schools to support their racing teams.

Junior programs tend to be a winning idea all the way around — the kids have a blast, get some healthy exercise, gain an appreciation for the simple physics of wind power, and perhaps even pick up a lifelong hobby. And their parents get the satisfaction of knowing they've introduced their kid to a new form of active, outdoor fun. Many probably wish they'd had such opportunities when they were young.

Non-Yacht Club Programs — For the purposes of this overview, we'll lump together all non-yacht club sailing options. But in fact, they all have distinctly different qualities and offerings. That said, all 'community access' programs do tend to share the same overarching goal: to expose as many kids as possible to the joys of sailing in the Bay Area's unique aquatic realm. Often, kids also come away with a greater awareness of the Bay's delicate marine ecosystem, and an

continued on outside column of next sightings page

death, taxes

For most people, April 15 means tax deadlines. But for licensed mariners, it's also the deadline for having your TWIC — Transportation Worker Identification Credential. If you don't have a TWIC card by April 15, you won't be allowed into secure areas of any U.S. port facility. More importantly, you won't be able to renew your Coast Guard license or Merchant Mariner document.

Youth sailing programs are a great opportunity for kids all over the Bay to have fun and learn a little in the great outdoors.



and twic

Although the TWIC program will mainly affect merchant mariners and licensed captains operating commercial craft, according to the letter of the law, anyone with a Coast Guard Six-Pack or better license is required to have a TWIC card, even if you have no intention of ever docking at or setting foot in a secure area.

The TWIC program was mandated by

continued in middle column of next sightings page

youth sailing — cont'd

appreciation for the region's colorful maritime heritage. Most, if not all such programs, have provisions for kids to sail for free through need-based grants and scholarships. Here's a quick look at some popular community programs:

Treasure Island Sailing Center — Located literally in the middle of the Central Bay, this multi-faceted facility's programs have continually expanded over the years to promote sailing to the broadest possible spectrum — including at-risk kids and those with mental or physical disabilities. A broad range of programs give 7- to 18-year-old trainees exposure to sailing aboard dinghies and keelboats. Thanks

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PHOTOS COURTESY THE PEGASUS PROJECT

SIGHTINGS

youth sailing — cont'd

to extensive community support and volunteer fundraising, nearly 80% of participating kids sail for free at its unique location on the edge of Clipper Cove.

Oakland Park & Recreation Dept. — Lake Merritt Boating Center, near the city center, offers a number of introductory programs at the lake for grade-schoolers, including after school learn-to-sail courses in El Toros. The action at Jack London Aquatic Center, located along the north shore of the Oakland-Alameda Estuary, is geared toward high schoolers from any area school who race and train aboard Lasers.

Blue Water Foundation — As evidence that on-the-water experience for kids is a benefit to society, this nonprofit, volunteer-run group is heavily supported by both the San Francisco School District and the

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twic

the Transportation Security Administration to assure extra security at U.S. ports after 9/11. The TWIC itself is a tamper-proof plastic ID card with a photo and fingerprint of the holder.

The Coast Guard anticipates that over 1.2 million individuals will apply for a TWIC — in addition to mariners, it's required for longshoremen, truck drivers, port facility workers, etc. As of mid-March, nearly that many had already done so and 800,000 cards had been issued.

Obtaining a TWIC card is similar to



DENNIS OLSON

— cont'd

getting a passport. To apply, you must appear in person at an authorized office (there are several in the Bay Area), pay \$135 and have your photo and fingerprint taken. After that, it can take up to a month to get the card, and you have to return to the same office to pick it up.

For more information on the TWIC office nearest you, as well as how to pre-apply and make an appointment, log onto www.tsa.gov/twic or call (866) DHS-TWIC.

— john skoriak

youth sailing — cont'd

San Francisco Police Department. Since its founding in 1992, more than 8,000 young salts from virtually every S.F. public school have sailed aboard the foundation's 20-ft daysailers or its flagship, the 46-ft former ocean racer *Golden Bear*.

The Pegasus Project — Over the past 10 years, some 4,000 kids have been introduced to the joys of sailing the Bay aboard the well-kept Alden 51 ketch *Pegasus*. Drawing primarily from East Bay schools, the volunteer staff's mission is for young trainees "to become productive members of a sustainable society through positive outdoor environmental education, and by reinforcing life skills." With the support of several partner organizations, and profits from mainstream charter work, many kids can attend these hands-on sessions for free.

Call of the Sea — This well-respected organization offers three-hour programs aboard the traditional, 82-ft schooner *Seaward* (which also offers mainstream charters). Hands-on sessions focus on seamanship, local history and navigation, and align with 4th and 5th grade social studies curricula — yet are adaptable to other grade levels.

Nehemiah — Capt. Rod Phillips and his wife Joni saw sailing as an avenue for at-risk kids to garner a new perspective on the world, and decided to offer their classic 57-ft ketch and their maritime knowledge to young people from nearby communities. They've taken literally hundreds of kids out for booming sails on the Bay. A longtime professional mariner, Capt. Rod and other volunteers instruct kids in the arts of traditional seamanship aboard this sturdy vessel, which has twice circumnavigated the globe. The free or nearly free youth programs are supported by occasional mainstream charter work.

Spaulding Center & S.F. Maritime — We were excited to learn that, although not specifically affiliated, both the Spaulding Wooden Boat Center — one of the maritime treasures of the Sausalito waterfront — and the S.F. Maritime National Park have developed innovative multi-phase programs that teach kids traditional woodworking skills, then teach them to build a small boat, and finally, instruct them on the fine points of sailing it. Here, too, scholarships are available. S.F. Maritime also works with *America True's* ongoing Tall Ship Semester for Girls (TSSG) program, a three-part curriculum which includes a six-week internship and six weeks crewing aboard a tall ship.

So where to find all the pertinent contact information for these programs? As luck would have it, they're published on pp. 66-72 of the *2009 Northern California Sailing Calendar and YRA Master Schedule*, available at many of the places you find *Latitude 38*. The info is also online at www.latitude38.com/YRASchedule/youth.html. With so many ways to get out on the water, there's no reason the young couch potato shouldn't become an endangered species.

— andy



COURTESY THE PEGASUS PROJECT

This pirate-in-training learned more than just how to plunder.

"Most Laser and other dinghy photos feature someone hiking hard around the buoys or planing on a reach," says Santa Rosa's Dennis Olson, "but I thought you might like this one — see, you can have a happy passenger aboard a Laser!"

a bear of a project

My siblings and I have a soft spot for Bear Boats. It runs in the family — our grandfather owned Bear #9 from 1953 to 1965, and our family currently owns *Magic* (#65). So when *Panda* came up for auction recently, my 11 siblings and I bought her with the hopes of restoring her to her former glory. Taking on a 69-year-old wooden

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SIGHTINGS

panda — cont'd

boat with a significant starboard leak may not have been rational, but we were convinced it needed to be done.

We hauled out *Panda* at Berkeley Marine Center in November, and immediately began preparing her for the start of sister framing.



The 'Maloney Fair Block System' was considered innovative by wooden boat experts.

When the furniture and ceiling were removed, 30 broken and cracked frames — 15 per side — were revealed at the turn of the bilge. After reefing out the seams and cutting out the knuckled frames, we installed and tensioned four all-thread rods amidships in an effort to pull her back

into fair and close up the seams. The all-thread was secured on each side of the hull to a pair of blocks cut to the curve of the hull. When the nuts were tightened up, the arrangement hugged the old girl back into shape.

While steam-bent sister frames would have been ideal, cold-molded laminate is the way to go for inexperienced workers paying for lay days. Brother Daniel, the project leader, milled white oak planks into 1/8-inch laminate strips. Brother Steven and brother-in-law Mike were the laminate frame dream team, wrestling that oak into submission.

There was plenty of work for the rest of the family. Layers and layers of old paint from the topsides and bottom were scraped, sanded, heated, and stripped. We held family work days where as many as nine of us showed up at once. We were the envy of the do-it-yourselfers!

When we first talked about taking on the project, our dad thought we were nuts, so we decided to just make it a siblings' project. During all the work, some wondered if Dad would be surprised. "He'll be surprised, all right," I'd remark. "Surprised at how dumb we are." But at the end of his first day helping to repair his father's old boat, he asked if he could come back.

We worried about caulking the seams. It was a critically important job, but none of us had done it and it was the linchpin of the repair. Steve Hutchinson of Hutchinson Marine Services not only took on the job on short notice, he and his crew did it in about 30 minutes.

The last step of *Panda's* restoration was the painting. After meticulous prep work — "I've never seen someone pet a boat so much," one yard worker told me — we painted her topsides white and her bottom black, just like a panda. Daniel painted the boot strip red after a Chinese proverb about an unbreakable red thread that connects those who are destined to meet.

On January 14, *Panda* was returned to the water. We expected to spend a couple days pumping water from our dried out boat hoping the seams, especially the newly caulked ones, would take up tight but she hardly wept at all.

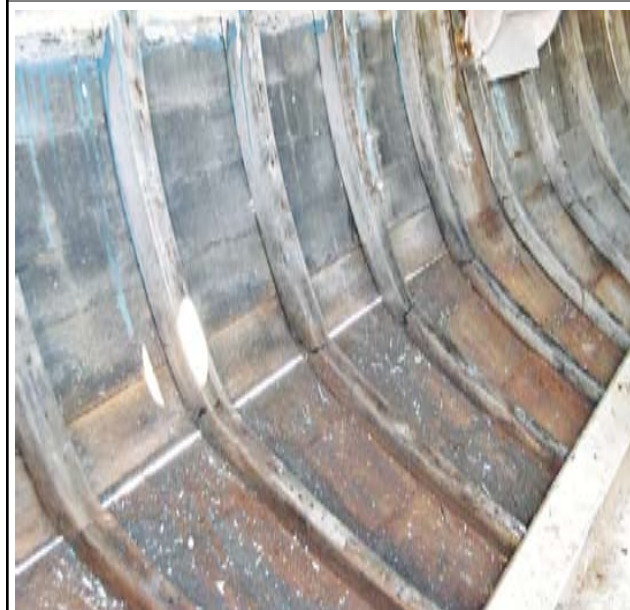
As amateurs we were unencumbered with common practice. While we raised eyebrows by stripping the top side down to the wood, we also learned that our fair blocks were considered innovative. People remarked that we must have done this before. On one occasion we overheard Steve Hutchinson explaining our scheme and giving it an endorsement. When Daniel asked yard owner Cree Partridge for advice, he was told, "You don't need my advice. You're doing fine." Thanks, Cree. *Panda's* doing fine too.

— tim maloney

conspiracy

People love a good conspiracy theory. Remember the 'Paul is dead' movement that claimed the real Paul McCartney had died in 1966 and an imposter had taken his place in The Beatles? Or the patently absurd 'Michael/La Toya Jackson' urban legend that contended one was the other and that they'd never been seen in the same room together? You might be surprised to find out there's a similar theory about some *Latitude* employees.

Rumor has it that Doña de Mallorca and LaDonna Bubak are one in the same. "Just a pen name," some scoff. "*Latitude's* just trying to confuse us," others may



theory

think. Not so, and we'd like to set the record straight.

Doña (aka Donna Andre) is the long-time girlfriend of the publisher, skipper of *Profligate*, Baja Ha-Ha Chief of Security, and holder of a 100-ton Master's license. If she's not in one exotic port or another, she's probably on her way there, delivering *Profligate* to the next port of call.

LaDonna, on the other hand, lives aboard with her salty dock rat of a husband, cruised Mexico as a teenager with her folks, and has sailed from the Bay to Sitka and back. She's never done a

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gosport bound

Early one late-April morning last year, Charles Willson happened to glance out the window of his former office, which overlooks Santa Cruz Harbor. On any other day, he may not have seen anything out of the ordinary. But April 22 wasn't an ordinary day. When *Uniquely Singapore* and *Nova Scotia* finished that morning as the first two arrivals in the 2007-2008 Clipper 'Round The World Race, it marked the first time a 'round the world race made landfall in California, specifically Santa Cruz.

"The boats dropped their sails and put their promotional signage up," the 49-year-old Willson said. "I saw the URL and punched it in. From that day forward, I read all 700 historical blog posts from that edition of the race."

But Willson — an advertising executive based out of San Francisco now — didn't stop with the backstory. As the race continued on from

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Grin and Bear it — Clockwise from below: Broken frames were no match for the Maloney Family; sister Anna knows how to handle a sander; 'Panda' wears her name proudly; the family that restores together, sails together; restored to former glory.

PHOTOS COURTESY, PANDA

SIGHTINGS

gosport — cont'd

Santa Cruz, he kept following it “fanatically.” Before it had even ended, he’d already lodged his request for an information packet with the race’s organizers, Clipper Ventures.

That led to him signing on for one leg of the race initially; it didn’t take long before he’d signed up for another. Willson will be sailing legs 4 — Perth to Qingdao with a stop in Singapore — and 7, which will take the fleet from the Caribbean back to the UK with a short stop elsewhere in Northern Europe. But first there’s the mandatory training, the first two parts of which he will have completed as we went to press for this issue of *Latitude 38*. As the first area sailor — of the six or so who are signed up to do all or part of the race — to complete

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theory

Ha-Ha, sailed in the Caribbean or slept with the boss. She can normally be found chained to her keyboard while pounding out pithy prose (such as you’re reading right now) in the course of her duties as *Sightings* Editor.

Readers never had much problem delineating between the two Johns at *Latitude*, or the fact that we’ve had two different racing editors named Rob, but the Doña-LaDonna thing remains a constant source of confusion, bordering on



— cont'd

our very own urban legend. "People think I'm lying when I tell them I didn't write a story they liked," Doña confesses.

So in an attempt to prove the theories wrong, we submit Exhibit A: "Los dos Doñas" together at last month's Crew List Party. That's Doña on the left, LaDonna on the right. The defense rests.

And if you look closely, you can just make out Michael and La Toya in the background.

— *ladonna (not doña)*

Proof positive — Doña (on the left) and LaDonna (on the right) in the same room. If you're ever confused as to who's who, Doña always has the better tan.



gosport — cont'd

the first two-of-three training modules, Willson will have had a rapt audience awaiting his post-training debrief.

"I've been tasked with bringing back a detailed overview for everyone in Northern California who's doing part of the race," he said, explaining that Clipper Ventures has been working on how to deliver just that to the sailors who, from the standpoint of the race, are a fairly new constituency. "The American sailors want information; we've all got a thousand questions."

So do we, for that matter, and we'll check in with him when he gets back from Clipper Ventures' base in Gosport, UK. But while we're curious to see how the training went, after hearing about his sailing background, we were more curious to find out what it is about bashing around the world in a heavy, 72-ft monohull that appeals to him.

It turns out his introduction to sailing — albeit a different kind — came in much the same way as his introduction to the Clipper Race. The same week he moved to Santa Cruz in 1996, the city was host to that year's Hobie Cat Nationals.

"There were 120 Hobie Cats sailing off the beach," he said. "They seemed to be having a really good time, so I bought a catamaran."

After starting with a Nacra 5.2, Willson, who was born and raised in the UK, progressed to a Nacra 6.0, a Hobie 20 and a little, although not much, keelboat sailing. But he said the impetus for doing the Clipper Race lies in aspirations beyond the beach.

"My long term goal is to do some bluewater cruising, and I wasn't getting the sea time I wanted," he said, adding that henceforth, most of his offshore sea time had been logged on long-range scuba diving trips. "This represented the best way to get a few thousand hours."

Look for a report on Willson's training experiences in an upcoming issue of *Latitude 38*. In the meantime, check out www.clipper-roundtheworld.com for more on this year's edition, starting September 13, from the North Sea port of Humber, UK.

— rob



Charles Willson.

salute to john guzzwell

Fifty years ago, a 28-year-old singlehander from Victoria, B.C., named John Guzzwell completed an unprecedented circumnavigation aboard *Trekka*, a 21-ft wooden yawl he'd built with his own hands. The book he published about his adventures, *Trekka Round the World*, became a cult classic among would-be voyagers, and is credited for sparking the dreams of many who have circumnavigated since.

As keepers of the 'official' West Coast Circumnavigator's List, *Latitude 38* has invited John to attend a special gathering on Thursday, April 16, at the Oakland YC to honor the 50th anniversary of his historic homecoming. (No-host bar at 6:30 p.m., presentation at 7.) At the time, *Trekka* was the smallest boat ever to have gone around. John will also spend some time at Strictly Sail Pacific on Thursday and Friday in the Author's Corner and at *Latitude's* booth.

In a sport often dominated by massive egos, John Guzzwell is a refreshingly humble hero who normally shuns the spotlight. So we are thrilled that he has graciously offered to share insights from his lifetime of voyaging and custom boatbuilding. He'll show vintage Southern Ocean film footage shot while accompanying Miles and Beryl Smeeton on their ill-fated Cape Horn attempt aboard *Tzu Hang* in 1957 — chronicled in another sailors' classic, *Once is Enough*. If you haven't

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SIGHTINGS

guzzwell — cont'd

had the pleasure of reading it, let us explain that the threesome got caught in a horrendous storm that pitchpoled *Tzu Hang* and dismasted her. Thanks to John's carpentry skills, they finally arrived safely in Chile after 87 days at sea. In those days, of course, the electronic nav and communications devices we now take for granted were the stuff of science fiction. Not only were there no GPS units, watermakers, roller-furlers or solar panels, but there was no accurate weather forecasting. In the far reaches of the world's oceans, sailors — especially singlehanded sailors — were truly on their own.

Born and raised on Britain's Channel Islands, John grew up around boats, the son of a sea captain. But the tranquility of his childhood was shattered when WWII broke out, as the family was soon interned in a Nazi POW camp. Afterwards, he was trained as a shipwright and eventually emigrated to British Columbia, where, at age 22, he began building *Trekka* in his spare time to a J. Laurent Giles design. Her light-displacement hull was many years ahead of its time.

John Guzzwell, at 28, sailed 'Trekka' around the world.

John later became a pioneer in cold-molded construction, a method he still advocates at annual workshops in Port Townsend. During his distinguished career as a custom boatbuilder, he has lent his expertise to a diversity of projects ranging from the 65-ft Farr-designed *Lively* to the 158-ft topsail schooner *Tole Mour*.

Between projects, John cruised extensively with his family, and in 1994 did the Pan Pacific Yacht Race from L.A. to Osaka, returning via the Aleutians and mainland Alaska. In both 1998 and 2002 he raced to Hawaii in the Singlehanded TransPac aboard a cold-molded 30-footer called *Endangered Species*, a half-sized Open 60 that he designed and built himself. He was 71 for the '02 race.

This special April 16 event will also serve as an informal gathering of West Coast circumnavigators and singlehanders. But it's open to all, free of charge, thanks to our partners, the Singlehanded Sailing Society, Scanmar and Waypoint. We hope you'll join us in raising a glass to the 50th anniversary of John Guzzwell's historic homecoming. He is one of our greatest sailing heroes, and a living legend among singlehanders.

— andy

party time!

As a youthful Keanu Reeves exhorted endlessly in the endlessly goofy movie *Bill and Ted's Excellent Adventure* — "Party on, dudes!"

That wouldn't be a bad motto for one of the most successful racing ideas to come down the pike in the last couple of decades: the San Francisco Yacht Racing Association's Party Circuit.

It's no big secret that YRA has been in a state of gradual decline since — well, since about the time *Excellent Adventure* came out in the late '80s. With the benefit of hindsight, one of the key reasons may have been an inflexibility in scheduling. Without taking away from any of the good stuff YRA has done over the years — which is lots — some folks felt the scheduling amounted to 'our way or the highway'. Many chose the highway, with a dozen or more fleets eventually dropping out of YRA to set up their own schedules.

In that sense, the current YRA board, headed by longtime Bay sailor Pat Broderick, is just the opposite. These days, YRA bends over backwards to give its various fleets — ODCA (one design), HDA (PHRF divisions), WBRA (wooden boats) and OYRA (ocean racing) — just the

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sailing the

Every marina has them — neglected boats covered with green gunge and bottoms so foul they could be declared their own ecosystems. But what happens when the owners stop paying their moorage? Besides being eyesores, these abandoned boats cost local marinas thousands of dollars — not only in lost revenue but also in labor to keep them afloat, file lien requests and, after months (if not years), sell the boats at auction.



COURTESY JOHN GUZZWELL



green mile

One such auction happened last month at Berkeley Marina, with 10 boats on the block. Harbormaster Ann Rial Hardinger reports that eight of the boats — which owed on average \$2,500 each — sold, some for the opening bid of \$250. “We never make back what we’re owed,” Hardinger said, “but at least we can rent the slip again.” Hardinger said most lien sale boats are in the 25-ft range but a

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party — cont'd

events they want to sail on the days they want to sail them. YRA has even created *faux* one design fleets composed of boats in the PHRF 99 and 180 rating bands, so that those boats can still race one another boat-for-boat rather than having to join the handicap ranks.

Still, overall YRA numbers have remained static for years — every year a few more boats might sign up, but an equal number drop out.

Then somebody came up with the idea of the Party Circuit. This schedule allows participants to sail only a few weekend events rather than commit to multiple weekends through the summer. And the PC weekends would be full ones, with pursuit races on Saturday, a raft-up, dinner and party at the hosting club, and a shorter race on

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Lloyd Ritchey's Santana 35 'Breakout' is part of the Party Circuit — and proud of it.

SIGHTINGS

party — cont'd

Sunday to get them home early. The Great Vallejo Race was a natural, as was the Second Half Season Opener — whose Saturday course takes boats out to Point Bonita and back to the sponsoring Encinal YC. The third event is Corinthian YC's Season Closer.

In 2007, 64 boats signed up for the first PC season. It proved popular and in 2008, 114 boats took part. This year, as of the end of March, signups were up more than 200% over the same date last year and looked well on track to obliterate previous numbers by the mid-April deadline. Ironically, some of the of the new PC sign-ups are boats opting out of their 'regular' YRA fleets to do just the Party Circuit (although the schedule is set up so you can sail in both if you want). But YRA's Laura Paul is also seeing many new sign-ups, especially old racing boats coming back under new owners.

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green mile

Catalina 30 in the latest auction sold for a paltry \$1,150! Of course, these boats are not for the faint of heart . . . or wallet — they've typically been neglected for so long that it'll cost thousands of hours and dollars to get them back in good shape again. "But there's nothing I like better than to see one of these boats brought back to her original beauty," said Hardinger. We have to agree.

Lien boats go through two auction cycles at Berkeley Marina. Then, if no one buys them and no donation program wants them, they're sent to that big

Dead boat sailing — Spread: A line-up of 10 junkers on their way from Berkeley Marina to an appointment with the wrecking ball. "They'd already gone through the lien process twice and had been here two or three years without paying moorage," noted Berkeley Harbormaster Ann Rial Hardinger. **Inset:** Some of the luckier lien boats will get a second chance at life with more conscientious owners.



SPREAD: LATITUDE / JOHN A.; INSETS: LATITUDE / LADONINA

— cont'd

boatyard in the sky. As part of the Department of Boating & Waterways' Abandoned Watercraft Abatement Program, Matt Butler at San Rafael Yacht Harbor receives dozens of derelict boats to destroy every year, including the line-up below from Berkeley.

Butler and his crew remove any hazardous waste — fuel tanks, batteries, cans of paint — from the boats and scrap as much as they can before crushing them. They can break up two or three small boats in a day, or maybe one large boat.

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party — cont'd

Winning is great, but we've always felt that most people participate in racing more for the fun than the competition. That's where the Party Circuit really shines — it maximizes fun and camaraderie, with the added icing of some pretty good competition, too. And talking about winning: With divisions for just about anything with sails — including non-spinnaker boats, shorthanders and multihulls — and bargain entry prices, the Party Circuit itself is a winner any way you look at it. YRA has kept their 2008 pricing, so here's the breakdown: To participate in the Party Circuit, you will need to get a PHRF certificate (\$40, or \$30 if renewed from last year), join YRA (\$40) and pony up the entry fee for the Party Circuit (\$135, or \$120 for members of U.S. Sailing). That's a tad over \$200 for three weekends of sailing fun. You'd spend that at Disneyland in about five minutes — and they don't even have a sailing ship ride anymore.

For more on the YRA in general or the Party Circuit in particular, log onto www.yra.org, or call Laura directly at (415) 771-9500.

— jr

more power to 'em — sail and power boat shows combine

As you've no doubt discovered by now, a pre-planner for the Strictly Sail Pacific Boat Show at Jack London Square is bound into this issue. Inside, you'll find a comprehensive listing of all boats, booths and seminars scheduled for the show's five-day run from April 15-19.

What you won't find in the planner is a fairly significant change announced a few days before this issue went to the press — the Strictly Sail Pacific show will be combined with the Northern California Marine Association's (NCMA) Power Boat Expo. The new show is called the Strictly Sail Pacific and Power Boat Expo — although we're not quite sure why they're keeping the 'strictly' part.

"In today's challenging market, there was a strong case to combine the shows," said one press release, citing significant savings for both exhibitors and sponsors, and increased value for show-goers.

For the in-the-water portion of the show, the new format should work well. The marina at Jack London Square has two main basins, so the powerboats will be in one and the sailboats in the other. Ashore, exhibitors will share space under the 'big top tent' in the recently remodeled east end of JLS. Trailer boats will occupy the west end of the Square.

All told, Strictly Sail Pacific & Power Boat Expo will bring together more than 300 exhibitors who will be happy to show you the latest and greatest in boats, accessories, gear and services. Hundreds of educational seminars are planned, as well as many special events ranging from demonstration sails for kids to the Green Boating Zone, featuring the latest eco-friendly boating products and practices.

Here are a few highlights:

- The gravity-defying Bladerider Moth, an 11-ft dinghy that 'flies' along on foils two feet above the surface and can hit 25 knots.

- Catalina 455 — the latest in styling, comfort and performance from Catalina.

- Sails on *Seaward* — Kids aged 10-18 will have an opportunity to take a short Bay Sail aboard the steel schooner from 2-4 p.m. daily. Don't worry, parents, you can go along, too. To sign up, visit *Seaward* while she's docked at the show.

- Step aboard the *Derek M. Baylis*, a 65-ft cat ketch designed by Tom Wylie and currently owned and operated by Sealife Conservation, a non-profit organization that works to inspire people to reduce pollution and support healthy fisheries. One of the few 'working' sailboats in the country, the *Baylis* is active in monitoring orca populations in Monterey Bay and has served as mothership for white shark research at the Farallones.

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SIGHTINGS

boat show — cont'd

• On the 50th anniversary of his singlehanded circumnavigation on the 20-ft yawl *Trekka*, noted sailor and boatbuilder John Guzzwell will discuss a lifetime of sailing and sign copies of his book *Trekka Around the World*, which inspired so many young sailors' dreams — including ours. (Look earlier in *Sightings* for more details.)

• Kimball Livingston, former sailing correspondent at *The San Francisco Chronicle*, author of *Sailing the Bay*, one of the screenwriters of the movie *Wind* (most of the parts that actually made sense were his) and current West Coast editor of *Sail* magazine, will talk about a lifetime love affair with the waterways of Northern California. He's also good for an opinion or two on the important sailing events of the day, including the America's Cup.

• John and Amanda Neal return to the boat show with several free hour-long cruising seminars between Wednesday and Friday, followed by a full-length Offshore Cruising Seminar (\$165, includes lunch and a copy of the *Offshore Cruising Companion*) on April 18. Register online at www.mahina.com or call 800-875-0852.

• New to the show this year is an appearance by sailing vagabond and writer Captain Fatty Goodlander. Cap'n Fatty has lived aboard various sailboats for 49 of his 57 years and has a fittingly skewed view of the world that has appeared in numerous books and magazines, including this one. When Fatty is in the house, gale warnings should be up, for gales — of laughter — are imminent.

• Kame Richards has been one of the most recognizable faces in Northern California sailing for decades. The co-founder and co-proprietor of Pineapple Sails with wife Sally Richards, Kame returns to the microphone to lend his expertise in sailing trim and tactics. If there's anything Kame's better at than making sails, it's taking the mystery out of the complex theories of sail trim and racing tactics. Be sure to arrive early for his seminars — in past years, many of them have been standing room only.

• Finally, those interested in participating in this year's Baja Ha-Ha will want to check out Grand Poobah Richard Spindler's talk on the enormously popular cruisers' rally that starts in San Diego at the end of October and ends in Cabo a couple weeks later. Assistant Poobah Andy Turpin will also be dishing on the Pacific Puddle Jump and cruising in Tahiti. At 6 p.m. on Friday evening, veterans of the Baja Ha-Ha and Pacific Puddle Jump are invited to a reunion get-together at the *Latitude 38* booth.

For times, details and contact information for all these events, see the shows website at www.strictlysailpacific.com.

— jr

bond exemptions for puddle jumpers

As you'll read later in this issue, despite the hellish state of the world's economy, there's no shortage of cruisers heading west this season, bound for the sunny, palm-fringed anchorages of French Polynesia. Luckily for them, this year the process of clearing in will be much less 'painful' than in year's past.

Why? Normally, each person entering by boat must surrender a security 'bond' of roughly \$1,700 (per person!), which they do not get back until they are about to leave the territory — and the back-and-forth currency conversions usually result in a significant loss of cash. This year, however, thanks to the generosity of Michel Alcon, director of the Tahiti YC, we were able to offer bond exemptions free of charge to every Puddle Jumper who 'officially' registered with us prior to February 20. As a special favor to *Latitude 38*, Director Alcon petitioned Tahiti's High Commissioner, who in turn granted exemptions for all 70 registered boats. This is a first, but we hope it will become a regular feature of the annual Puddle Jump rally.

Many Jumpers were extremely grateful — especially those with

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green mile

Butler says the fee to dispose of a boat can range from \$50-100/ft, depending on size, composition and what they have to do to prep it. But despite the rates, he's busier than ever. "I'm getting a call just about every day," he said. And the numbers are going up.

Indeed, it seems many marinas are holding more auctions than ever. So what can you do if you find yourself falling behind in your moorage payments? Hardinger recommends talking with



Spread: A traditional outrigger canoe glides across the Moorea lagoon. **Inset:** The Pacific Puddle Jump fleet always gets a warm reception when they arrive in Tahiti — especially so this year thanks to the bond exemption.



— cont'd

your harbormaster about a payment plan. If you just can't afford it to keep paying a monthly nut anymore, do your best to sell the boat, being sure to disclose to potential buyers any back-moorage you may owe. If you can't find a buyer, consider donating it to one of many Bay Area charities — but be forewarned, few will take real junkers. "Whatever a boatowner does," Hardinger says, "the most important thing is to act before your marina puts a lien on it."

— *ladonna*

exemptions — cont'd

families. Dave Heimke of the Homer, Alaska-based Pacific Seacraft 37 *Amikuk* wrote: "Not sure if a simple email can express our family's gratitude for your hard work on behalf of the PPJ for the bond exemption. We are a family of three who are cash-strapped and did the saving routine for years to pull off this trip. The bond exemption is very helpful."

When the bulk of the '09 fleet is gathered in Papeete in June, many have promised to pay a visit to the YC to express their thanks directly. And we expect more boats than ever before will attend the Tahiti-Moorea Sailing Rendezvous, June 19-21, a free welcome-to-Tahiti event put on by Tahiti Tourism and partners, including *Latitude 38*.

— *andy*



PHOTOS LATITUDE / ANDY