

Latitude 38

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VOLUME 387 September 2009

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VOLUME 387

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Vixen*

It all started when Linda Kibler decided to give her husband, Steve, a spinnaker for Christmas a few years ago. The Kiblers were restoring a classic 1904 Custom yawl, *Vixen*, and at the time the restoration was nearing completion.

Steve was certainly pleased with the thought of the new spinnaker for *Vixen* - and a new main and a new mizzen and a new self-tacking jib. So he added to Linda's sail order and, after careful measurements were taken, the boat had a new suit of Pineapple Sails.

This year *Vixen* won her division in the Master Mariners Regatta, an event sailed on San Francisco Bay that was started in the late 1800's and revived for these great old classics in the 1960's.

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Cover: Slammin' it in the Gorge.
 (For the whole picture, turn to page 91.)

Photo: Sean Trew/www.pacificfog.net

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

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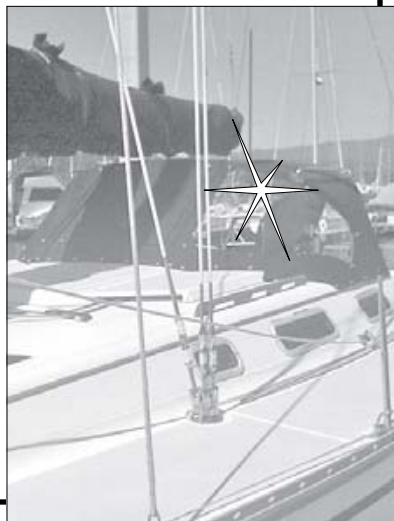
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CALENDAR

Non-Race

Sept. 2-30 — 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.

Sept. 3, 5, 19, 26 — Sail aboard SF Maritime National Historic Park's scow schooner *Alma*. Learn the Bay's history on this 3-hour voyage, leaving Hyde St. Pier at 1 p.m. \$35 adult, \$20 kids 6 & up. Info, www.nps.gov/safr.

Sept. 4 — Howl at the full moon on a Friday night.

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

Sept. 7 — The unofficial end of summer — Labor Day.

Sept. 8-Nov. 5 — Boating/Sailing Skills & Seamanship by USCGA Flotilla 17 on Yerba Buena. Tues. & Thurs., 7:30-9:30 p.m. \$75. Info, FSO-PE@flotilla17.org or (415) 285-1100.

Sept. 9 — *Latitude 38's* Mexico-Only Crew List Party & Baja Ha-Ha Reunion at Encinal YC, 6-9 p.m. \$7 (free for registered 2009 Ha-Ha skippers and first mates). Info, (415) 383-8200 or www.latitude38.com/crewlist/Crew.html.

Sept. 10 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 6:30 p.m. Info, www.singlesailors.org or (510) 233-1064.

Sept. 11-13 — 33rd Wooden Boat Festival in Port Townsend, WA. "The Woodstock for wooden boat lovers." Info, www.woodenboat.org.

Sept. 11-13 — 3rd Annual All Islander Rendezvous. EYC & OYC, www.islander36.org/allislander09details.html.

Sept. 12 — All About Cruising Mexico seminar by Dick Markie, Harbormaster of Paradise Village in Nuevo Vallarta, at the Sausalito West Marine, 1 p.m. Info, (415) 332-0202.

Sept. 12 — Free snap/grommet workshop at Sausalito's The Canvas Works, 10 a.m. Call (415) 331-6527 for directions.

Sept. 12-20 — Northern California Fall Boat Show at Jack London Square in Oakland. Info, www.ncma.com.

Sept. 15-Oct. 6 — America's Boating Class by Marin Power & Sail Squadron in Novato on Tuesdays and Thursdays, 7-9 p.m. Textbook, \$40. Info, (415) 924-2712.

Sept. 16-20 — Lake Union Boats Afloat Show in Seattle. Info, www.boatsafloatshow.com.

Sept. 19 — California Coastal Cleanup Day, 9 a.m.-noon. Show up at the nearest drop-in site to do your part to keep our beaches clean. Info, www.coastalcleanup.org.

Sept. 22 — Autumnal equinox, aka: the first day of fall.

Sept. 26 — Free BBQ, raffle & fundraiser for a boy born with Mosaic Trisomy at San Jose West Marine, 12-2 p.m.

Sept. 26 — SF Maritime Park's Sea Music Concert Series aboard *Balclutha* at Hyde St. Pier, 8-10 p.m. First up: Hank Cramer. \$14 each or \$36 for the entire series of three concerts. Info, (415) 561-6662 ext. 33.

Sept. 26 — 13th Annual PICYA Wheelchair Regatta, a powerboat cruise for disabled U.S. veterans followed by a picnic at Encinal YC. Info, www.picya.org.

Sept. 27 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Sept. 28, 1957 — Fourteen days out of Seattle, the *C.A. Thayer*, the lumber schooner now docked at Hyde St. Pier, sailed under the Gate on her final voyage.

September, 1979 — It Was Thirty Years Ago, from the *Sightings* piece "Lightin' Up the South Pacific":

As we mentioned in our TransPac story, the United States now wants to store nuclear waste on Palmyra Island, which lies 1,000 miles southwest of Hawaii. The Carter administration thinks the uninhabited 500-acre atoll would make a

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48' J/145, Hull #9, '03**	\$700,000
48' Kristen Steel Offshore, '01, <i>Trinity</i> **Reduced!	\$529,000
44' J/44, '90, <i>Phoenix</i>	\$219,000
41' J/124, '07, <i>Fortuna</i>Reduced!	\$298,000
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41' Bianca 414, '80, <i>Avion</i>	SOLD
41' J/122, '07, <i>TKO</i>	Coming Soon! Call for info
40' Advance, '85, <i>Caribou</i> **	\$159,500
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40' J/40, '86, <i>China Cloud</i>	\$159,000
40' Tripp, '92, <i>Snake Oil</i> **	\$85,900
40' Olson, '83, <i>Elka</i>	New Listing \$79,000
39' Carroll Marine CM 1200, '95**	\$82,500
39' Schumacher Custom, '96, <i>Recidivist</i>	\$149,000
38' Sydney, '00, <i>Howl</i>	Pending \$169,000
38' X-Yachts 382, '99, <i>X-TC</i>	Pending \$179,000

Back Cove 29,
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37' J/37, '88, Hull #30**	\$105,000
36' Jeanneau Sun Odyssey 36.2, '97**	\$89,900
36' J/109, '04, <i>Crazy Diamond</i>Reduced!	\$185,000
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, '00, Hull #347, <i>Bald Eagle</i>	.....	\$109,000
35' J/105, '00, Hull #298, <i>Chilaxn</i>	.....	\$114,000
35' J/105, '99, <i>Life Is Good</i>**	.....	\$83,000
35' J/105, '99, Hull #255, <i>Roadster</i>**	.....	SOLD
35' J/35c, '91, <i>Belle</i>**	.....	\$120,000
35' J/35, '87, <i>Storm Front</i>**	.....	\$55,000

35' Ericson 35 MkIII, '84, <i>Symmetry</i>	.....	\$49,000
34' J/34, '85, <i>The Zoo</i>**	.....	\$29,900
34' MJM 34z, '08**	.....	\$499,000
34' MJM 34z, '05**	.....Reduced!	\$384,000
34' Classic Hans Pederson Power Yacht, '63**	.....	\$59,000
33' J/100, '06**	.....	\$125,000
33' J/100, Hull #5, '05, <i>Reddie Freddie</i>	.....Reduced!	\$118,000
32' J/32, <i>Independence</i> , '00	.....	New Listing \$125,000
30' J/30, '84**	.....	\$34,000
29' J/29, '85, <i>Masthead</i>**	.....	\$28,000
29' MJM 29z, '07**	.....	\$298,000
29' Back Cove, '05, <i>Diamond Lil</i>	.....Reduced!	\$159,000
29' Cobalt 292, '01**	.....Reduced!	\$69,000
28' Alerion Express, '06**	.....	\$110,000
27' NorSea, aft cabin, '91**	.....	SOLD
27' Antrim 27, '98, <i>Luna</i>	.....	\$38,000
26' J/80, '01, <i>Lay Down Sally</i>	Pending \$32,000
26' Maple Bay, '92**	\$65,000
22' Aquapro Raider 665, '04Reduced!	\$34,900

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2008 Hunter 31	CALL

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2006 Jeanneau 45	\$319,000
2007 Hunter 44DS	\$199,900
2005 Hunter 44DS	\$210,000
1997 Beneteau 42.7	\$179,000
2000 Hunter 42	\$165,000
2005 Hunter 41 DS	\$187,500
2001 Hunter 410	\$139,950
2004 Hunter 386	\$137,500
1996 Hunter 375	\$89,900
1991 Hunter 37	\$69,950
2002 Jeanneau 37	\$127,000
1987 Catalina 36	\$54,500
1986 Freedom 36	\$69,900
2007 Hunter 36	\$149,995
2004 Hunter 36	\$103,000
1992 Solaris 36	\$99,990
1996 Bayliner 3485	\$49,995
1997 Catalina 34	\$79,500
2000 Hunter 340	\$76,000
1999 Hunter 340	\$83,500
1999 Hunter 310	\$44,995

Featured Sailboats of the Month!



1997 Beneteau 42.7 - "El Gran Grin" has been meticulously maintained and it shows. While the first series is a very fast race thoroughbred with a PHRF rating of 63, this boat has never been raced. The interior of this boat is like brand new, which is to say, a thing a beauty!

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1997 Catalina 34 - Since the introduction of the Mark I model in 1985, the Catalina 34 has built a well deserved reputation as a classic blend of performance, comfort and value.

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CALENDAR

dandy dump for up to 30,000 tons of radioactive waste. For 30 years, at least. After that time, it's believed that the concrete-covered cannisters might lose their integrity and have to be moved to a new site — perhaps Washington, DC.

Naturally, the people of the Pacific Basin aren't thrilled about the idea, nor are Palmyra's owners, the Fullard-Leo family of Honolulu. They don't want to sell it to the government, even for \$20 million; so the government may start the condemnation proceedings.

It will be interesting to hear what sailmaker Peter Sutter thinks about the idea. He's been cruising on his Tom Wylie-designed and C&B Marine-built 36-ft boat — and much of the time he's been at Palmyra.

Oct. 3 — 2nd Annual SailFest at Sausalito's Modern Sailing School, 1-5 p.m. Free sailboat rides, live music, food and a boat show. Info, (415) 331-8250.

Oct. 8-13 — Hey, sailor, it's Fleet Week, featuring the Blue Angels. Details can be found at www.fleetweek.us.

Oct. 10 — Martinez Marina Marine Swap Meet from 8 a.m.-2 p.m., the last of the year. Info, (925) 313-0942.

Oct. 10-11 — 17th Annual Northern California Women's Sailing Seminar at Island YC. Info, www.iyc.org/wss.htm.

Oct. 18 — Ha-Ha Welcome to San Diego Party at Downwind Marine, 12-4 p.m. Info, www.baja-haha.com.

Oct. 25 — Baja Ha-Ha 'Sweet Sixteen' Cruisers Rally starts from San Diego!

Racing

Aug. 31-Sept. 4 — 18-ft Skiff International, including the Ronstan Bridge to Bridge, a mad dash from the Golden Gate Bridge to the Bay Bridge for 18s, boards and kites. StFYC, www.stfyc.com.

Sept. 4 — Windjammers Race. Pop the chute and head for Santa Cruz! SCYC, www.windjammersrace.org.

Sept. 5 — 21st Annual Jazz Cup, a 26-mile romp from T.I. to Benicia YC. SBYC, www.southbeachyc.org.

Sept. 5 — South Bay YRA Summer #6. Contact Richard at rjgreenawald@hotmail.com.

Sept. 5 — HO Lind #7 & 8. TYC, www.tyc.org.

Sept. 5-6 — BAYS #5 at RYC. Info, www.bayarea-youthsailing.com.

Sept. 6 — Double Angle Race. Start in Santa Cruz or Monterey and finish at Moss Landing. Elkhorn YC, www.elkhornyc.com.

Sept. 10-13 — 45th Rolex Big Boat Series, the highlight of the local racing season. StFYC, www.stfyc.com.

Sept. 12 — YRA-OYRA Northern Star. EYC, www.yra.org.

Sept. 12 — Governor's Cup on Folsom Lake, www.flyc.org.

Sept. 12 — North Bay Challenge #6. VYC, www.vyc.org.

Sept. 12-13 — West Marine Fun Regatta for junior sailors. SCYC, www.scyc.org.

Sept. 13 — Fall Series #2 (El Toros) on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

Sept. 13-19 — 15th San Francisco Bay Folkboat International Regatta. CYC, www.cyc.org.

Sept. 17-18 — 29er Nationals. StFYC, www.stfyc.com.

Sept. 18 — Summer Series #5. IYC, www.iyc.org.

Sept. 18-20 — Catalina 30 National Regatta & Rendezvous. SBYC, www.cat30fleet1.com/cat30nat.shtml.

Sept. 19 — Fall Race #1. SSC, www.stocktonsc.org.

Sept. 19-20 — Totally Dinghy Regatta. RYC, (510) 237-2821 or www.richmondyc.org.

Sept. 19-20 — Leukemia Cup Regatta, PHRF and one-design racing to benefit the Leukemia and Lymphoma Society.

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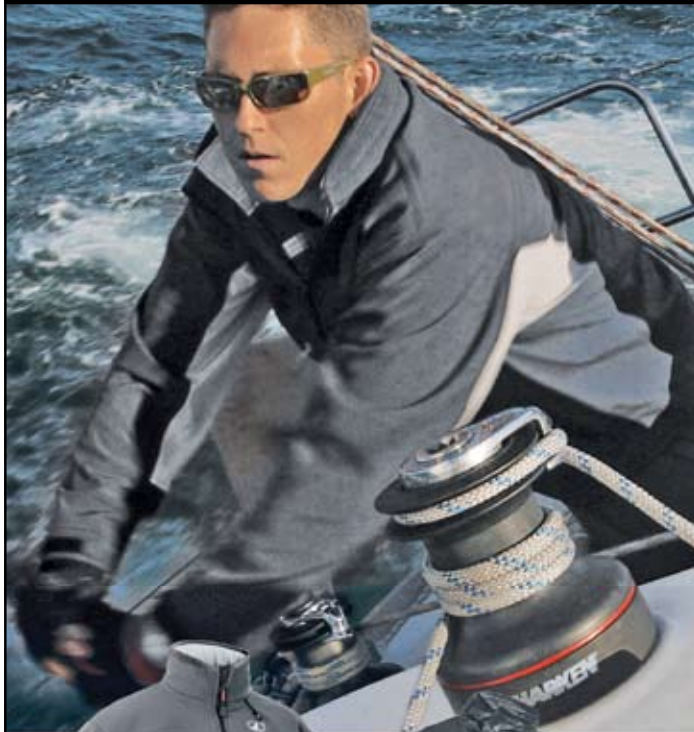


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CALENDAR

Hosted by SFYC, featuring keynote speaker Al Gore. Info, www.leukemiacup.org/SF.

Sept. 21 — Getting Started: Boat Prep for the Singlehanded TransPac, the first in a series of free monthly seminars leading up to the race, which starts on June 19, 2010. Starts at 7:30 p.m. at Oakland YC. Info, www.sfbaysss.org.

Sept. 23-27 — J/24 Nationals. SFYC, www.j24nationals2009.com.

Sept. 25-27 — Catalina 34 SF Cup hosted by GGYC. Info, www.c34.org/fleet1/index.htm.

Sept. 26 — YRA-OYRA Southern Cross. San Rafael YC, www.yra.org.

Sept. 26-27 — YRA Season Closer 1 & 2/Crazy 8 Race. CYC, www.yra.org.

Sept. 26 — Singlehanded #4. SeqYC, www.sequoiayc.org.

Oct. 2-4 — International Master's Regatta, a J/105 regatta/reunion for seniors. StFYC, www.stfyc.com.

Oct. 3 — South Bay YRA Summer #7. Contact Richard at rjgreenawald@hotmail.com.

Oct. 3 — YRA-WBRA. Info, www.yra.org.

Oct. 3 — Wallace Cup, a PHRF championship for East Bay clubs. OYC, www.oaklandyachtclub.com.

Oct. 3-4 — Islander 36 Nationals hosted by GGYC. Info, www.islander36.org/09race.html.

Oct. 3 — Fall Race #2. SSC, www.stocktonsc.org.

Oct. 4 — El Toro Stampede. RYC, www.eltoroyra.org.

Oct. 4 — Chowder Series #1. BYC, www.berkeleyyc.org.

Oct. 4 — 29th Annual Women Skippers Regatta to benefit youth sailing. SYC, www.syc.org or race@syconline.org.

Oct. 10-11 — SSS Vallejo 1-2, a mellow way to end the shorthanded season. Info, www.sfbaysss.org.

Oct. 17-18 — Jessica Cup, fleet racing for big woodies. StFYC, www.stfyc.com.

Oct. 24-25 — Great Pumpkin Regatta, a Halloween tradition. RYC, www.richmondyc.org.

Remaining Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 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 Fall: 9/14, 9/21 (make-up). Peter McCool, (415) 864-4334 or bay-viewracing@sbcglobal.net.

BENICIA YC — Every Thursday night through 9/24. Mike Munn, (408) 671-1484 or mmunn88@sbcglobal.net.

BERKELEY YC — Every Friday night through 9/25. Bobbi Tosse, (925) 939-9885 or bobbj_john@jfcbat.com.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intraclub only, typically in Laser Bahias and JY15s. Email Gary and Alistair at racing_chair@cal-sailing.org.

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

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

ENCINAL YC — Friday Night Summer Twilight Series: 9/11, 9/25. Matthew Dean, (510) 406-0851 or rearcommadore@encinal.org.

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

ISLAND YC — Friday Island Nights: 9/18. Info, (510) 521-7442 or www.iyc.org.

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

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 9/30. Ray Ward, (831) 659-2401



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CALENDAR

or www.mpyc.org.

OAKLAND YC — Wednesday Night Sweet 16 Series, every Wednesday through 9/16. Sheldon Haynie, (510) 368-5427 or sheldonthaynie@gmail.com.

RICHMOND YC — Wednesday nights: 9/2, 9/16, 9/30. Eric Arens, ericarens@comcast.net or (510) 841-6022.

ST. FRANCIS YC — Thursday Night Kiting Series through September. Friday Night Windsurfing Series through September. 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 Sunset Series: 9/8, 9/22. John Mount, (415) 509-8381 or race@syconline.org.

SEQUOIA YC — Every Wednesday night through 10/7. Rich Butts, (650) 576-3990 or rcbutts@pacbell.net.

TAHOE YC — Wednesday Night Fall Keelboat Series: 9/2-9/23. Darren Kramer, (530) 581-4700 or www.tahoeyc.com.

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

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

September Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	HIGH	LOW	HIGH	LOW
9/05Sat	0018/5.6	0620/0.7	1258/5.5	1841/1.4
9/06Sun	0059/5.3	0648/1.1	1323/5.6	1918/1.1
9/07Mon	0144/5.0	0718/1.5	1350/5.8	1959/0.8
	LOW	HIGH	LOW	HIGH
9/12Sat	0000/0.3	0750/4.1	1139/3.4	1754/5.9
9/13Sun	0113/0.1	0854/4.4	1306/3.3	1908/6.0
	HIGH	LOW	HIGH	LOW
9/19Sat	0015/5.9	0602/0.6	1237/6.2	1836/0.2
9/20Sun	0108/5.6	0641/1.2	1310/6.3	1922/0.0
	LOW	HIGH	LOW	HIGH
9/26Sat	0008/0.6	0805/4.3	1229/3.4	1755/5.1
9/27Sun	0115/0.7	0857/4.5	1340/3.2	1905/5.0

September Weekend Currents

date/day	slack	max	slack	max
	9/05Sat	0217	0510/3.9E	0848	1140/3.3F
	1446	1731/3.7E	2102	2355/3.2F
9/06Sun	0259	0547/3.7E	0915	1210/3.2F
	1511	1807/4.0E	2139	
9/07Mon	0941	0034/3.2F	0342	0627/3.4E
	2219	1241/3.0F	1538	1846/4.2E
9/12Sat	0217	0518/2.6F	0856	1051/1.4E
	1342	1653/1.8F	1934	2314/4.1E
9/13Sun	0329	0636/2.8F	1005	1202/1.5E
	1514	1808/1.9F	2053	
9/19Sat	0209	0457/4.2E	0828	1121/3.9F
	1419	1716/4.7E	2054	2353/4.2F
9/20Sun	0302	0541/3.8E	0908	1159/3.6F
	1455	1758/4.8E	2141	
9/26Sat	0227	0544/2.4F	0856	1052/1.1E
	1429	1704/1.3F	1945	2305/3.1E
9/27Sun	0331	0652/2.4F	0955	1213/1.2E
	1538	1819/1.4F	2054	



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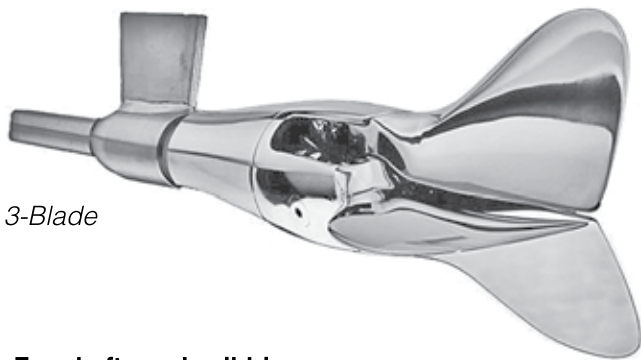
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LETTERS

↑↓ THE BAY BELONGS TO ALL MARINERS

Our family of four — including daughters Lorell, 10, and Heather, 8 — recently completed a pleasant 30-day cruise from San Francisco Bay to Catalina and back. We took a leisurely 12 days to get to Catalina, and spent five days at Isthmus Cove, four days at Emerald Bay, then visited Marina del Rey before starting our trip home. Unfortunately, the last leg of our trip, from Half Moon Bay to San Francisco, ended on a sour note.

We passed beneath the Golden Gate at about noon, and as we were heading down the center of the channel toward Pier 39, we finally felt completely safe after several 12- to 18-hour days. We were also delighted to see several boats racing off the St. Francis YC. But as the racers turned downwind and popped their chutes, they started coming our way. To my amazement, one of the boats, a Farr 40 very similar to the one on the cover of last month's *Latitude*, started heading for our boat.

As the boat came closer, there was no indication that they intended to obey the Rules of the Road, which require that an overtaking boat stay clear of the boat being overtaken, and that the boat being overtaken maintain her course and speed. Instead of staying clear, when the boat was less than 20 yards away, her crew began waving at us to move out of their way. There was no reason that they couldn't have overtaken us in a safe an orderly manner, but the skipper of the boat made no attempt to avoid a collision.

I was forced to take evasive action to avoid being hit by the overtaking vessel. As it was, their bow passed within feet of our stern. It was apparent that they were completely out of control.

Could somebody please inform racers that the Bay belongs to all mariners, not just them? And that they need to obey the same rules as the rest of us? If they can't control their vessels, they shouldn't be putting other people in harm's way.

The incident scared the hell of my wife and two children.

Don Perillat

*Pour Les Filles, Hunter 41
Brisbane*

Don — We're sorry to hear that your family's trip had to end with such a fright. It wasn't right. Having raced a lot, we understand how jacked up people can get while racing, how every second counts, and how common it is for racing boats to be on



DON PERILLAT

After a cruise in isolated areas, being nearly run down on the Bay by a racing boat was a shock to the Perillat family.

the edge of control while just a few feet away from other out-of-control racing boats. It's part of what makes it fun. Having raced as much as we have, if we were you, we would have held our course and speed to the bitter end, and possibly have not gotten quite as frightened. But if one

of the racing boats indeed came within feet of your transom, it's a violation of the Rules of the Road, but what's worse, it would have been a violation of common courtesy. We think racing boats ought to stay at least three boat lengths from the

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LETTERS

transoms of non-racing boats, at least one boat length from the other boat's beam, and above all, try to make their intentions clear — in as calm a manner as possible — to non-racing boats. There's no reason anyone has to mess up somebody else's day just to enjoy their own.

MY TAX BILL PAID FOR MY MARGARITAS

For anyone heading to Mexico this winter, or returning after a season in Mexico, I have a happy surprise to share with you. I just got home from cruising in Mexico since last year's Ha-Ha, and found sitting on my desk an Alameda County personal property tax bill of \$3,500 for my boat. I called the Tax Assessor's Office and told them I had been out of the country since October of '08. They said if I could show them proof — such as marina receipts — that my boat was out of the country, they would waive my '09 tax bill. I was able to do that and the tax was waived!

The tax bill's being waived 'paid' for all my time in marinas as well as for margaritas for the whole trip. All right, maybe not all the margaritas, but most of them.

Steve May
Endless Summer, F-41 Cat
Emery Cove Marina, Emeryville

Readers — We caution everyone not to count on their tax waiver until it's officially granted. We know it's hard to believe, but tax assessors in different California counties still get away with interpreting the law differently. For example, in some California counties the assessor doesn't care if you cruise around the world for five years; he/she will still threaten to put a lien on your boat if you don't pay the personal property taxes. In other counties, the assessor says that if you're out of the county for more than six months a year, you get a waiver. What constitutes 'proof' that you were out of the county can also vary. So check with the county your boat is registered in before counting on your marina and margarita money. In some cases, it may be worth shifting the homeport of your boat to a more tax-friendly county — or state.

By the way, some county assessors employ techniques that would put them behind bars if they were working for private industry.



COURTESY ENDLESS SUMMER

The tax man won't be able to catch 'Endless Summer' again this year because she will be doing a spring Puddle Jump from San Francisco to the Marquesas.

For instance, years ago we kept a boat in Ventura County and duly paid taxes on her. But two years after we moved the boat to Northern California, we got a notice that Ventura County had put a lien on our boat for non-payment of taxes. When we asked the county how they could have made the mistake of still having our boats on the rolls when she was long gone, the response was troubling. "We didn't make a mistake. We just bill every boat that was in the county the year before, and if we don't get paid, we put a lien on their boat." Brilliant. One can only hope that policy was changed long ago.

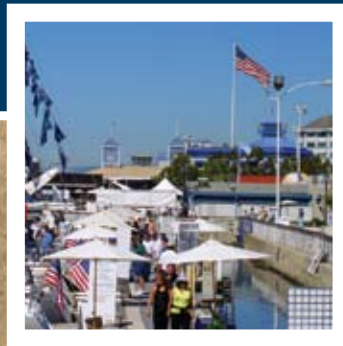
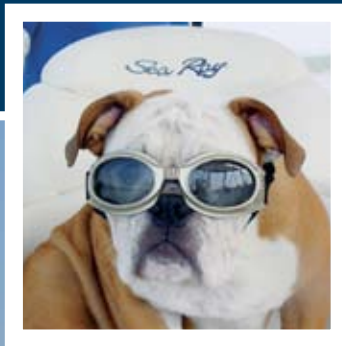
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In the August 10 'Lectronic, you mentioned some treatments

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LETTERS

for lances by scorpionfish and stonefish. Did you know there are battery-operated infrared and hot-plate heater devices for bee stings and mosquito bites, devices that chemically change venom and hyper-stimulate histamine? In other words, they do the same thing that applying near boiling water does, but without scalding a large area of skin. Such devices can be purchased at outdoors stores or outdoor websites. I take my device with me wherever I'm going to deal with insects, and have found that it's worked well.

In theory, these inexpensive gadgets could work as well for scorpion fish stings as they do for bee stings. The downside of this technology is that it leaves a welt that takes time to heal, and you need to apply the device to your skin until it's so hot that you can barely stand it.

Dr. Lewis Keizer
Sandpiper, Ericson 27
Moss Landing

Readers — Treating sea life and insect bites and stings with electricity might sound crazy, but there are a number of reasonable sounding reports on the internet that support it. For example, there is one by JoAnn Mansfield, who ran a health clinic in Mali and had been told about the electricity treatment by the missionary she replaced.

"Frankly, I did not believe it," writes Mansfield. "But three weeks after I arrived, a woman who had been stung on the side of her foot by a very large scorpion came in. She was bent over with pain. We had nothing but an antihistamine with which to treat her, but it didn't help. I told her about the shock treatment, and she was in so much pain she was willing to try anything.



Are you sure, Dr. Keizer, that this is for medical purposes and not for personal pleasure?

We couldn't find the equipment my predecessor had told me about, but we did have a Briggs & Stratton power plant. I put the metal portion of the spark plug wire right on the spot where she had been stung and had someone pull the starter rope. She jerked, but kept on moaning, hardly noticing the shock. The second pull had the same result. After the third pull, however, she immediately straightened up, stopped moaning and began to leave. I stopped her and asked about the pain. She said it was gone. In the next couple years, we treated four or five more people in a similar fashion. In one case, where the sting was in a difficult spot to shock, there was still pain although it was a lot better after the shock. The others had total relief from pain, sometimes with just one pull. None took more than three pulls."

We at Latitude are absolutely not recommending that anyone treat a bite or sting using their Yamaha outboard, but merely suggesting that there might be something to this. Do your own research and proceed as you see fit.

↑↓SEND MORE LATITUDES!

I was devastated to see the August issue photo of the Columbia 34 *Rubaiyat* on the rocks at Catalina. I owned and lived aboard her for 11 years in the '80s, and cruised her in Mexico for a year. I still have a 'Some Like It Hot' rally T-shirt I got for sailing her to Mexico prior to the start of the Ha-Ha.

After *Rubaiyat*, we bought a Freeport 41, *Aquarius*, and lived and cruised on her for 11 years also. We did three cruises to Baja and several deliveries from Mexico to homeports in California during that time.

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Photo by James Robinson Taylor

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LETTERS

in Portland, and have just one complaint — the *Latitudes* disappear off the shelves within three days of arriving. Send more!

Phil Seitz
Portland

Phil — Sorry to learn you lost an old member of the family. As



LATITUDE / NICK

Omar Khayyam, the great Persian mathematician and poet, would not be happy to see what happened to the Dana Point-based 'Rubaiyat'.

for the *Latitudes*, you can save us money — and the earth trees — by reading it online for free. The pictures are way better when reading it online. Download it off our site in PDF format at www.latitude38.com — just click on the 'Download the Magazine' link on the homepage.

Fill your Latitude library by downloading missing issues as far back as May 2007.

Like a lot of people, we used to love reading paper versions of books and magazines. Then we got an Amazon Kindle. We haven't read a regular book or newspaper since. Admittedly, the Kindle is like a first generation computer compared to what's going to be coming along very soon — including perhaps something from Apple next year — and Latitude is not yet available on the Kindle. But change is coming, and despite what you think right now, it's going to be for the better.

↑↓ THIS RUBAIYAT IS STILL FLOATING

I recently bought the 1972 center cockpit Irwin 37 *Rubaiyat* (ex-*Peregrine*), and am trying to learn more about her history because she supposedly circumnavigated twice. I thought you might know because I've been told there was an article about her in a sailing magazine.

Most of the documentation I have for *Rubaiyat* is since '94, when a San Diego owner sold her to a gentleman in Bellingham, WA, who sold her to a man in '05 who took the boat to — for reasons I'll never understand — Pueblo, CO.

Knowing how sailors are with stories, maybe *Rubaiyat* never went around the world at all. However, I do have a document that indicates she went through the Panama Canal at least once, so maybe there is something to it. Can *Latitude* or anybody else give me any help?

Clay Williams
Rubaiyat, Irwin 37
Pueblo, CO

Clay — Although it's not definitive, we maintain a list of most West Coast boats that have done circumnavigations. We don't have an Irwin 37 named *Rubaiyat* or *Peregrine* among them. The closest we can find is the Irwin 37 *Lady Ann*, which the Sausalito-based Leslie family — Willie, Andrea and youngsters Scott and Ellen — sailed around the world from '01 to '03.

↑↓ BUILDING A BETTER PORTA-BOTE

Thanks for publishing the great June issue article on Peter Carr, who has cruised far and wide with his F-27 and F-31 trimarans. After years of racing on the Bay, I put aside sailing due to the time and energy required to raise a family. What

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LETTERS

got me to realize how much I missed sailing was a cruise from Santa Cruz to Monterey and back aboard a co-worker's F-27. When I was given a chance at the helm, my first thought was how much I wanted to point the boat towards Hawaii and just keep going. That thought stayed with me, so upon retirement, my brother and I bought the Beneteau Oceanis 390 *Far Fetched* and did the '06 Ha-Ha. I can't think of a better decision I've made. The last three cruising seasons in Mexico have been wonderful, with the friends we've made exceeding all expectations.

As for Peter's comments about the Porta-Bote, we purchased one as our cruising dinghy and have similar positive feelings about it. The shortcoming, as he mentioned, is that they are difficult to use as a dive boat. Since my career was in the



STEVE ALBERT

Yellow tubes on a Porta-Bote bring a whole new look to the venerable classic.

design industry, I can't leave well enough alone when it comes to thinking of ways to improve products. So during the '06 Ha-Ha, we showed the Grand Poobah a preliminary version of a Porta-Bote with tubes attached for better stabil-

ity when getting in and out. After several years of testing and improvements, the attached photos show the current product, which is a collaboration between Porta-Bote and Sotar.

Steve Albert
Far Fetched, Beneteau Oceanis 390
Grants Pass, OR

Steve — The story of folks who dropped out of sailing to raise a family but then were somewhat surprised to find themselves enthusiastically getting back into sailing are legion. We're glad you were one of them.

We're sorry that we can't forward messages to the subjects of our articles, such as Peter Carr, but we're happy to let him and everyone else know that you can be reached at stevealbert@charter.net for details on your modified Porta-Bote.

↑↓MULTIHULLS GOOD — ENGINES BAD

I've been a multihull enthusiast since my first ride on a P Cat in the early '60s. So I have been very interested and excited to see that multihulls will be used in the upcoming America's Cup.

I am, however, very upset that motors will be permitted on these boats for any reason at all. I believe that crews should do all the work, and that a motor to trim sails or move ballast — or to do anything! — is wrong.

The America's Cup should be an intellectual and physical competition, so the use of motors should be prohibited.

Howard Spruit
Mokuakalana, Jar Cat
Santa Cruz

Readers — The use of internal combustion engines to help run sailboats has been controversial since the beginning. There were many complaints, for example, when Roy Disney's MaxZ86 Pyewacket and Hasso Plattner's sistership Morning Glory showed up to sail around the Heineken course in St. Martin in '04 with engines thundering. They were needed to



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LETTERS

frequently 'trim' their canting keels. More than a few people found the sound of the engines on racing sailboats to be disturbing. "Why not just have the engines attached to a propeller?" suggested one wag.

In the case of the America's Cup, Alinghi shocked everyone with the announcement they would use power, so BMW Oracle has followed suit.

Racing Editor Rob Grant sees it like this: "The use of stored power to actuate sailing systems that make a boat go faster is not a new or unusual practice. Many races, including the TransPac, Pacific Cup and Coastal Cup, among others, have 'open divisions' for boats that employ these technologies — whether they be powered winches, canting keels or water ballast — and are granted waivers to use them. Their handicaps are adjusted to theoretically account for the additional performance they allow. It could be argued that the use of an engine to charge the batteries that run the wind instruments, laptops and communications equipment that permit more precise and informed routing and performance analysis is making that boat go faster as well

"But while we marvel at the speeds attainable by canting-keeled boats with water ballast and powered winches, we don't think it's done much for the sport. Sure, records have fallen as the powered systems allow for ever-larger boats to manage ever-larger sailplans with fewer crew. But at the same time, the cost-savings in the crew budgets can't come anywhere near the extra expenditures for the sailing systems. As these systems trickle down to smaller race boats in the 40-ft range, with expensive fully-custom electric winch packages permitted under the IRC rule — where the original intent was to allow cruising boats to race in a club-level setting — we think it's a totally pointless way to spend a ton of extra money for something that doesn't add jack in the way of performance.

"In the case of the Cup, allowing the powered sailing systems is downright stupid. With such a sordid backstory that's attracted fairly wide-spread mainstream media attention, only two high-profile players, two of the most advanced inshore boats ever built, and just three races, this America's Cup really has the potential to captivate a much wider audience — including the ISAF Member National Authorities who voted the Tornado off the Olympics' island (but that's another story). We instead think it will look like a cop-out if folks at home see exhaust emanating from the back of one these machines; the least they could do is use 'cherry bombs' for mufflers and rev the engines as the boats accelerate for a little extra sound effect!

On second thought, it might look really funny to see them roll across the Strait of Hormuz onto Iranian shores because the engine's gone out and they can't tack. Imagine the conversation onboard:

"Skipper: 'Stand by to tack.'

"Engineer: 'Sorry, no can do. Need a half-hour to bleed this puppy — you heeled 'er over too far.'"

↑↓LET'S MAKE THIS INTERESTING

Who cares about the America's Cup? I might, if the rules were different. I would start with the following six:

- 1) Crew limited to six of the same nationality as the challenging or defending yacht club. One foreign coach would be permitted — as long as he/she never sailed on a vessel with any of the named crew
- 2) The mast height would be limited to 120% of overall length.
- 3) No engines or energy storage of any kind would be allowed.

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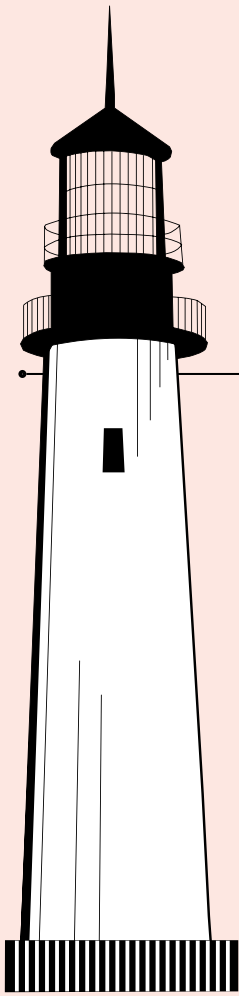
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LETTERS

4) Boats would be limited to four sails, and all sails must be carried during all races. No repair or substitution to the vessel or its equipment would be allowed once the race series starts.

5) Each boat — and all of its plans, documentation and equipment — must be auctioned off immediately after the final America's Cup race series. Only contestants are allowed to



CARLO BORLENGHI / ALINGHI

Given Newick's six rules, 'Alinghi' would not be allowed to compete in future America's Cup racing.

bid, and the bidding would start at \$2 million. Anything bid over that amount to go toward the expenses of running the next race series. Resale prohibited for four years.

6) Any dispute about these rules will be decided by the event organizers, made up of one person from each contesting club. Sailors only, no lawyers.

Dick Newick
Newick Nautical Design, Inc.
Sebastopol

Readers — Dick Newick has been one of the most innovative trimaran designers since 1960, having drawn more than 130 designs, with more than 100 having been built. Four of his designs raced in the OSTAR between '68 and '84, and two of them won their class.

↑↓ AND WE NEED AN ANCHOR SWIVEL . . . WHY?

Maybe I'm dense, but I don't see why an anchor swivel is necessary. The chain/rode can easily twist at all times. In fact, it seems to me that a swivel under load will likely not twist as desired. So why does anyone want a swivel?

Tom Farr
Vent Arriere, Catalina 36
Santa Barbara

Tom — A swivel can be helpful in preventing the anchor rode from getting twisted. If a rode gets twisted badly enough, it will be too knotted up to fit through the gypsy and into the chain locker. What's worse is if it gets knotted up in the chain locker and it won't run out freely. Undoing that mess can be very hard work.

↑↓ SWIVELS ARE SO MISUNDERSTOOD

Thank you for publishing my letter in the August issue of *Latitude* regarding the proper way to attach anchor swivels, which I hope your readers found helpful. I think that there is often a misunderstanding of the swivel's purpose in an anchoring system, based on the way that many people set up their swivels, and from your comment saying that if you need a shackle between the anchor and the swivel for a "correct installation," why waste your money on the swivel?

The purpose of a swivel is to allow twist to work its way out of the end of the chain — not to connect the chain to the anchor. A pair of interlinked shackles does a perfectly good

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LETTERS

job of connecting the chain to the anchor, and at much lower cost than a swivel. A pair of 3/8" galvanized shackles costs less than \$10, while the cheapest stainless swivel in that size is more than \$50.

Twist can get into the chain in different ways. With



JIM HANCOCK

The proper double shackle set-up.

an all-chain rode, twist can get into the chain if the boat moves around its anchor over a period of time — such as happens in the reversing currents in La Paz. Twist can also get into the chain portion of a



JIM HANCOCK

A shackle-swivel connection.

rope and chain rode. When you pull on the rode with some tension, the natural twist coming out of the rope wants to work its way down into the chain, where it can cause the chain to twist and kink. Most boats that are set up for inshore and coastal sailing use this type of set-up. Giving the twist somewhere to go by adding a swivel isn't a bad idea.

By the way, when you are making up

your shackles, it's smart to put some Lanocote on the threads of the shackle pin. If you do this, the shackle will come apart easily later on, even after years of use. To keep the shackle pin from working loose at other times, the pin should be secured (moused) with seizing wire.



JIM HANCOCK

A proper 'mousing' job on a shackle.

I commonly see anchors connected with a single undersized shackle. I suspect that the intention is to save a few bucks on a second shackle, but in order for this to work, the shackle that is being used has to be undersized so that its 'ears' will fit through the hole in the anchor. The correct method is to use two shackles, which lets you use shackles that are sized to match the chain, and also ensures that there will be a good bearing surface on all parts of the shackles. Shackles are cheap; boats are expensive. Need I say more?

The photo at left is attached for its irony. It is of a swivel that failed on August 1, the same day that you published my letter. The failure was from the swivel's being attached directly to the anchor, as described in my first letter. It was not a Kong swivel. The anchor was lost. The boat and crew were OK.



JIM HANCOCK

This wasn't a Kong swivel but it still failed.

Jim — Thanks for clueing us in. It's a little embarrassing, but we always assumed that shackles were only used when two shackles were too big to come up through the hawsepipe.

Jim Hancock
School Director & General Manager
Club Nautique
Alameda

The DIY Tradition



Carroll Ballard takes very good care of his 1973 William Garden designed Porpoise Ketch, *Poppywog*. He has spent nearly 20 years perfecting one of the last of the fine wooden yachts from Taiwan's Formosa Boat Builders. Above, Carroll applies his favorite hull paint, Epifanes Marine Lacquer. Berkeley Marine Center welcomes Do it Yourselfers (DIY's). In a recent *Practical Sailor* article (June 2009), our yard was listed first among reader picks for favorite DIY boat yards in the US! As fewer boat yards allow owners to do their own work, we're proud to support the DIY tradition.



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LETTERS

↑↓ IN THE IMMORTAL WORDS OF JEAN-PAUL SARTRE, "AU REVOIR, GOPHER"

Having owned boats for many years, I have accumulated a quantity of expired flares. Not one to throw out anything, I tend to accumulate stuff for unforeseen needs. Recently my lawn has been suffering from an attack of gophers. I tried everything the stores had to offer to solve the problem, but nothing worked. The damn gophers just laughed at me — and bred like mad to boot. But then a light went on over my head — try setting off the expired flares in the gopher holes.

There was only one slight problem. After I put a flare in a hole and covered it with dirt, I went into the house. Moments later a frantic woman knocked on my door to warn me that smoke was coming out of my lawn.

Hugo Landecker
Alexander, Westsail 32
San Rafael

↑↓ ARE THERE GOPHERS IN HAWAII?

As a member of the Board of Directors of HOST, the Hawaii Ocean Safety Team, I represent yacht clubs. We have formed a committee to investigate the safe disposition of flares that have expired.

Due to *Latitude's* coverage of yachting matters, I would appreciate it if your readers could pass along any recommendations about the proper disposal of flares. I can be reached at bigbobsq@aol.com.

Bob Heidrich
Staff Commodore, Hawaii YC
Honolulu, Hawaii

Bob — Know anybody with a gopher problem? More seriously, you could have competitors set them off while crossing the finish line of your local races, just like the French do when finishing around the world races. Really more seriously now, we suggest that you try to donate them to the Coast Guard Auxiliary or other marine safety programs for training purposes. Or budget cruisers heading off to the South Pacific who might appreciate the spares. If none of the above appeal to you, you'll probably have to pay to have them disposed of at a certified hazardous waste disposal site.

↑↓ NEVER THAT LEVEL OF VIOLENCE IN MEXICO

You asked for feedback on the relative safety of cruisers in the United States versus Mexico. We've had a boat in Mexico from '95 through '02, and again from '07 to the present, spending time both in the Sea of Cortez and on the mainland. Yet the only time our boat has ever been boarded was at 2 a.m. while tied to the wharf at Monterey, on our way south to the start of the '01 Ha-Ha. Nothing was taken.

In another example of the relative safety of the countries, the staff of a boatyard in Richmond where we had hauled out wasn't allowed to leave at the close of the business day because of roadblocks associated with shootings in the area. Within a couple of hours, eight people were shot and two died. That same night two people were shot dead in Oakland, and another shot and killed in San Jose. We've been to a lot of anchorages and towns in Mexico, both on the coast and inland, and never had that level of violence in the near vicinity.

About three times a year we make a round trip drive from Northern California to Puerto Escondido, Baja, where we leave our boat when we're not aboard. We also occasionally make the drive from Puerto Escondido to La Paz. We've never had a problem of any sort during those trips. If it's just luck, we hope it holds out.



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LETTERS

We noticed in *'Lectronic* that you're thinking of leaving *Profligate* in the Sea through June next year because the weather in Southern California is so awful in that month. If so, how about putting Loreto Fest, to be held April 29-May 2, on your schedule? It seems that it would be comfortably after your editorial deadline, and there's also good wi-fi at the Portobello Restaurant in the Singlar complex. Since we don't believe that you've ever had any editorial staff at the event, we think you might have the wrong impression about it, for you usually describe it as a "gathering for cruisers, musicians, and RVers."



CORNELIA GOULD

The Loreto Fest 'beauty contest'.

RVers? Where did that come from? There are definitely some land folks involved, but that's certainly true for all the Mexico cruising get-togethers — except for your revived Sea of Cortez Sailing Week.

All in all, more cruisers attend Loreto Fest than any other similar event. There were over 120 boats there this year, with 84 moored/docked at Singlar facilities. We had a great time and raised a bunch of money for local charities — and especially for a program that enables kids to keep going to school after the mandatory six years. I bet they could even get a race on the schedule. Anyway, please give it some thought, because it's a fun time, a great cause, and could always use the great publicity you are able to generate with your magazine and website.

Air Ops spent all of last year in the Sea, and the winter proved to be fairly mild. There are lots of great anchorages in the Sea, and it definitely is not crowded until April and May. We're home in Sacramento for the summer, but do have a sailing adventure on the calendar — three weeks sailing with friends on their *Amel Santorini* along the Dalmatian Coast of Croatia. Then we're back to *Air Ops* in early October for the fall season in the Sea.

Dave & Merry Wallace
Air Ops, Amel Maramu
 Sacramento/Puerto Escondido, BCS, Mexico

Dave and Merry — Given the fact that it was so gray, damp and gloomy in San Diego this year, there's an excellent chance that we will be attending Loreto Fest next year with *Profligate*. After all, *Profligators* love warm and blue, and that's what it is down there at that time of year.

But 120 boats at Loreto Fest this year? We had absolutely no idea the event had become so popular. If we attend next year, we'll obviously have a much better understanding of the event.

↑↓NOTHING LIKE THIS EVER HAPPENED IN MEXICO

I walked out into the parking lot at Embarcadero Cove Central Basin in Oakland to find that my Honda Civic had been stolen. I called 911, and they said they'd send a "team" over right away. The team turned out to be the local SWAT team, and they arrived with their AK-47s in the horizontal 'combat ready' configuration, ready to fire. I learned that they have been concerned about fires in the marina, plus the extremely dangerous guy who was running a meth lab on his boat a few slips away.

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LETTERS

Several weeks went by, and I settled with the insurance company, passing the title along to them. Then, because my stolen car had been abandoned on a street in Oakland, the parking tickets started. The city threatened to put a lien on my house for non-payment. Getting them to understand that the car was no longer mine required several more trips to the Oakland Police Headquarters.

Needless to say, we left that marina as quickly as possible, and have found Alameda to be more civilized than Oakland.

Mike Chambreau
Impetuous, Cal 34
Los Altos

Mike — We lived in various parts of Oakland in our youth, from the flatlands to the hills, so it always disappoints us to hear how things have deteriorated there. Unfortunately, incidents such as the one you experienced don't surprise us. While we were giving the Ha-Ha presentation at this year's Strictly Sail Boat Show, someone smashed the passenger side window of our car and rifled through the glove compartment and center console. We're not sure what they were looking for, but they didn't take any of the few things of value. Next time we'll pay the fee to park in the lot with a security guard, and hopefully save our \$150 insurance deductible.

↑↓GORE WASN'T THE ONLY NOBEL LAUREATE IN '07

While I have the highest regard for the environmental — and other — work of former Vice President Al Gore, who will be the speaker at the Leukemia Cup Regatta VIP dinner on September 19, I, and undoubtedly some other *Latitude* readers, were recipients of the 2007 Nobel Peace Prize along with him. You see, the award stated that the prize was "to be shared, in two equal parts, between the Intergovernmental Panel on Climate Change (IPCC) and Albert Arnold (Al) Gore Jr., for their efforts to build up and disseminate greater knowledge about man-made climate change, and to lay the foundations for the measures that are needed to counteract such change".

As the IPCC Chairman, Rajendra Pachauri said at the time, "You are all now Nobel Laureates." There are many Bay Area scientists and engineers who, among a couple thousand worldwide, have contributed over the 20 or so years since the IPCC was constituted under the UN. No doubt many of us are also sailors.

Bob Schock
Achates, Newport 30
Berkeley

Bob — Congratulations to all of you.

↑↓KELLY IS HYSTERICAL AND JUST PLAIN WRONG

Local 342 Shop Steward Dave Kelly's July issue letter concerning the possibility that bridges on the Estuary might have to be closed because of budget problems was so full of errors it's hard to believe he has a clue about what people who operate bridges do — and the law concerning such bridges. Kelly's statement that the bridges might have been closed permanently was not true. For even if all funding for bridge operations in the state were somehow taken away, the bridges would have to be left in the up position because maritime traffic has priority over land traffic. If the county placed the bridges in the down position without an operator, it would be subject to fines of \$25,000 per day. It should be noted that the cities of Alameda and Oakland pay nothing for the operation of these bridges, and yet reap the benefit of their existence.

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LETTERS

The other hyperbole of Kelly's letter is the statement that the Public Works Department would be dissolved if the budget were cut. There will be layoffs, but not to the extent hysterically claimed by Kelly.

The reason I know that Kelly is so wrong is the fact I am the Project Inspector for Seismic Retrofit for Park and High Street Bridges for Alameda County Public Works. But I do know why he's upset. He doesn't care about protecting public works jobs or serving the sailors or businesses within the estuary, but rather is worried about the loss of union dues. That may sound harsh, but I have worked for Alameda County for 28+ years, and I know how that game is played by the union.

And *Latitude's* suggestion that lots of "old geezers" could operate the bridges is not true either. The job takes training and knowledge. You would not want an inexperienced person operating a bridge in which each leaf weighs over six million lbs.

Skip Edge
Public Works Inspector III
Alameda County

Skip — We love to learn new stuff, and to be proven wrong, so we're ready, able and willing to meet you at any bridge at any time to be shown why it's so difficult to open and close a bridge that two retired geezers couldn't do it. After all, it's not as if the six-million-lb bridge leaves have to be lifted by hand. Or is this another BART-like deal, where it supposedly takes five weeks of training for a train operator to learn how to doze off while a computer does all the work for him/her?

⇓ PRACTICE 'FILLET AND RELEASE'

We're getting ready to take off for Mexico in a few months, and have started researching the rules for fishing in Mexico. We know that we'll need a license to fish anywhere in Mexican waters, but we also noticed the following statement in the rules:



Jim Donnell of the Ventura-based 'Meerkat', holds up a nice dorado caught off Muertos.

"Fish caught under a sportfishing license may not be filleted aboard the vessel from which it was caught."

Does this mean that we can't catch fish destined for eating while we are cruising? That wouldn't make any sense, since we've read so many stories about cruisers catching and eating fish in Mexico. It's confusing because I've found this rule cited on almost every website that discusses fishing licenses in Mexico.

Or is this one of those rules that everybody ignores because it's only applied to tourists in Cabo?

Carolynn & Tom Boehmler
Sunny Side Up
Mayflower Mercury 48
Alameda

Carolynn and Tom — According to Miguel Portoni at CONAP-ESCA, the agency that regulates fishing in Mexico, the purpose of the regulation is to allow officials to count your catch so they can make sure you haven't gone over your daily limit. He said that if you're planning to eat the fish right away, you are al-



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LETTERS

lowed to fillet it. He also said that, while the regulation is not strictly enforced, it wouldn't hurt to leave larger fish whole, cutting off just what you'll be using when you start to prepare a meal. If space in your refrigerator or freezer is limited, you can also leave a 1-inch by 1-inch square of skin on each portion of meat for identification purposes.

But if you're sportfishing, with the goal to catch your limit, Portoni says the fish need to be left whole. Gutting and cleaning the fish is allowed, but don't fillet or steak them until you're ready for dinner.

Generally speaking, the rules Mexico has for cruisers are reasonable and make sense, so don't be too concerned about things like that.

↑↓ "AS A FORMER PROSECUTOR, I SAY GOOD JOB!"

I'm a retired state and federal criminal prosecutor, and my wife Sue and I are currently on our catamaran *Angel Louise*, which is anchored off Porlamar, Isla de Margarita, Venezuela.



Porlamar, Venezuela, known for its fine anchorage and for dope smuggling.

We've been following all of *Latitude's* coverage of the Bismarck Dinibus case, which I first learned about in *Latitude*. I can only say thank you for your

good work, as I'm interested in the case both out of professional curiosity and due to our being full-time liveaboards. By the way, both my wife and I hold active Coast Guard licenses.

Back in 1971, I was the youngest chief prosecutor in the nation, having been sworn in as the Jefferson County (Iowa) Attorney General just an hour after graduating from law school. During my 11 years in that office — where I had two highly publicized trials — and from '91 to '07, when I served as



COURTESY ANGEL LOUISE

Ed Kelly, the former youngest Chief Prosecutor in the nation.

an Assistant United States Attorney, I have never seen coverage of a case that equals the professional job that *Latitude* has been doing.

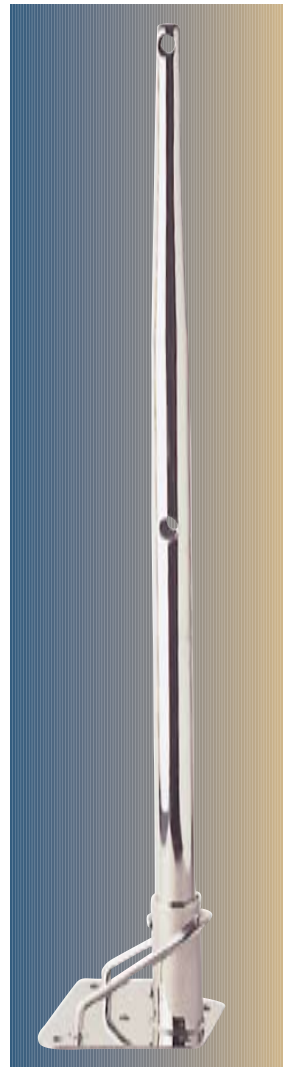
I'm personally surprised no charges were ever filed against Russell Perdock, the operator of the powerboat that slammed into the sailboat, resulting in the death of Lynn Thornton.

Based on personal experience, I know how easy it can be for a prosecutor to err by putting focus on only one aspect of the case, blinding him or her to the rest of it.

Sue and I figured we wouldn't be able to follow much of the proceedings after leaving Florida in December of '08, but have been pleasantly surprised that this trial has been followed by



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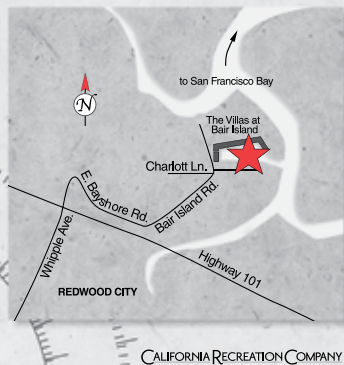
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LETTERS

the national media. It's an important case. I will await the developments of the trial as you report them. In the mean time, good job!

Ed & Sue Kelly
Angel Louise

Happily anchored off Isla de Margarita, Venezuela

Ed and Sue — We hope you've got your PFDs strapped on tight because we think you're in danger of going overboard with your praise. But thank you.

And as we hope everyone knows by now, both 'Lectronic and Latitude 38 (in magazine form, complete with all the ads) are available free from our website (www.latitude38.com) everywhere in the world. Well, maybe not in Iran, North Korea, Cuba or China.

↑↓ PRIVATIZATION IS THE WAY TO GO

I've been so busy sailing in Mexico and travelling around that I just got a chance to read the July issue. But I can't help commenting on the ridiculous posturing by state legislators who threatened to cut state parks and other popular programs — specifically the ones that are most visible to the public and whose loss would inconvenience taxpayers the most — in order to balance the budget.

Had Angel Island and other facilities been closed, it would have been further proof that our state officials and staff are beyond incompetent, and that, rather than working to meet taxpayer needs and requirements, they were solely focused on their personal agendas. If the state were to get out of Angel Island, and its operation and management were to be leased to a private operator that understood the basic concepts of responsibility and customer service, the state would not only save money, it would gain revenue from the lease. Furthermore, some if not all of the terminated state workers might be rehired to continue their work.

In a previous life, I was a regional manager for a national marina management company. In that capacity, I helped transform three failing municipal marinas in the Bay Area into thriving privately-operated municipal marinas. And I have seen numerous other examples of privatization and public/private joint ventures work to the benefit of all concerned. Rates do typically increase for the limited number of taxpayers who actually use the facilities, but with market forces in place, the increases usually aren't as great as feared. Plus, the city and/or state no longer has a losing operation that needs to be supported by taxpayer dollars. Unlike the government, private operators understand the importance of customer service, and typically improve service and maintenance in order to increase customer satisfaction, usage and occupancy.

Despite the numerous successes, there are always those so-called public-minded officials who argue that privatization allows "greedy" (i.e. successful) private companies and individuals to profit from the use of public lands at the expense of "the people." What they intentionally fail to define in their argument is that "the people" they are referring to and protecting the interests of are, in fact, only themselves, and the only potential expense borne will be theirs.

With certain well thought-out parameters and guidelines in place to ensure that the public interests — meaning the interests of the real people — are first and foremost, there is really no effective argument against privatizing nearly all of the parks and recreation activities of state and local governments. Except, perhaps, for the argument that most of those so-called public officials will have to look for a new job where

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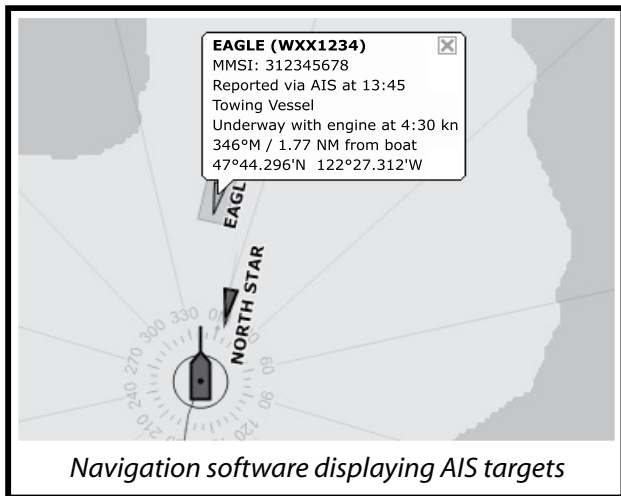
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LETTERS

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J. Mills

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J. — We agree that the legislators tried to scare taxpayers with proposals that would cut the most visible services and cause taxpayers the greatest inconvenience. They sure weren't talking about trimming the up to \$498,000 a year some government employees collect as pensions, were they?

For philosophical and practical reasons, we've long believed that the smaller the government, the more effective and less corrupt it will be. That's why we're strongly in favor of privatizing just about all public services — including many of the functions currently handled by law enforcement and the judiciary. It's worth noting that dysfunctional New Orleans privatized its transit system, and while keeping most of the same drivers at the same pay rates, managed to cut costs by 30%. Anyone not in favor of privatizing BART? It's also worth noting that socialist Sweden privatized its postal system with success, and even Mayor Daley's Chicago, which is about as union as you can get, now saves money by having private companies do what more expensive city workers used to do.

The basic law of all customer satisfaction — as our president has been eager to point out when it comes to health care — is that when companies and non-profits have to compete, the customer wins. He knows you get the worst service and the smallest bang from your buck from monopolies. Ironically, the president seems blind to the fact that the U.S. government is the world's biggest monopoly, and he's been growing it at the fastest pace in history. No wonder the natives are restless.

If any mariners question how monumentally incompetent government can be, they only need review the 30-year history of



LATITUDE / RICHARD

For decades now, the State of Hawaii's pride of ownership of the Ala Wai Yacht Harbor has been clear for all to see.

the state of Hawaii's magnificently bungled management of the 700-berth Ala Wai Yacht Harbor in Honolulu. It was as if they had the only snow cone stand in hell, but after decades still couldn't figure out how to make

a decent snow cone, and despite having a never-ending line of eager customers, still managed to lose massive amounts of money.

For younger readers who are going to have to spend a lifetime paying for the wretched excesses of government today, the critical decision you're going to have to make is whether you're going to demand that the government work for the taxpayers, or whether you'll continue to allow it to exist to serve the two political parties and government workers. It obviously should be the former, but at this point it's clearly the latter. Our heart goes out to you younger folks, as you're going to have to either spend decades in involuntary servitude while you try to change the course of the monstrous ship of state, or stage a messy revolution.

↑↓ **THE LATITUDE 38 THUMBNAIL CRUISING GUIDE**

We're about to send in our Ha-Ha entry, but are wondering

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LETTERS

if you can give us some tips on where to stop while making our way down to San Diego in September and October. We're not ultra-budget cruisers, but we are thrifty, and are looking to ease our way into the cruising life.

Buz & Eunice Johnson
Confacimus Navegemus, Ericson 35
The Delta

Buz and Eunice — Here's our thumbnail report on cruising in Southern California:

Morro Bay — The folks at the Morro Bay YC couldn't be more accommodating, and Morro Bay itself is like taking a trip back in time. But the harbor entrance can be dangerous when a large swell is running, so be careful.

Cojo Anchorage — Immediately upon passing Pt. Conception, round up to port, drop the hook, and see how beautiful California was 1,000 years ago. There are a number of great places to surf in the area, and there won't be any crowds. This is an ideal spot to rest for a couple of days after coming down the Central coast, but it's also great for walking along the beach and soaking up the beauty of a rare, unpopulated part of the Southern California coast.

San Miguel, Santa Rosa and Santa Cruz Islands — There are no services or facilities at any of these, but the hiking and exploring are great. While the winds tend to be calmer in September and October than the rest of the year, it can still blow hard at San Miguel, so be prepared. Santa Cruz is one of the best places to segue into the cruising life, and there is surf, too.

Santa Barbara — This truly beautiful city is so clean, tranquil and pleasant that we sometimes find it a little disturbing. You can either get a slip inside the harbor or anchor out for free on either side of the wharf. It can be rolly. If you're a walker, jogger or cyclist, this place is paradise, with great waterfront paths on either side of the harbor. The Enterprise Fish Company on lower State Street, which is within easy walking distance of the harbor, has a 5-8 p.m. happy hour that features great prices on appetizers and drinks. Walk a little farther up State Street and you'll find countless unique — but not necessarily inexpensive — restaurants of every type.

If it's time for a day or two of vacation from your boat, Santa Barbara is the place, as Enterprise Rent-a-Car will pick you up and drop you off, and you can take great short and medium-length trips to places like the summit of Gibraltar Road,



LATITUDE / RICHARD

Two Harbors, Catalina, has the best bonfires on the coast.

Red Rock, the Santa Ynez wine country, and for back country lovers, the bear country of Zaca Station and Figueroa Mountain. Who knew it could be so wild so close to the coast? Better yet, if you rent a motorcycle you can take our favorite ride: Up Sycamore Canyon, through Montecito

via the Upper Village, along the back roads past Lake Casitas to Ojai, at which point it really starts to get good. You make the long climb up the mountains of Los Padres National Forest on Highway 33 to the barely marked Lockwood Valley Road, then crisscross the nearly washed out road on your way through rugged high desert and thick pine forests to Fort Tejon on the



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LETTERS

Highway 5 Grapevine. It's all about twisty two-lane roads through nearly unspoiled nature — but it's also about 200 miles round-trip — so your sore ass will be happy to get back on your boat.

Ventura and Oxnard — While neither of these harbors or regions is particularly scenic, it's almost certain that you'll be able to find a guest slip. When the surf is up, the bodysurfing and boogie boarding can be great at Ventura. But use caution when entering the harbors if there is a big swell running.

Marina del Rey — This isn't the most soulful of marinas, but hey, it's L.A., and it's easy to get a slip during the fall. The jogging and biking trails along the beach go on for miles in both directions from Marina del Rey. MDR is also a great base for rotating crew, as LAX is right next door. It's also the base for 'doing' L.A. If you haven't caught a performance at the Hollywood Bowl or Greek Theatre, or visited historic downtown L.A., you should consider it.

Long Beach — You'll probably be able to find a guest slip at the Downtown and Alamitos Bay Marinas, but you can also anchor out behind one of the oil islands. Alamitos Bay is more convenient than the Downtown Marina for shopping and marine supplies, but neither offers many attractions for transients. Long Beach gets more wind than almost any coastal town in Southern California.

Catalina — Many Catalina lovers say September is the best month of the year and October is the second best. That's because the weather is great, the water is about as warm as it gets, and the crowds are down. Unless you want to take a mooring — which is a little dear for many cruiser budgets — count on having to often anchor in relatively deep water. Avalon is a dated tourist town, but it's fun for a day or two, and the



LATITUDE / RICHARD

White's Landing is the most sheltered free anchorage on the face of Catalina.

local supermarket is reasonably well stocked with fresh fruits and veggies. Two Harbors, on the other hand, is ultra basic, and the better for it. BBQ ashore at night and you'll quickly make lots of sailing friends. On Saturday afternoons in the fall, the two bars at Two Harbors are inundated with SC football fans. If they get too obnoxious — as is their wont — just remind them what 42-point underdogs Stanford did to their national championship dreams two years ago.

Newport Beach — Not only does Newport have all the marine services and supplies a cruiser might need, it's close to John Wayne Airport. But best of all, you can anchor for five nights free without a permit, or you can pay \$5 a night for a mooring for up to two weeks. What a deal! The downsides are boats supposedly need to be occupied for all but a couple of hours a day while in the anchorage, and you have to show up at the Sheriff's Office every five days to pay for your mooring. If there is a hurricane in Mexico, make sure you stop by The Wedge to watch the death-defying bodysurfers. Well, mostly death-defying, as earlier this summer one of them was tragically killed after being thrown into the breakwater. Newport is a great place to walk and ride a bike, and you sure don't want to miss a ride on the Balboa Ferry.

Dana Point — You can anchor for free inside and outside the breakwater, or you can get a guest slip. There is surfing at nearby Doheny, but overall Dana Point is one of the more

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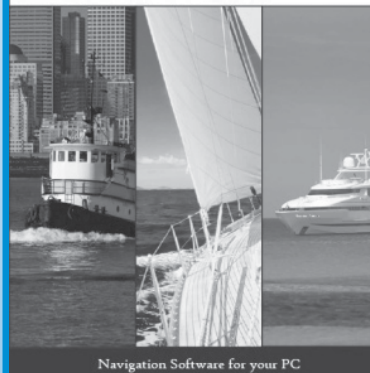
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LETTERS

plastic harbors along the California coast.

Oceanside — This is a small harbor where you can get a guest slip. It's not plastic, but there aren't a lot of attractions for visitors either.

San Diego — If you take the Misson Bay turnoff, you can anchor free for 72 hours at Mariners' Basin. The Police Dock is the prime budget berthing option in San Diego Bay, but they don't take reservations and it's always packed in the fall. San Diego's A-8 anchorage offers up to three months of free anchoring for out-of-county boats, but you have to get a permit first from the Harbor Police, and it gets crowded just before the Ha-Ha. If you do anchor there, you land your dinghy about halfway between the downtown area and the Shelter Island marine services. It's a long walk to either place, so a bike really helps. West Marine runs a free shuttle between their stores and most marinas and anchorages just prior to the Ha-Ha. In years past it was difficult to get a berth in San Diego, but not any more. We're not saying that slips are cheap, just that they should be available. San Diego has a number of interesting things to see and do, but we know you'll be too busy with last minute boat projects to enjoy them. Chula Vista Marina, farther down the bay, also usually has slips.

A lot of people mock sailing in Southern California, and there are times and areas where it's pretty pedestrian compared to San Francisco Bay. However, there is fine sailing to be had between Santa Barbara and Santa Cruz Island, between Santa Barbara or Oxnard and Marina del Rey, and between Catalina and the mainland. Not every day, mind you, but quite often. The spinnaker run from Santa Barbara to either Marina del Rey or Catalina is a perfect tune-up for the Ha-Ha itself.

Enjoy!

↑↓ **STILL LIVIN' LA VIDA LOCA AT 66**

As skipper of the '79 Newport 30 *Desert Wind* — winner of the 'Spirit of the Ha-Ha' award in the '08 Ha-Ha — I must respond to some of the letters that *Latitude* receives, and manfully publishes, that tend to be derogatory about what you do or don't do.

Given the planning and preparation that the Poobah and Assistant Poobah have to put into each Ha-Ha, and all the data and boats they manage during the event, I can't imagine how

anyone could be critical. I thought you made a superb effort, and that it resulted in most, if not all, of the participants' having a great time.

By the way, I'm currently cruising my old boat from Vancouver to Alaska, having put 1,500 miles under the keel with another 500 to go. While I am singlehanded, there are two other boats from New Mexico that are making the same trip. We've seen some amazing sights: calving glaciers in Glacier Bay and Tracy Arm, pods of orcas and



At 66, Stan Hafentfeld is living twice the life of most 33-year-olds.

"bubble netting" humpback whales, salmon fighting their way upstream to ancient spawning grounds and black and brown bears (up close) in Anan Bear State Park feeding on some of those salmon while bald eagles soar and do their own brand

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LETTERS

of fishing.

In part, I was compelled to attempt this trip due to articles in *Latitude*, and your careful but easygoing attitude toward cruising and the general enjoyment of life. Many thanks for the encouragement!

Stan Hafenfeld

Desert Wind, Newport 30

Elephant Butte, NM / Currently in Ketchikan, AK

Stan — Maybe we're just insensitive, but we can't remember any complaints about the last couple of Ha-Ha's. Nonetheless, we encourage 'suggestions' as they help us revisit aspects of the Ha-Ha to see if we might be able to improve them.

But overall, we think the success of the Ha-Ha speaks for itself. And there is nothing that makes us happier than to see the number of people who return to do their second, third or fourth Ha-Ha.

As for inspirations, you're the man, Stan. At 66 years of age, you've taken a relatively small and inexpensive boat, and are living life to the hilt. If it weren't for people like you, we wouldn't be doing this.

↑↓WHAT'S GOOD FOR THE EAGLE SCOUT . . .

There has been some discussion about who should pay for the hundreds of thousands of dollars of expenses incurred by the Coast Guard when they rescued a Frenchman who called for help just 150 miles into his third failed attempt to row across the Atlantic.

I'm not exactly sure where I stand on the controversy, but I note that the state of New Hampshire is going after 18-year-old Eagle Scout Scott Mason to recover some or all of the \$25,000 they spent rescuing him from Mt. Washington. The search had to be launched after Mason had gone off the marked trails and become incapacitated as a result of spraining his ankle. It was nine years ago that New Hampshire passed a law that enables them to go after people who need to be rescued.

If we're asking U.S. Eagle Scouts to help defray the costs of their rescues, shouldn't we be doing the same for French oarsmen?

Scott Strepp

New Hampshire

↑↓STUPID IS AS STUPID DOES

Andy Deering's June issue letter — in which he said that he eschews safety gear such as EPIRBs and liferafts — was cynical and witless. Moreover, it is double dumb. I realize that an indictment of this sort requires some defense — although not a lot, as Deering's missive speaks for itself.

As a long distance ocean racer who is over 60 years of age, I wish to note that there is a distinction between being a safety gear "freak," and being appropriately mindful of the need for such gear. Deering suggests no liferaft! No means of long distance emergency communication! That, Mr. Deering, is a reckless disregard for safety and is double dumb.

For Deering to have the temerity to attack those of us who are safety-gear-conscious, and to further pin this "malady" on those of us who are closer to the twilight than the dawn of our careers, is cynical in the extreme. While we don't dwell on the fact, what we do is dangerous.

As a skipper, I am not responsible only for my own life, but for the lives and safety of my crew. I owe taking safety seriously to them and to our loved ones. I, for one, am grateful that Deering is not in the TransPac YC race committee.

Granted, safety gear can be taken too far. On that account,

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LETTERS

my opening sentence was not quite accurate. Mr. Deering thinks he's a wit. I think he's half right.

Chip Megeath
Criminal Mischief, R/P 45
Tiburon

Readers — Megeath took first place in class in the recently completed TransPac.

ESCALERA NAUTICA

I was hoping for the best for Mexico's \$2 billion 'Nautical Stairway' program, instigated by former President Vicente Fox in '01, which called for building a 'stairway' of marinas and tourist sites along the Pacific Coast of Baja, both sides of the Sea of Cortez, and as far south on the mainland as San Blas. The idea was that if West Coast mariners never had to travel more than 120 miles to their next stop — in theory, one day's travel by boat — it would bring much more nautical tourism to Baja's 2,000 miles of coastline as well as another 1,000 miles of the mainland coast. The plan called for 22 full-service marinas, five of which already existed, seven that existed but needed to be rebuilt, and 10 that would be built new. It also called for construction of a 70-mile 'land bridge' across the Baja Peninsula so yachts up to 55 feet could be trucked across Baja without having to take their masts down.

Alas, the Mexican government has now decided that the project can't be salvaged. It's too bad, for as with many of the Vicente Fox initiatives, it had promise. But Mexico being the Mexico that it is, it was impossible for things to not go wrong with something so great. The problems that caused the demise were overcharging, huge areas left undeveloped, expensive equipment sitting idle, and a hands-off management in Mexico City that thought no price was too high for gringos.

The Nautical Stairway was one of the best ideas for cruisers in a long time, so it's too bad that it didn't turn out.

Jim Barden
Ann Marie, Morgan 28
Marina del Rey

Jim — We're sorry to have to disagree with you so completely, but the grandiose Nautical Stairway failed because it was a dumb idea, and is just another example of the poor record central governments have in trying to anticipate and dictate

consumer demand. From day one, we characterized the Nautical Stairway plan as "insane," long before the likes of the Packard Foundation did a big study and came to the same conclusion. Why? First, because mariners were not clamoring for the facilities and services being proposed. In-



WEBB LOGG

The never-used breakwater at Santa Rosalita was just one of many unnecessary steps in the Nautical Stairway.

deed, most cruisers vehemently objected to the concept of 'resorting up' Baja, saying it would ruin the very reason they wanted to go there in the first place. Second, the project was based on the preposterous assumption that, if built, 76,000 American boats would cruise down to Mexico each winter to make use of the facilities. Right. Every marina in California

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LETTERS

would empty each winter because everyone would be taking the 'stairway' to Mexico. Third, because neither private investors nor the government ever seemed to appreciate the inherent problem with Baja north of La Paz, which is that it's too cold in the winter and too hot in the summer. There are some great months in the spring and fall, but it's hard to sustain developments on two such short periods in a year. As foolish as the Nautical Stairway project was, it couldn't be stopped because the government officials driving it had nothing to lose.

We also disagree with you when you say that what was built didn't work for cruisers. That's only half true. In some places, such as Puerto Escondido, where a large cruising fleet was driven out by wildly overpriced moorings that never had an occupancy rate over two or three percent, it was indeed a disaster. In other places, such as the Singlar facility in Mazatlan and Guaymas, cruisers seem to be very happy with the facilities. And in other places where the facilities are being only lightly used, what skin is it off cruisers' butts? Furthermore, the Singlar-branded facilities were not always overpriced. In La Paz, for example, Singlar's Fidepaz Marina, while not the best marina in La Paz, is at least the most affordable. No, the people who really got screwed are the Mexican taxpayers, who will have gotten almost nothing in return for their government's having foolishly invested nearly \$1.5 billion dollars of their money.

To be fair, FONATUR, Mexico's tourist development agency which was behind the Nautical Stairway project, has had some good to excellent success with resort development in places such as Los Cabos, Ixtapa and Cancun. But when it came to nautical tourism, they had no idea what they were dealing with.

↑↓ THAT PIC KEEPS LATITUDE FROM BECOMING BLAND

I had previously seen the graphic photo of the man impaled on a post that you used in the story regarding the Bismarck Dinus trial. It's a disturbing photo, but I understand your attempt to shed light on the danger high boat speeds bring to safety.

By the way, the photo compelled me to visit *Snopes.com*. According to that rumor tracking site, the victim had been in a truck accident, and the post had entered the cab and impaled him. When I first saw the photo, I wondered if he survived. *Snopes* says that he did initially, but died of an infection three days later after emergency surgery.

I agree with your withdrawing the photo, but I encourage you to walk the edge of editorial license to avoid a bland publication.

Steve Frost
Cepheus Dream, Catalina 36
Alameda

Steve — According to the copy that came with the photo from Birdman Livingston of the Wylie 38 Punk Dolphin in Pt. Richmond, this is the story: "This is an actual emergency room photo of a fisherman who lost control of his high speed bass boat in West Virginia. The wardens believe that he was traveling at a speed of approximately 75 mph at the time of the accident, and had been unable to negotiate a curve in the narrow waterway. Unfortunately for him, upon striking the shoreline, he was ejected from the boat and landed on an old fence post. The good news is after about six months, the man made a full recovery from a shattered hip, broken leg, several broken ribs, internal injuries and soft tissue damage. The doctors credited his recovery to the fact that the post lodged itself so tightly that there was little or no blood loss."

We think the *Snopes*' explanation of the photo sounds highly unlikely. After all, it's difficult for us to believe such a thick post

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LETTERS

could have passed through the front of a truck, without being badly blunted, and have still had the force to penetrate all the way through the large man's torso.

↑↓AN OPINION FROM THE TRAUMA ROOM

I am sorry you took so much flak for the picture of the impaled gentleman. I thought it very clearly drove home the point of water safety. I'm a trauma nurse, however, so I realize that fact may have skewed my opinion. People need to realize that the seemingly impossible can and does happen through carelessness.

Elizabeth Ogden
Clear Lake, TX

Readers — Latitude also received a call from Michael Ce-hand, a former paramedic. He "totally supported" our running the photo too.

↑↓"THE ONLY TIME I'VE DISAGREED WITH YOU"

One of the things I admire most about *Latitude* is that once in a while you decide you were wrong, and admit it. So it was with the photo of the impaled man. I think your running the photo was almost the only time I have disagreed with you on anything — and I have been a fan since the beginning when I was boating out of Berkeley. Being in Alaska, I miss the magazine, but now that it's on the web, I'm a pretty happy guy.

Jeff Coult
Arctic Traveller, Defever 49
Juneau, AK

↑↓POOR TASTE AND A LACK OF EDUCATION

That was a bad picture. I would not send it to anyone. Accentuate the positive and never dwell on man's suffering. It shows poor taste and a lack of education. You can do better.

Don Lounibos
Esprit, S2
Sausalito

Don — If you have a complaint with our education, we suggest you take it up with the dean at U.C. Berkeley.

↑↓PEOPLE NEED TO UNDERSTAND CAUSE AND EFFECT

I disagree with your decision to pull the photo. People need to see the possible outcomes of foolish behavior so they can think about their own actions. A picture being worth a thousand words, you achieved more by showing it than you could have done by describing it. It's a pity that we are now so politically correct that we must never be upset by real life. I would be interested in knowing what percentage of your total readership was upset by the picture. Perhaps this was another instance where a vociferous minority adversely affected the lives of the rest of us.

Richard Scott
Dallas, TX

Richard — We've received more letters saying that we should not have pulled it than letters saying we should have pulled it. We don't think those who objected to the photo were being "vociferous" in a ranting sense, but they were genuinely upset.

↑↓DARWINISM AT WORK

I kind of like the impaled man photo. Not because the image is clearly Darwinism at work, but more because I share your rage at the obtuse reasoning of Lake County officials in

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LETTERS

the Bismarck Dinius case. I can't and don't understand why State Attorney General Jerry Brown hasn't become involved — except that our government means to send some sort of message damning the lifestyle of just about every sailor. As much as I can see the health merits of reduced alcohol consumption, there remains in my mind no earthly reason anyone should be allowed to use his boat as a weapon simply because he is a cop — who I suspect was probably drunk himself.

Dave Wilhite
Bellingham, WA

Readers — For the record, a few months ago Wilhite came as close as you can to dying on a boat during rough conditions outside the Gate. Also for the record, having read most of the case information, as well as between the lines, we're not entirely sure Deputy Perdock was drunk when he slammed his boat into Beats Workin' II. We think he is guilty of negligence in the death of Lynn Thornton, but probably not as a result of being drunk.

↑↓NEXT TIME, WE PROMISE

If you want to run gruesome photos in the future, you could post them separately, then write a warning and a link to the photo. That way no one would be involuntarily subjected to something they really don't want to see.

Jeff Berman
Perseverance, Catalina36
Alameda

Jeff — In retrospect, that's exactly what we should have done.

↑↓TOO MANY DRUNKEN FOOLS ON LAKES

Sorry to hear that so many people complained about the photo of the impaled speeder. Although I am a sailor who usually moves at less than 10 knots, the photo was a perfect reminder of how quickly seemingly 'cool' maneuvers can end in a not-so-cool way.

It's also a key reason that I started my kids sailing in the Pacific rather than our local lakes — the latter are filled with drunken fools who don't understand that they are driving a weapon.

Thank you for your tenacious coverage of Bismarck Dinius' plight. I grew up waterskiing on Clear Lake, which makes the story that much closer to home. It's nice to see that national outlets such as Boat/US and others have picked up on it too. A tremendous thanks to *Latitude* for this and so many other great articles about the world of sailing.

David Gauny
Smart Money, Catalina 400
Ventura

↑↓SOMETIMES RIGHTS CAN BE WRONG

On July 19, while leaving the St. Francis YC harbor after the Simpson Regatta, we literally had a run-in with a 48-ft boat. We were sailing downwind under main only on starboard tack. The much bigger boat was behind us, on port tack, with her huge main boomed out across most of the channel. She was going considerably faster than we were and overtaking us. This might not have been a problem but, at the time, the tug *Brandy Bar* and her barge were anchored in the channel across from the large sandbar near the harbor entrance, making the channel entrance less than 30 feet wide. As we approached this bottleneck, it became clear we were going to have a problem.



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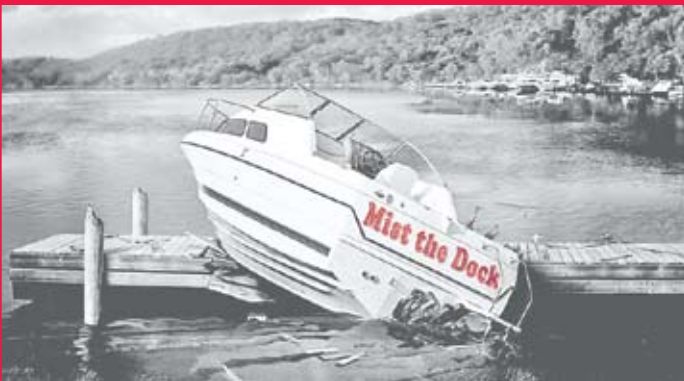
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LETTERS

"Can't your boat go any faster?" shouted the skipper of the much larger overtaking boat. We yelled back that we were under sail only, that we were the stand-on vessel, and that as the overtaking vessel it was his responsibility to avoid us.

Well, he didn't. We had to haul in our main to try to prevent his unusually long boom from hitting our main, risking a serious round-up into the tug boat in the process. Despite this, his boom hit our mainsail as he sailed by, and we narrowly missed hitting *Brandy Bar*.

The skipper's sarcastic response to our repeated calls that he was breaking several rules was, "I'm glad you guys know the rules." He didn't even check to see if he'd caused any damage.

Thankfully, no one on our boat was hurt, and he didn't cause any damage. But that skipper clearly needs a refresher in the Rules of the Road, specifically Rule 6a (safe speed in proximity of navigational hazards), Rule 8 (action to avoid collision), Rule 12a (starboard/port, windward/leeward rights), and most prominent, Rule 13 (overtaking).

Also applicable are Rules 16 and 17: I believe we, as the stand-on vessel, fulfilled the obligations set forth in Rule 17, including (b) "When, from any cause, the vessel required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she shall take such action as will best aid to avoid collision" — namely pulling our mainsail inboard to avoid more serious contact, while Rule 16's "early and substantial action to keep well clear" was certainly not fulfilled by the other boat.

Will the editor please print the applicable rules so that the skipper of the other boat can review them? Such a large, fast boat being driven by a reckless skipper is a danger to others' lives and property. Is there any recourse we have against this skipper, besides letting your readers know to keep a wary eye out for him as he comes charging down on them?

Jordan Primus, Kelly Ryan, Marnie Roach
Crew
Little Wing, J/24

Jordan, Kelly and Marnie — As you no doubt noticed, we omitted the name of the other vessel. We didn't see the incident, so it's impossible for us to make a judgment about it.

The way you tell it, you had the rules in your favor. But even if that's true, we wonder if you've considered the possibility that you could have handled the situation differently. After all, it's quite a ways from the St. Francis YC basin to the bottleneck, it's not as if either of your boats were doing 10 knots. And your J/24 is nimble as can be. Did none of you anticipate there was going to be a problem at the bottleneck? Did none of you realize that you, on the much smaller and more nimble boat, could have most easily defused the situation? We think that whipping a 180° turn into the wind long before you got to the bottleneck — not pulling in your main at the last second before contact — is what Rule 16 means by "early and substantial action." The overriding consideration, particularly in narrow fairways or in situations where the other skipper has gotten himself into a box, is not to sit on your rights no matter what, but to avoid getting into a situation where it's impossible to avoid contact. We can think of countless situations when we voluntarily gave up our rights to prevent a potentially dangerous situation from developing.

Like we say, we didn't see what happened, so we're only speaking in the most general of terms.

↑↑ BLOOD ON THE FACE, BLOOD ON THE ENGINE

The bloodied face of Liz Clark wearing a headlamp didn't



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LETTERS

jibe with a surfing accident, as you suggested in the July 24 *'Lectronic*. Those lights are a mainstay of boat repairs, as they allow you to see while freeing up both hands.

While cruising on our Wauquiez 45 *Suzy Q*, I found that a little blood-letting, along with a colorful string of curses, worked wonders in getting whatever was broken this time fixed.

Joe & Susan Altman
Suzy Q, Wauquiez 45
Aromas, CA

Joe and Susan — We thought Liz was just using the headlamp to better see the pieces of coral she needed to pull out of her cheek. But as it turned out, you're right, it was an engine



LIZ CLARK

Is an engine room mishap any less "cool" than a surfing accident?

room accident. "My face was bloodied as a result of an accident in Swell's engine compartment," Liz wrote to us. "I was trying to realign my engine after replacing the motor mounts. I pulled the rubber vibration boot out of the rear block, but it was impossible to push it back in. So I borrowed a car jack to try to push it down, and had to put a piece of wood between the ceiling of the engine room and the jack. By the end of the day I was tired and frustrated, and I put too much force on the jack. The space was really tight, and my head needed to be right next to the jack for leverage. The jack slipped off the wood and flew into my face. It was no fun. It would have been cooler if I'd wounded myself on a reef, but it just didn't happen that way. Anyway, I went to a friend who is a nurse, and she put a butterfly strip on it. It kept me out of the water for a week, but it's healing well."

↑↓ KING RICHARD TAKES A BITE OF HUMBLE PIE

LaDonna Bubak, one of the editors at *Latitude*, should raise her jolly roger for her good shot over the bow. I'm referring to how she "hijacked" the publisher's editorial defense of Liz Clark asking for money. I've enjoyed *'tude* for its sailing knowledge and editorial content for 31 years, and the publisher is spot on with his rebuttals 98% of the time. But methinks that this time a young surfer girl may have blurred his thoughts. It can happen us males in our 60s. So thank you very much, LaDonna, for what I believe was a much needed different perspective.

Doug Royer
Club Nautique
Danville

Doug — If we have a soft spot for Liz, it's not because she's young and attractive and we have the hots for her. No, it's because she reminds of us of our daughter, who is the same age, who has the same very fair skin, and who has a milder form of Liz's adventurous spirit.

While we understand and respect your and LaDonna's viewpoint, we're sticking with ours. What we think you don't see about Liz is that she's truly different, an emerging vagabonding poet, if you will. And god knows we need more of those



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LETTERS

and fewer lawyers. It's all the better because Liz has not just sipped from the Kool-Aid of the ultra-simple, eco-conscious, Mother Earth-loving, all-people-are-brothers outlook on life, but has chugged it.

It just so happens that we recently bumped into Holly Scott, who is the owner of the Long Beach-based Cal 40 Mahalo, a three-time vet of the Ha-Ha, and a delivery skipper. Holly mentioned that while in Hawaii preparing the SC 52 Paranoia for delivery back to California, she'd bumped into Liz. Having contributed a used Cal 40 headsail to Liz's adventure, Holly told us that Liz had sent her three black pearls as thanks, but even more importantly, included the most beautifully composed and hand-drawn thank you note.

It was at that point we mentioned that some readers — and LaDonna — thought it was in bad taste for Liz to have asked for money. It might have been the fact that Holly had just gotten off the boat at the end of the delivery from Hawaii and had just finished her first cocktail, but her eyes quickly darkened and she fairly exploded: "Fuck that! Liz is special. She's got it right here," Holly said, pounding on her heart. "I've met a lot of cruisers, and some of them are assholes. But Liz isn't. And having been in the sailing industry for many years, I've met a lot of famous women sailors, and not all of them are so nice. Liz is a ray of sunshine. I totally support what she's doing."

Also stepping in to defend Liz was Betsy Crowfoot, a long-time sailing journalist, who had been part of Holly's delivery crew to the mainland, and who had been onboard with Liz when she did her first sail in preparation of her surfing safari under sail. In a milder tone, Betsy said, "A lot of people don't know the background to Liz's story. She was working as a waitress when she happened to cross paths with Barry Schulyer of Santa Barbara at some kind of environmental fundraiser. Barry and his wife Jean have been huge supporters of women's sailing projects for years. Barry, for example, was a big supporter of Dawn Riley's America True campaign for the America's Cup. And I've done three all-women's TransPac races that wouldn't have happened without Barry's financial support. Barry was looking to support a woman's sailing adventure such as the one Liz wanted to do. They met by happenstance, and it went from there. But Liz is far from the only woman who has benefited from Barry's sailing philanthropy. As for myself, I think what Liz is doing is wonderful, and I fully support her, too."

↑↓WHAT KIND OF SACRIFICES HAS SHE MADE?

Thank you *Latitude* editor LaDonna Bubak for your take on Liz Clark asking for money. You and Kathe Hashimoto, who said the same thing, echo my sentiments. I think it's great that Liz is able to follow her dream, albeit on someone else's dime. As I recall first reading about her venture, she had a benefactor supply her with the Cal 40. Liz seems to have captured the attention and admiration of some influential supporters/advocates.

Most cruisers doing what Liz is doing do so after some significant sacrifice. I wonder why we don't see calls for financial help in *Latitude* from the many cruisers who lost a rig, an engine, or transmission and had to limp home and go back to work, or simply end their cruise. Liz appears to be a good steward of the boat provided her, and has apparently worked hard maintaining the boat. I applaud her. I just don't recall reading much about any sacrifices she made to launch her dream.

For the publisher of *Latitude* to suggest that anyone who challenges her request for money is "overly grouchy or has something against everyone who receives money from others to go sailing" is a little bit defensive, and I think misses the

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LETTERS

point. But then, it is his magazine and he has the right to support whom he chooses.

Mike Robinson
Pt. Richmond

Mike — As a reader of *Latitude*, you have as much right to disagree with our opinions as we have to express them, so always feel free to disagree with us.

What we have trouble seeing is the distinction between Liz being open to receiving contributions to her adventure and other sailors who have done the same thing. And there are zillions of them, from sailors in youth sailing programs, in Olympic programs, in America's Cup programs. So what's the difference between a yacht club asking members to support a specific program to benefit a couple of youth sailors they don't even know and Liz asking *Latitude* readers — whom she's entertained with many articles — if they'd like to chip in to her adventure?

↑↓ IS PETALUMA SAFE FOR BOATERS?

A few years ago sailors who spent the night in the Petaluma Turning Basin reported a lot of crime and vandalism to their boats. Do you know if the situation has improved?

Chris Eldon
Chinook, Tiara 4000 Express Cruiser
San Francisco

Chris — We put your question on 'Lectronic so you could get an answer in time for this month's issue and before the season was over. We got lots of feedback, all of it overwhelmingly positive. Get all the details on taking your boat up to Petaluma in this month's Sightings.

↑↓ PETALUMA HAS GREAT ATMOSPHERE AND PEOPLE

We visited Petaluma in July and had a great time — as we have on every trip there in the past several years. The town has great atmosphere, wonderful restaurants, and very friendly and helpful people — including the bridgetender. For those planning a similar trip, we suggest an early morning departure to avoid the afternoon chop on San Pablo Bay, and we remind everyone that the channel between San Pablo Bay and the Petaluma River must be followed carefully to avoid running aground.

Michael Mellon
La Vida, Catalina 320
Belvedere

↑↓ LOW TIDE IS THE ONLY PROBLEM IN PETALUMA

The Richmond YC had a 16-boat cruise to the Petaluma Turning Basin on April 24-26. The security was excellent and there were no incidents — except having to wait for the tide so we could get away from the dock on the second day.

Bill Gage
Quintana Roo, Catalina 36 Mk II
Point Richmond

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

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

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LOOSE LIPS

Eight bells.

There's a bumper sticker that's a favorite among many Laser Master's sailors that reads, "Cheat the nursing home, die on your Laser." Tahoe-based Tony Dahlman did just that, but at too young an age, on August 14 at the Laser Master's Nationals in Monterey. He was on the water when he suffered a fatal stroke. The 61-year-old is remembered fondly in an article by fellow Laser sailor Buff Wendt that you can find by searching "Remembering Tony" at www.sierrasun.com.

A little light bathroom reading.

Mark Reed of the Portland-based Ericson 38 *Southern Cross* warns sailors about an unusual "hazard" along the northern



MARK REED

How perfect is it that Vicki Bugbee-Reed is reading her favorite sailing magazine as she and skipper Mark cruise by Reading Rock?

California coast: "Folks should not pass downwind of Reading Rock, between Crescent City and Trinidad, too closely. It's covered with sea lions all the way to its 100-ft peak. Phew!"

Reed, who is on his way to Mexico with wife Vicki, also notes that the

new Eureka Public Marina is "beautiful and well-run." Have you been to the new marina? If so share your experiences (and photos) with LaDonna Bubak at ladonna@latitude38.com.

Three cheers for the good guys.

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SIGHTINGS

the jewel sparkles once again

The Petaluma Turning Basin has long been a prized destination for Bay Area sailors, but a few years ago, crime against boats — from slashed cockpit cushions to boats being set adrift — became a problem. The unsecured docks allowed vandals access to visiting boats, and the Turning Basin earned an unsavory reputation.

So when *Latitude* reader Chris Eldon emailed to find out if the situation had improved (see page 78 for the full letter), we contacted the Petaluma Visitor Center to find out. According to Lisle Lee, security gates installed around the basin have essentially brought a halt to vandalistic incidents. “The docks are open during the day but require a code at night,” Lee said.

But we wanted a broader perspective so, in the August 10 edition of *Lectronic Latitude*, we asked readers about their recent experiences. Rod Williams of the Alameda-based Catalina 42 *Azure* was just one of nearly two dozen readers who confirmed that all’s well at Petaluma.

“We’ve made annual trips to the Turning Basin for the last several years,” Williams wrote. “The locking gates have made a world of difference on the docks at night. Before they were installed, groups of bored teenagers congregated at the far end of the dock (below the yacht club) to hang out. They were never rude to us, but they could get loud late at night. A friend once found trash left on his deck, and we often noted fresh graffiti written and carved onto the wooden dock but we never experienced any theft or vandalism. Despite the minor annoyances, we still found Petaluma to be a charming place to visit.”

Mark and Patty Thompson reported a similar experience: “Over this July 4 weekend, we took our Catalina 380 *Seaya* to the Turning Basin. The trip up the river is beautiful with the vineyards and golden hills as a backdrop, and the bridge operator could not have

been more friendly and professional on the radio. The Turning Basin itself is quite charming, and there are probably a couple dozen great places to eat and drink within a 1/2-mile walking distance. We felt completely safe the whole time. We didn’t even think twice about allowing two 11-year-old girls the freedom to go to the ice cream parlor on their own. It was a great trip and, as we left, we were already talking about coming back.”

Several readers noted that, on busy summer weekends, stern-tying might be required in order to fit more boats on the first-come-first-served docks. San Francisco’s Chris Northcutt describes his first attempt at the technique in July: “We came up on a Friday, so there was plenty of room to

There’s room for dozens of boats on the Turning Basin’s docks.

side-tie before switching to stern-tie. I docked with the bow up-current, and secured the midship dock line. I secured the aft dockline, made sure the stern fenders were in place, and then began easing

continued on outside column of next sightings page

what’s right

It’s a curious coincidence that we’ve heard reports of painful stings by a rare scorpionfish or its relative, the stonefish, from sailors in both the Caribbean and in Mexico. The Mexican incident prompted lively discussions on cruiser blogs about the proper treatment — as opposed to worthless myths — of these and other stings.

When young Josh Morrell was stung in the shallows of the BVI by an unseen creature, his parents instinctively applied ice to counteract the swelling. Turns out



DAVID NABORS

The ride up the Petaluma is a beautiful one, reminiscent of the French countryside.



LATITUDE / ANDY

for the bite

that was exactly the wrong thing to do. "You want to apply water as hot as you can stand it," said Dr. Kent Benedict of Santa Cruz. "The same is true for stingray bites." The heat, we're told, breaks up the harmful elements injected by the stinger.

Jeremy White of the Portland, OR-based GibSea 106 *Madeline* was unlucky enough to step on a stingray, but fortunately learned about the hot water treatment, which he regards as a "miracle cure."

continued in middle column of next sightings page

jewel — cont'd

off the midship line. The current pushed the bow out, and when the boat was perpendicular to the dock, I resecured the midship line. We then secured the downstream aft and midship docklines, and were all set without so much as a raised voice."

Visitors to the Turning Basin are required to call the city's Public Works Office — (707) 778-4372 — 24 hours in advance to request a raising of the drawbridge. As boaters pass through the bridge, the tender will provide the gate code. The fee to spend the night is a flat \$22 and includes electricity and water, though there are no onshore facilities unless your yacht club has reciprocal privileges with Petaluma YC. We highly recommend contacting the Visitor Center at (707) 769-0429 for their highly informative boater's information packet.

—ladonna



TIM CROWE

SIGHTINGS

the 900-mile-a-day club

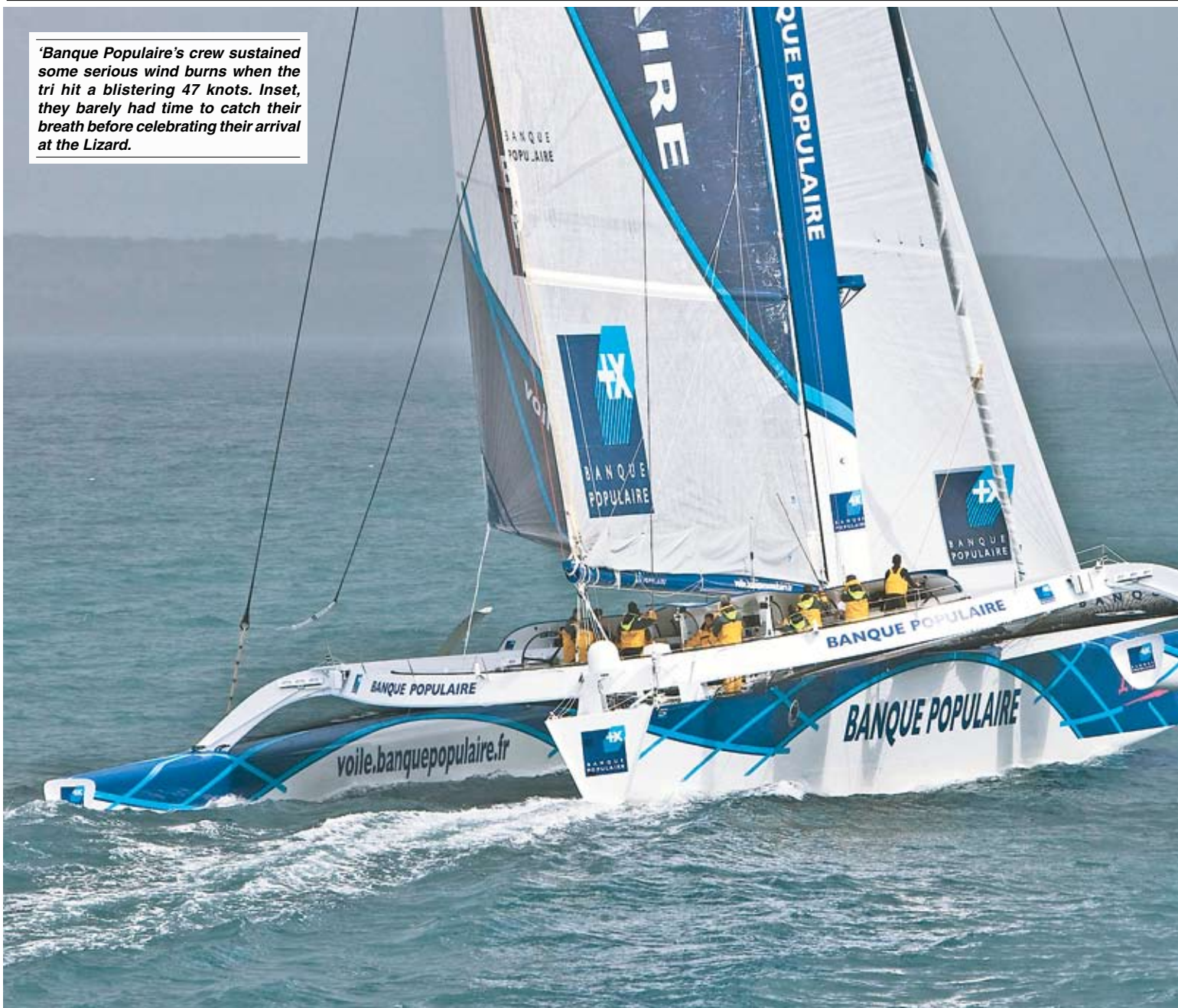
When we asked *Groupama 3* navigator Stan Honey what the odds were that the 105-ft trimaran would be racing Pascal Bidegorry's 140-ft monster tri *Banque Populaire* across the Atlantic, Honey responded that it was unlikely. Franck Cammas' *Groupama 3* and Bidegorry's behemoth are moded for different conditions, with the latter better suited to bigger breeze. But as it turned out, *Banque Populaire* left New York some 2.5 hours after *Groupama*, and the race was on . . . really on. The two boats pushed each other so hard across the pond that they each broke both the course and 24-hour records. *Groupama* was first up on the 24-hour record, knocking off an 858-mile day. Not to be outdone, *Banque Populaire* reeled off an astounding 907-mile day — with an average speed of just under 38 knots! Finishing

continued on outside column of next sightings page

stings

Pamela Bendall of the Port Hardy, B.C.-based *Kristen 46 Precious Metal* tells of a terrible stingray attack last season at La Manzanilla, Mexico. "Finally a local doctor arrived, cleaned the hole, and stuffed mashed papaya (of all things) into the wound. The swelling subsided after three days and continual papaya maintenance. What was important in this treatment was to keep the wound open and not bandaged. The healing has to go from inside out, and by covering it, infection and permanent damage to the

'Banque Populaire's crew sustained some serious wind burns when the tri hit a blistering 47 knots. Inset, they barely had time to catch their breath before celebrating their arrival at the Lizard.'



PHOTOS B. STICHELBAUT/BFBP

— cont'd

joint could happen. I was amazed at how quickly he recovered." Apparently it is the papaya's high content of proteolytic enzymes, especially papain, that make it so effective. Turn to page 30 for another treatment suggested by a reader.

Cruisers headed south this season should be aware of the simple precaution of shuffling your feet when crossing shallows in order to 'announce' your arrival and disperse bottom-dwellers such as rays.

— andy

900 miles — cont'd

within sight of each other, *Banque Populaire* ultimately beat *Groupama 3* to the Lizard, Cornwall by about three hours on August 2 — after covering the 2,880-mile course in 3d, 15h, 25m, 48s!

Next up for both boats is a Jules Verne Trophy attempt for the out-right round the world mark sometime this winter; they'll go on standby in November. It may seem as if the smaller *Groupama* will have her work cut out for her given that she cedes some 35 feet of waterline to *Banque Populaire*. The trans-Atlantic record attempt did demonstrate that while *Banque Populaire* is formidable with the breeze up — and aft — but the lighter *Groupama 3* has legs when the breeze dips below 25 knots (in the last day of the record attempt, she made up nearly 40 miles on *Banque Populaire*). While boats this fast are capable of skipping from weather system to weather system, the round the world course will always include upwind and reaching work and, at times, lighter air.

Since rupturing her port ama and capsizing in her first Jules Verne attempt early last year, *Groupama 3* has been rebuilt and fortified. Though reportedly the lessons learned about *Groupama's* structure were incorporated into revisions to the build of *Banque Populaire* — which had almost been completed at that time — the former will no doubt benefit from its prior experience. Whether both boats leave at the same time remains to be seen, but with no Volvo Ocean Race, and no Vendée Globe, it'd sure be nice if they would.

—rob



brit steals zac's thunder

At the risk of making a regrettable assumption — as in the famous headline "Dewey Defeats Truman" — let us congratulate 17-year-old British singlehander Mike Perham on completing his remarkable circumnavigation. As we go to press, he is roughly a day's sail from crossing his tracks off England's Lizard Peninsula, and unless disaster strikes within the next 24 hours or so, he will thus snatch the status of 'youngest around' from Southern Californian Zac Sunderland. Perham's age at the finish will be two months younger than Sunderland's when he arrived home at Marina del Rey on July 16.

Sailing eastabout, aboard the chartered Open 50 *TotalMoney.com*, the 17-year-old Brit originally intended to sail the Southern Ocean route via the so-called Great Capes in order to break the nonstop, unassisted record set by Australian Jesse Martin when he was 18. But after serious autopilot problems forced Perham to make pit stops at Portugal and the Canary Islands, he lowered his sights and simply aimed to become the youngest around via any route — a feat Sunderland was pursuing at the same time. Ironically, the two young men crossed paths — and shared a cordial lunch together — in South Africa while racing the clock in opposite directions.

Just as Sunderland knew he probably would not hold the record for long, Perham can already feel the heat from three younger challengers — all of whom are female. Australian Jessica Watson, 16, plans to set sail next month and return before her 17th birthday, next May 18, and Sunderland's younger sister Abby, now 15, recently picked up the gauntlet, hoping to depart this fall also and return before her 17th birthday in October 2010. Both Watson and Sunderland intend to sail the ambitious — and dangerous — southern route, nonstop and unassisted.

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SIGHTINGS

perham — cont'd

As if those campaigns aren't controversial enough — "What age is too young?" many critics are asking — 13-year-old Dutch sailor Laura Dekker has now thrown her hat into the ring with the full support of her parents, who are circumnavigators themselves. Even in the Netherlands, however, which is arguably the most open-minded country in Europe, Dekker's intentions have sparked a substantial controversy. In fact, government agencies are vying to put her in protective

services in order to block her record attempt. It's important to note that her proposed route would take her mostly through the tropics via the Panama and Suez Canals.

Although we're normally opposed to the regulation of personal liberties, we can certainly see the point of those who question the wisdom of allowing kids to go to sea on their own when their wisdom teeth haven't even come in yet. But where do you draw the line? Perhaps at crossing the Southern Ocean and round-

ing Cape Horn. Remembering how that tumultuous cauldron has nearly taken the lives of more mature sailing luminaries like Isabelle Autissier (twice), Tony Bullimore (five times), and others, we have to wonder if the potential glory is worth the risk. Stay tuned for further developments.

— andy

size matters

The boat on the cover of the most recent issue of *ShowBoats International*, one of the ultra-glossy magazines published for the megayacht market, is Bill Joy's 190-ft ketch *Ethereal*, a very lovely boat in what might be called the 'modern traditional' style. The yacht was launched in The Netherlands last October by the celebrated Royal Huisman Shipyard.

Joy, a co-founder and chief scientist of Santa Clara-based Sun Microsystems until '03, and a current partner in the Palo Alto venture capital firm of Kleiner Perkins Caufield and Byers, was one of the first boatowners to spend a lot of time and money considering all options in an effort to make his yacht as eco-friendly as possible. To that end, she's got a hybrid electro-mechanical propulsion system and all sorts of other features to make her more energy efficient.

Ethereal was chosen as the cover girl for *ShowBoats* because it was the "Super-Green Superyachts" issue of the magazine. If you're wondering how anybody can say "green motoryacht" without turning red with embarrassment, editor Jill Bobrow said she understood. In fact, Bobrow initially compared it to other oxymorons such as down escalator, jumbo shrimp, old news, and black light. But by the end of her editorial, Bobrow wrote that 'green motoryacht' didn't have to be an oxymoron because "yachts are becoming 'more perfect.'" While admitting that the idea of creating a megayacht that had zero impact on the environment was "hopelessly optimistic," she said that thanks to the surge in environmental awareness by the owners of big yachts, "giant baby steps" were being made.

We wouldn't have envied Bobrow's assignment of having to make the case for mega-motoryachts being green, but at least she was honest enough to present evidence to the contrary. For example, in one of the issue's articles, former San Francisco Bay sailor, Ron Holland, the

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navigation

Triangulation is the process of determining the location of a point — such as a finish line of a sailing race — by measuring angles to it from known points at either end of a fixed baseline, rather than measuring distances to the point directly. The point can then be fixed as the third point of a triangle with one known side and two known angles.

It sounds complicated and not very much fun, so when we decided to navigate the recent Santa Barbara to King Harbor Race on *Profligate* without the use of GPS,

JULIEN GIRADOT / DPPI / TOTALLYMONEY.COM



How long will Perham hold the title? Not long if Zac's little sis has her way.



without gps

we elected to use a process we call 'Triangulation Lite'. It was simple. We just had new crewmember Judy stand on the house and 'open up' to about a 25° angle. Then we had helmsman Bill Lilly, Judy's boyfriend, keep the N/M 55 *Bolt* as close to the apex of her triangle as possible. Triangulation Lite may have no basis in trigonometry or geometry, but it was a lot of fun — Judy said it tickled sometimes. And it worked great until Judy went into the galley to prepare a delicious pasta dinner.

— richard

size — cont'd

designer of *Ethereal*, is remembered as having told an '08 symposium in New Zealand that Joy's yacht was most certainly *not* a truly green yacht, but only that Joy had insisted on looking at new resources and concepts in order to try to increase efficiency and minimize the environmental impact of his boat.

The magazine also didn't shy away from the unwelcome facts presented by naval architect Michael Peters at that same symposium. Peters told the not-so-happy-to-hear-it audience that a typical 150-ft displacement motoryacht — which is actually kind of a mini-megayacht — would, when running at full speed for two hours, consume more resources than a family of four would in an entire year.

The issue also discussed the concept of megayacht owners pur-
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Spread, the Triangulation Lite navigation system would occasionally break down when helmsman Bill Lilly, who has suffered from ADD his entire life, became distracted and failed to keep 'Bolt' in the apex of the triangle. Insets, oh yeah, there was some racing going on too.



PHOTOS LATITUDE / RICHARD

SIGHTINGS

size — cont'd

chasing carbon offsets. It was claimed, for example, that after a run from the Caribbean to the Med, a 200-ft yacht's resource consumption could be mitigated by a \$10,000 payment to a carbon offset company, which would presumably do things like plant a bunch of trees in the right places. We don't know about you, but we find the concept of buying carbon offsets to be little more than 'penance lite' for the absolution of some rich guy's environmental transgressions. We'd have more respect if such an owner practiced a little self-flagellation in public at the big boat show in Monaco.

With all due respect to Bobrow, we're not buying the 'green motor-yacht' concept. A boat's not being as dirty as it could have been is still plenty dirty when you're talking about a mega-motoryacht. If

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unclear on

Even longtime sailors get a little rusty on the Rules of the Road from time to time — especially when it comes to vessel lighting. This fact was obvious during last year's Baja Ha-Ha, as several boats were spotted with improper — and even downright weird — light configurations.

Realistically, you might never get cited for improper lighting, but you could confuse the heck out of other mariners, both large and small. And, if an accident occurs when you are out of compliance with the Rules, you could be blamed.



FRANCO PACE / COURTESY ROYAL HUISMAN YACHTS

the concept

First, all skippers should keep a copy of the International and Inland Rules of the Road handy in their nav area. You never know when you might want to look up something, if only to confirm that your memory is serving you correctly when you're sleep deprived.

The most commonly seen taboo during the Ha-Ha was running both masthead tricolor and deck level running lights at the same time. This is a problem because, under the Rules of the Road, red over red

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Bill Joy's 190-ft 'Ethereal'. She's sleek. She's sexy. But just how 'green' is she?

size — cont'd

boatowners want to make a difference, they should look to size. For if an owner was as eco-aggressive in the building of a 100-ft boat as with a 200-ft boat, he'd have really done something. Of course, he'd have really done more if he'd built a 100-ft — or less — sailboat instead. Indeed, as another author wrote in the green issue, "There is little doubt that wind power will continue to be the cleanest and most cost-efficient means of propelling yachts for the foreseeable future."

Why haven't we slammed *Maltese Falcon*, the 289-ft sailing yacht built and recently sold by Tom Perkins of Belvedere, and Joy's *Ethereal*? As we wrote several years ago, both of these boats were many years into the design and building process before it was realized that the environmental situation was as acute as it appears to be. As a result, we wrote that we gave them a 'pass'. But enough time has passed that anyone launching a megayacht now had to have been aware of the environmental situation and just not cared. As such, in our opinion, anyone who launches a mega-motoryacht now can't claim to be 'green', but rather should be assumed to be full of a brown organic substance.

— richard

big boat series preview

With a little less than a month to go as of this writing, the St. Francis YC's Rolex Big Boat Series has already attracted 72 entries, and we'd be surprised if there weren't at least another 15 not yet entered. So far, it's looking as if there will be seven one-design classes: Melges 32, Beneteau 36.7, Express 37, 1D35, J/120, J/105 and Cal 40. What? Cal 40? That's right, six of the venerable plastic classics are already entered as a one-design class for what we have to believe is the first time ever. The number of J/105 entries stands at only 13 right now and, if history is any indication, we'd be surprised to see a fleet with numbers less than the high 20s. The Melges 32s have only five entries right now but we expect that number to get up to at least 10. Judging by the current entry list, the resurgent West Coast Farr 40 fleet — which has been drawing around 10 boats for regattas in Southern California — hasn't attracted enough boats for its own start this year.

When it was announced at last year's event that the regatta would serve as the 2009 IRC Nationals, we were hopeful that the IRC turnout for this year's Big Boat would be impressive, and include some entries from both the East Coast and the world at large. That was until the economy bottomed out. The result is that the IRC division is shaping up to be a nearly all-local and West Coast affair. The fact that 28 boats are already signed up is testament to the health of our local IRC fleet, and we wouldn't be surprised to see at least five more owners sign on the dotted line between now and then. Two of the four division winners from last year are back: John Kilroy Jr.'s TP 52 *Samba Pa Ti* and Jim Mitchell's electric-blue R/P 52 *Vincitore*



LATITUDE ARCHIVES

This year's BBS will see one-design fleets for all the usual suspects, plus an unusual one: Cal 40s.

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bbs — cont'd.

will be going another round in IRC A. Other notables include Chris Welsh's Spencer 65 *Ragtime*, SF Bay IRC series-leader Dan Woolery and his King 40 *Soozal*, and Brad Copper's Tripp 43 *TNT*.

As always, there should be some great spectating on the Cityfront, so save the dates: September 10-13. You'll find the event website at www.big-boat-series.com.

—rob

ready for some mexican sun and fun?

Need to get away from your dead-end job, news reports that drone on with nothing but depressing topics, and traffic so thick you could walk to your destination faster? As you read this, there's still time to sign up for the 'Sweet Sixteen' Baja Ha-Ha before the September 10 entry deadline. And it can all be accomplished online in about 15 minutes at www.baja-haha.com.

Now the largest offshore sailing event in the U.S. — and the second largest cruiser rally in the world — the Ha-Ha is many things to many people. But it's probably best described as a 760-mile family-friendly cruise-in-company event that attracts sailors of all stripes, more often than not launching them into a new lifestyle of extended cruising.

This month, Ha-Ha enthusiasm will rev up to a full head of steam as crews mix and mingle at our annual Mexico-Only Crew List and Baja Ha-Ha Reunion Party on September 9 at Alameda's Encinal YC. While this spirited shindig serves partially as a reunion for Ha-Ha veterans, its primary aim is to introduce skippers in need of crew to sailors in need of a ride. (Registered '09 captains and first mates get in free, others pay \$7 at the door; snacks provided; no host bar; 6-9 p.m.; directions online at www.latitude38.com).

While we're on the subject, if you own one of the 160 boats that have signed up so far for this year's event, we'd like to suggest that you consider taking a few extra watch-standers along for the cruise down the coast. Here's why: Typically, couples who are perfectly comfortable with sailing their boats in their home waters as a duo often fail to consider how frazzled they'll become after standing three-on, three-off watches for up to 72 hours in a stretch — the time it takes some boats to complete the longest of the three legs. During the rest stops, while larger crews are hiking the local mountains, surfing the point breaks and sampling *cervezas* in town, some of the doublehanders are so exhausted that they barely make it ashore at all. By contrast, tak-

ing along a few extra crew will mean everyone gets more sleep, you'll have more helping hands in an emergency, and the trip will be less physically demanding — in other words, you'll be likely to have more fun.

Both choosing appropriate crew and picking a

Potential crewmembers are lining up for a ride south.

boat to crew on can be tricky, however. To avoid a bad experience, we suggest you get to know your new shipmates ahead of time by going for a daysail and/or sharing a meal or two. Also, be absolutely certain that you all have realistic expectations about what the trip

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lights

indicates a vessel "not under command." To remember this, merchant marine cadets use the mnemonic "Red over red, the captain is dead." Consequently, it's illegal to run both your deck lights and masthead tricolor at the same time if your vessel is under command. Similarly, if a sailboat were to run a tricolor, deck lights and a steaming light, vessels viewing its port side would see red over white over red which indicates a "vessel restricted in its ability to maneuver."

Likewise, green over white (a masthead

Brian Petros' Hood River YC-based Moore 24 'Electric Mayhem' goes SPLAT! in the 2nd Annual Double Damned Race last month on the Columbia River Gorge. For the full story on this kick-ass race, turn to page 102 (but not before you finish reading 'Sightings') and for some great videos, search YouTube for 'Dam to Dam 2009'.



— cont'd

tricolor and steaming light viewed from starboard) could be confused for a fishing boat engaged in trawling: "Green over white, trawling tonight." So when you're motoring or motorsailing at night you must run your deck lights in combination with your steaming light, not your tricolor. Masthead tricolors, by the way, are legal only on boats less than 65 feet.

One of the most unusual combinations reported, red over green over green (viewed from starboard), actually turns out to be a

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ha-ha — cont'd

will entail, such as: What boat chores will crew be expected to fulfill? Who will pay for provisions and other expenses? How will watches be handled? Where will crew sleep? If you definitely *are not* into developing any sort of 'extra' relationships, make that crystal clear up front.

Those precautions aside, we think taking crew along is a fine idea that works out for the best more often than not, and often leads to lasting friendships. A potential side benefit for those who do catch rides is making connections for future cruising in Central America, the Caribbean or the South Pacific. If that sounds good to you, a final tip is to bring plenty of sailing resumes to the Crew Party, preferably with your photo embedded, so potential skippers will remember you after enduring a whirlwind of introductions. See you there!

— andy



SIGHTINGS

chill out at china camp

San Francisco Bay isn't known for its great gunkholing, so the handful of viable small boat anchorages — especially when they're complemented by fantastic shoreside offerings — generally see no shortage of traffic. Yet a surprising number of sailors we've spoken to recently have never anchored out at one of the premiere destinations on the Bay: China Camp State Park.

Nestled just inside the San Pedro peninsula in San Pablo Bay, China Camp offers not only excellent holding in soft mud, but protection from winds with any southerly or westerly flavor — which means, of course, throughout most of the summer. And the ridges that protect the

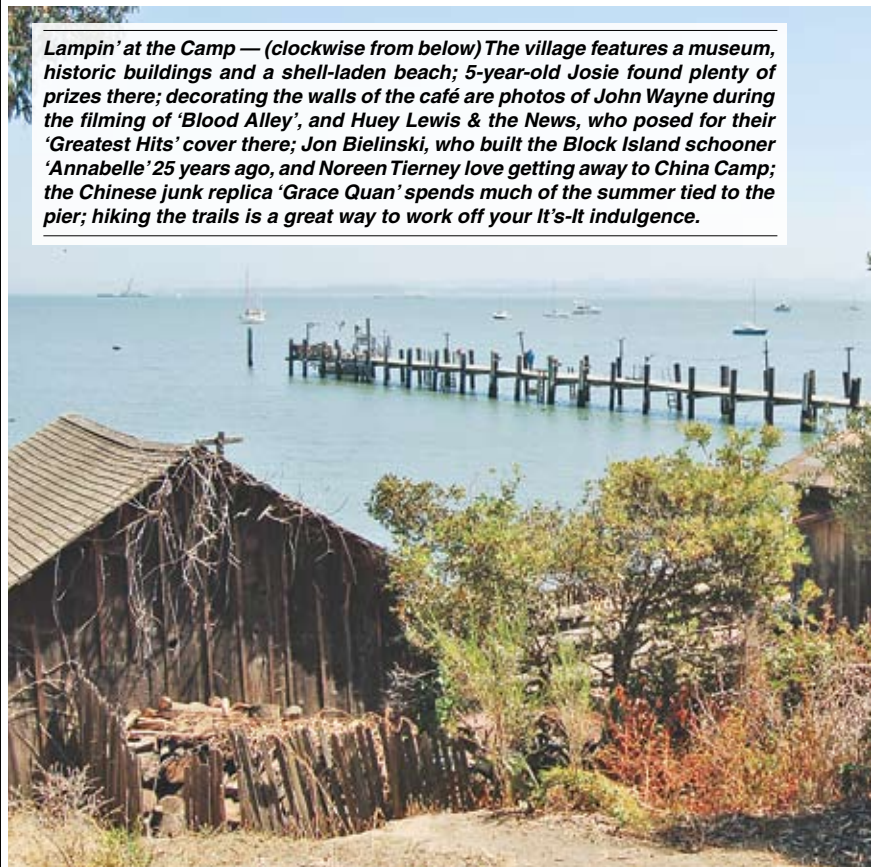
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lights

proper option for sailboats under sail: All-around red over all-around green at the masthead, over deck-level running lights. To our knowledge, Dr. Lou Freeman's San Diego-based Swan 52 *Seabird* was the only boat to display this combo, but he was perfectly correct to do so. The mnemonic for this one is "Red over green, sailing machine." It's rarely seen on the West Coast, but commonly seen on big sailing yachts in the Caribbean and Med.



Lampin' at the Camp — (clockwise from below) The village features a museum, historic buildings and a shell-laden beach; 5-year-old Josie found plenty of prizes there; decorating the walls of the café are photos of John Wayne during the filming of 'Blood Alley', and Huey Lewis & the News, who posed for their 'Greatest Hits' cover there; Jon Bielinski, who built the Block Island schooner 'Annabelle' 25 years ago, and Noreen Tierney love getting away to China Camp; the Chinese junk replica 'Grace Quan' spends much of the summer tied to the pier; hiking the trails is a great way to work off your It's-It indulgence.



PHOTOS LATITUDE / LADONNA

cont'd

As every merchant mariner will tell you, keeping the myriad light combinations straight is a challenge. But it's especially tough if you don't often sail at night. So we suggest you pick up a plastic cheat sheet of light patterns, and keep it close to the helm. And spend some time poring through the Rules of the Road — you'll probably be amazed at all the things you didn't know, but should.

— andy



china camp — cont'd

anchorage from sloppy seas also protect it from the fog that blankets much of the Bay during the summer months. In fact, China Camp boasts more than 200 fog-free days every year!

By many sailors' standards, the anchorage itself has a decidedly 'roadside' feel, but unless the wind switches from the north or east, conditions are generally mellow. And even if there's a small amount of rocking and rolling during the day, the wind typically shuts off at sunset, leaving you to enjoy a warm and gentle evening in your cockpit.

In a northerly, the fetch across San Pablo Bay can quickly allow rollers to build up, making the anchorage uncomfortable, at the least. Before heading out for the weekend, check the weather forecast, and if it calls for a northeasterly, do yourself a favor and head over to Clipper Cove instead.

But summer conditions favor sailors. Catch a morning flood tide, pop the chute when the wind comes up, and hang on tight — you'll be there in no time. It's perfectly safe to pass between Pt. San Pedro and The Sisters; just keep an eye out that the current doesn't insidiously pull you down on one of several large barge moorings. As you near McNears Beach, depths shoal pretty fast — just stay a few hundred yards off the beach and you'll be fine.

Though not the deepest of anchorages, the shoaling is gentle so, if you find the depths getting a little too thin for comfort, you'll have plenty of time to head for deeper water. When choosing a spot to drop the hook, keep in mind that there's room for 100 or more boats between McNears Beach and China Camp, so try not to crowd your neighbors. Shoal-draft or centerboard boats are particularly lucky because they can really tuck in close to shore.

Once the hook is set, launch the dinghy and head ashore. Landing is allowed over the entire beach — on both sides of the pier — though it is restricted to daylight hours. If the tide is rising, be sure to pull the dink above the high-tide line or tie it off. And though the park is clean and safe, it would be unwise to leave anything valuable in the dinghy. Park Ranger Tom Frazier reports that dogs are allowed in developed areas (*not* on the trails) but noted that they need to be leashed and, of course, picked up after.

If you're there on a weekend, stop in at the little store and treat yourself to a shrimp cocktail and an It's-It. China Camp resident Frank Quan, a descendent of the original settlers who has lived there nearly all of his 84 years, runs the store with the help of his cousin, Georgette Quan.

A must any day of the week is the museum (open 10 a.m.-5 p.m.) situated next to the pier. China Camp is steeped in history and the museum does a wonderful job of detailing it. You'll walk away with a deep respect for the immigrant fishermen who plied the Bay 150 years ago — and a deeper regret for how our government treated them.

Beyond the village run 15 miles of trails, some of which lead to hike-in campsites and picnic areas. Most are accessible to hikers, bikers and horse riders so keep an eye out rounding blind corners. The last thing you want to do is run face-first into the business end of a palomino.

The myriad activities China Camp offers make it a no-brainer destination on the Bay. So the next time the family balks at yet another day of screaming — figuratively and literally — across the Slot, take them to China Camp instead. With the possible closure of 25 Bay Area parks starting in September due to budget constraints, you wouldn't want your first time to China Camp to be your last.

— ladonna



This stowaway hitched a ride from Sausalito to China Camp last month. He now happily resides in the park's garden.